

THE RAM

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

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Vol 54

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Jun 2016



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

See Page 2

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

See Page 3



How do you tell if you've got malware, how do you protect against hackers and why can't you connect your Gmail account through Outlook.

See Page 4

We have another look at old RAAF Ballarat and the Snake Pit at Laverton is no more!

See Page 5





John Atkins had a terrible time in the RAN – and no-one seems to care! And why are so many Vietnam Vets going back to live in Vietnam?

See Page 6

Andrew Berriman and Stuart Ritchie tell us their stories.

See Page 7



The Djinnang people got together again for one of their memorable knees up and the 7th Brigade put on a show.

See Page 8

What you need to know about E10 and the truth about tyre wear.

See Page 9



The Qld branch of the REOA recently held one of their meetings at the old Vic Barracks complex in Brisbane.

See Page 10

If you're looking for Health Insurance, perhaps Defence Health could suit you.

See Page 11



Jeff takes us on one of the Wallaby runs from his time with the Caribou in Vietnam.

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Once again, Brisbane turned out in their thousands to show their gratitude to the serving and ex-ADF personnel.

See Page 13



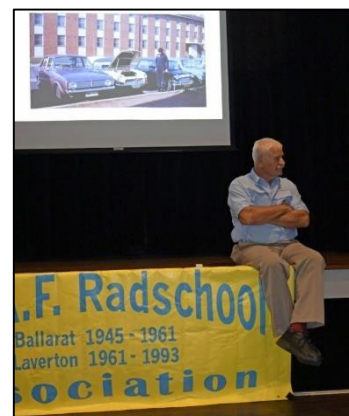


Ex-Radschoolers held a fabulous reunion over the weekend 22/23 April, all thanks to John Broughton.

See Page 14,

More on the Radschool reunion – the Saturday night dinner.

See Page 15

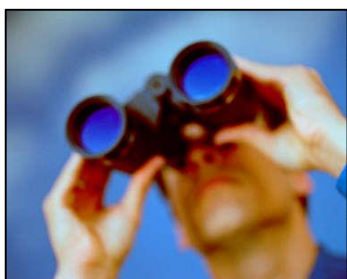


Captain Eric "Winkle" Brown, quite a man. Are pilots losing skills and thus losing control?

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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.

Membership.



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

- 1 year's full membership for \$12.00
- Life (5 year's) full membership for \$50.00

Annual Membership will run from July one year to June the next, with this year's annual membership expiring in June 2017. As we've said, full membership is not compulsory, you can still receive the RAM which will remain open, free and available on the net and we've decided to limit life membership to 5 years because as we've recently discovered, we're all mortal and 5 years could very well be a lifetime.

So, if you'd like to contribute and help us with the ever increasing costs, please join as a full member.

If you are already a member (ie: if your name is on this [LIST](#)), please fill in the form below and send it to us, if you haven't already joined (if you're not on the list), please use the form [HERE](#).

First name: Surname:

Your email address:

Membership type:

Your State: Sum transferred: \$

In order to reduce Spam, enter the sum of 10 plus 10 in the window opposite.

Please transfer your joining contribution to:

BSB: 124-021 **Account number:** 1048 7401 **Title:** RAAF Radschool Association
Bank: Bank of Queensland.
and include your name in the "Remarks" window on the deposit.

You can of course pay more if you wish!!

AND!! If you work for a firm that would be kind and generous enough to sponsor the Radschool Association, please get in touch.



RAM thought for the day.

"Once you realize how valuable you are,
you will find it hard to keep the company of those who do not."

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:

Robert Noel (Bob) Bell

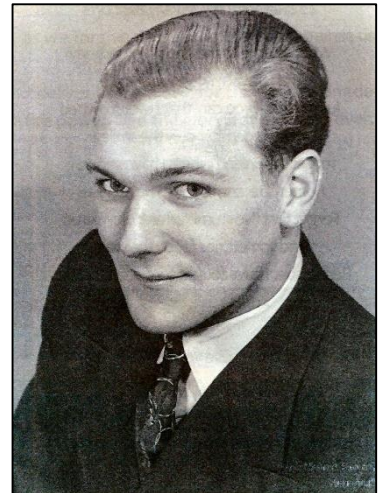
Jim Noble advises the following sad news. "A Notice was placed in a recent edition of the Canberra Times which advised that Bob Bell, Wg Cdr (Ret) passed away on the 5th May 2016.

A service for Bob was held in the Chapel of the Norwood Park Crematorium, Sandford Street, Mitchell, ACT on Fri 13 May 2016."

Cecil Peter Holmes.

"Peter" Holmes passed away on the 15th January 2016 at his home in Burnie Tasmania, he was 85 years old. He suffered a heart attack and was found by his wife, Avis, at the back gate of their home. Peter was a Radtech A and was well known by a lot of people and he would regularly send out an email with a bunch of jokes to his many readers.

Peter's funeral service was held in Devonport, Tasmania, on Wednesday 20th January.



Brian Edward Drover.

John Richards advises that Brian Drover passed away on the 9th April in Canberra, he was 88 years old. Brian was an ENGRAD. A commemorative service was held at The Chapel at Gold Creek, Nicholls, ACT on the 18th April.

Kev Webber.

Geoffrey Schmidt advises the sad news – "A senior and well liked member of the Instrument fraternity, GrpCapt Kev Webber (Ret'd), passed away on the 17th April – he was 81 years old.

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After having a fall at home last year, he spent his remaining life in a Bupa hi-care facility in Brisbane suffering with dementia.

Kev was one of my first boss's at 481Sqn Willytown when I was commissioned back in 1966. Always the gentleman, when Kev was at his angriest, he would resort to his raging and only expletive, "ruddy". Vale Kev, we remember you with fond memories. Kev was off No 5 Appy Course (Buttercups) at RSTT Wagga Wagga and on No 1 Engineering Diploma Course (1955).

Kev's funeral was held on Saturday (23Apr) at the Hemmant Cemetery and Crematorium, (Brisbane).

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Page 3 Girl.

Our lovely Page 3 girl this edition is Sandy Palmer.





Sandy Palmer's association with the RAAF started when in late 1973, she was 17 years old and met Phil Palmer on a blind date at the Nelson Bay RSL. Romance blossomed between the pair but a complication arose in March 1974 when Phil, a RadtechA, was posted from 20CU to 75 Sqn in Butterworth, with effect from early May. Obviously a major decision was required, split up or get married post-haste and fortunately for both of them the latter option was chosen.



Engagement Party – March 1974

The next two months were a flurry of activity, starting with an impromptu engagement party held at Kay and John Lennon's rental house in Maroubra Crescent Nelson Bay. John by the way was a RadtechA at Williamtown, not a musician. A couple of well-known Radtech's who lived across the road from John also joined in the celebrations, namely Bruce (Suds) Purcell and the late Trevor Lee.

Most weddings are planned well in advance of the actual day but in Phil and Sandy's situation less than 4 weeks were available, so leave from 20CU had to be arranged, venues organised, guests notified et cetera. Sandy's hometown was Brisbane so arrangements were made for the marriage to be solemnised in New Farm, a riverside suburb of Brisbane. Most of the RAAF members travelling to Brisbane from Williamtown for the wedding left the Newcastle area on



the 11th April 1974, which was the day before Good Friday. The road trip that night was horrendous as the roads were very congested with people rushing to their holiday destinations and this resulted in multiple fatalities, which in turn closed some roads and caused very lengthy delays.

Phil & Sandy were married in the Holy Spirit Church at New Farm on the 20th April 1974, followed by a reception in the local area. The marriage certificate now meant that Sandy could travel with Phil to Malaysia, but the RAAF still required all the necessary documentation to be in order so a quick exit was planned from Brisbane to get back to Williamtown as quickly as possible.



There was however a small impediment to this plan in the form of Cyclone Zoe, which had passed through Northern NSW a few days earlier. All the major coastal roads in the north of NSW were cut due to severe flooding, but the couple had unwisely driven the coastal route and became stranded. Out came the soggy road maps and finally with some back tracking and the help of secondary roads through the hills Williamtown was reached, albeit a couple of days late. After convincing the orderly room that the weather conditions were the cause of Phil being late returning to base and not the honeymoon, the rush continued to get ready for the uplift to Butterworth. After selling their car and packing wedding gifts the couple finally left Williamtown on a bus destined for Sydney on about the 3rd May and then flew to Butterworth on a RAAF 707 charter.

The first few weeks in Penang were rather daunting for Sandy as it was a whole new experience for a 17 year old to be living in a foreign country. The allocated married quarters were at 515Y Jalan Hashim, which proved to be an idyllic location on the beach front and once friendships were established both Sandy and Phil both thoroughly enjoyed their time in Malaysia. All good things must come to an end and Phil was next posted to 486 Sqn at Richmond.



Our home in Jalan Hashim.



Sandy at the Crab Temple Tanjong Toking – 2011.

In 1979 Sandy became pregnant with their first child and the due date was a couple of weeks before Phil had elected to be discharged in May. This resulted in Phil travelling alone to Adelaide for discharge and Sandy flying over later with the new baby. The couple then settled in Yankalilla, SA where they established a business in 1984. Three more children arrived at regular 2 year intervals giving the couple 2 girls and 2 boys who now all have their own children. In 2004 a move was made to a 1 acre property in Normanville SA, which is now a social gathering point for their children and the 10 grandchildren.





Sandy is currently an avid gardener, enjoys travelling overseas and is almost a full time baby sitter as 8 of the 10 grandchildren live within 1 kilometre of her, and they are all under 8 years of age.

A clear conscience is usually the sign of a bad memory.

St Kilda – 1969.

The pic below was taken at a pub in St Kilda, Vic sometime after March 1969



Phil Palmer, Roy Holding, Graham Longton, Bill Johnson and Mark Gee.



11 RTC (Air)

This course, held at Ballarat, commenced on the 20th June 1955 and graduated on the 31st August 1956



Standing L-R: ASA Mumford, CJ Lacey, GJT Craswell, DM Horton, Kev Carroll, HG Howarth.

Seated L-R: JB Aspinall, DK Morgan, RE Allan, WD Brennan, LL McLachlan.

A new teacher was trying to make use of her psychology courses. She started her class by saying, 'Everyone who thinks they're stupid, stand up!' After a few seconds, Little Larry stood up. The teacher said, 'Do you think you're stupid, Larry?' 'No, ma'am, but I hate to see you standing there all by yourself!'



Pay Section Darwin – 1988.

(The most important people on a RAAF Base)



L-R: Grace Wilson, Bob Anderson, Peter Bick (back), Anne Bowzicky (probably spelt incorrectly), Nick (Tooth) Ranson (Deceased) (back), Roscoe Dann, Steve Sheppard (Back) and Col Price.

Larry watched, fascinated, as his mother smoothed cold cream on her face. 'Why do you do that, mommy?' he asked. 'To make myself beautiful,' said his mother, who then began removing the cream with a tissue. 'What's the matter, asked Larry 'Giving up?'

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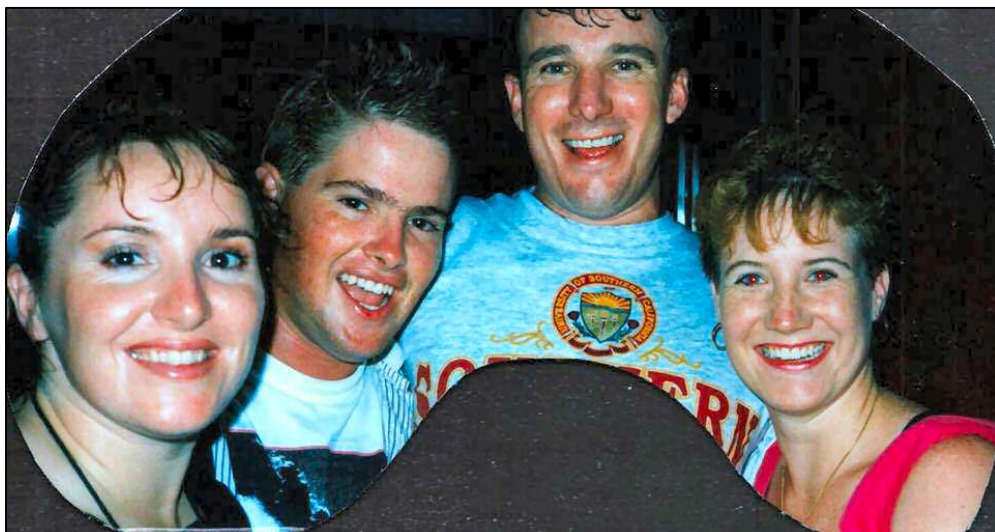


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L-R: Steve Sheppard, Nick Ranson, Anne Bowzicky, Roscoe Dann, Robyn Green, Peter Bick (hidden), Bob Anderson, Tooth and Roscoe, Grace Wilson and Col Price.



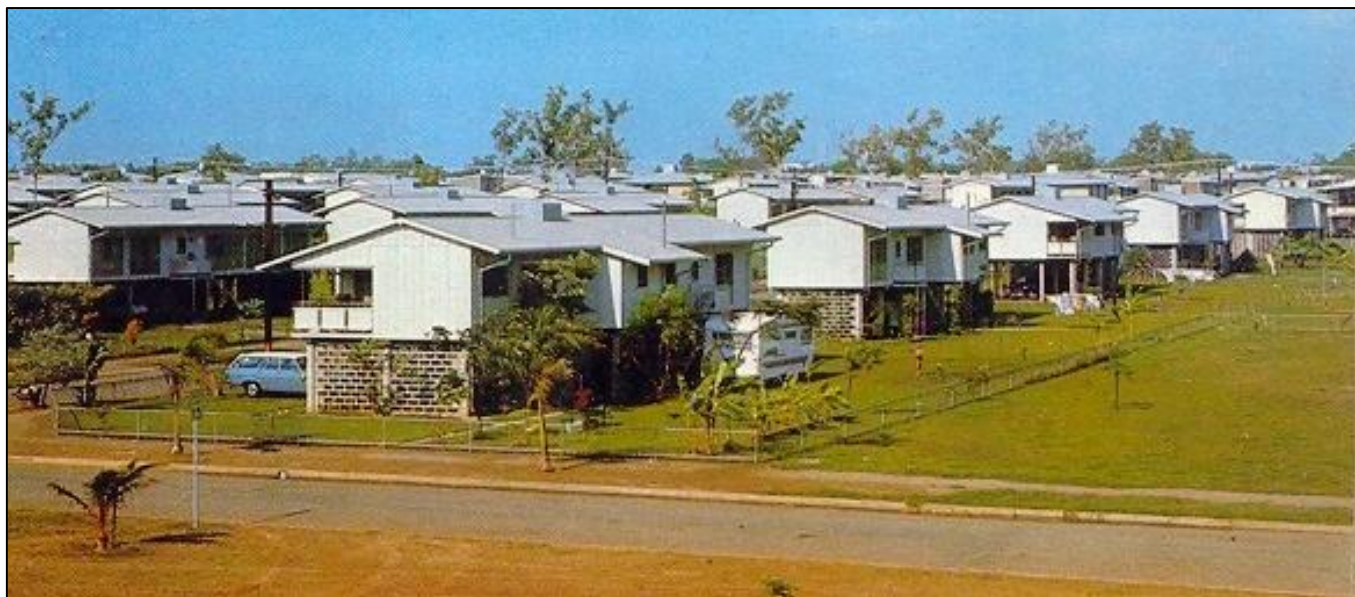
**RAAF Truscott
Club Boozer
(Darwin) 1991.**

L-R: Chrissy Hart,
Glenn McCracken,
Randall Kronenburg,
Tracey Sinkinson.



Housing estate at RAAF Darwin,

In days gone by.



Today!



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RAAF Base Darwin.

1970.



A conscience is what hurts when all your other parts feel so good.

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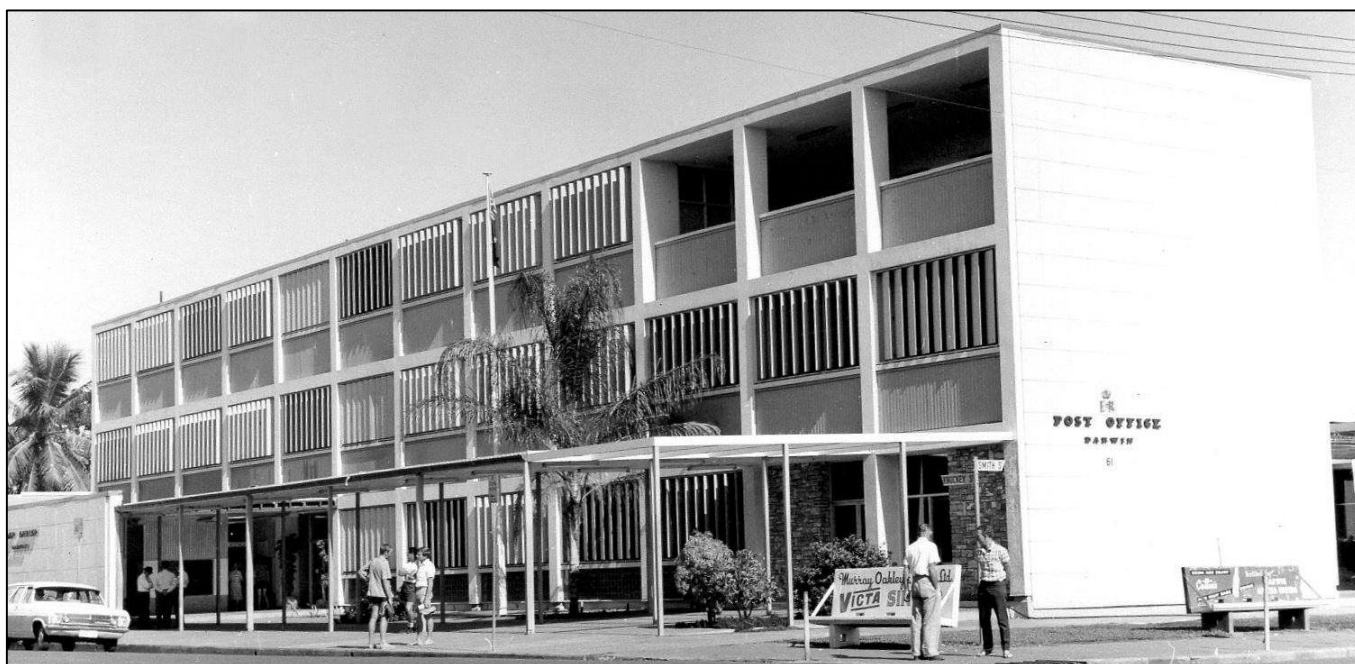
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Darwin in the 1960's.





Darwin Airport after Cyclone Tracy 1974



Note the stream of buses coming and going with evacuees.



Computers and Stuff.

Sam Houliston.

Report scams to the ACCC via www.scamwatch.gov.au or by calling 1300 795 995.

How to tell if you've got Malware.

Picture this: you start your computer and wait. And wait. And wait some more. When your desktop finally shows its face, things don't get any better. Your Internet is sluggish, your programs are taking forever to load, and your cursor is dragging 20 seconds behind your mouse. You might have tried to open too many programs at once. Or...You might be infected.

malwarebytes LABS

Sometimes a malware infection is as plain as day. Other times it's a silent killer. If you want to know whether or not your machine is sick, you first need to understand the symptoms. So let's take a look at the telltale signs.

You've got ransomware.

This one's the most obvious. Ransomware authors want to make it perfectly clear that you have a malware infection—that's how they make their money. If you've got ransomware, you'll get a pop-up that tells you your files have been encrypted and there's a deadline to pay a ransom in order to get them back.



Browser redirects.

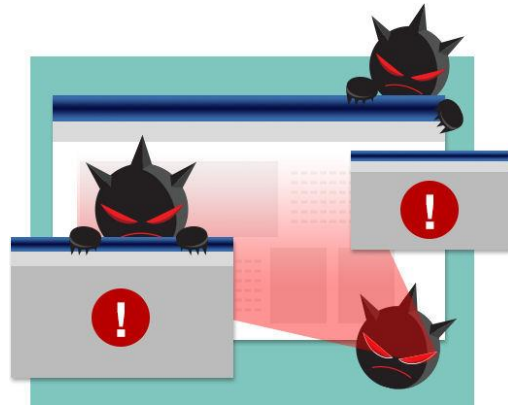
You click on a link after doing a Google search on "my computer's acting strange." Link opens to a different page. You head back to your search results and try a different link. Same thing happens. Over and over you're redirected to a different site from the one you're trying to reach. That, my friend, is a malware infection.

Different home page.

Say you set your home page to be your favourite sports news site. But for some reason, Yahoo.com keeps coming up. You also notice some new toolbars (rows of selectable icons) below your browser window that you can't get rid of. You could either have a major case of the forgets, or, more likely, you've got an infection.

Bombarded with pop-ups.

A pop-up appears on your computer, you close it, another one opens. Or you're not even online, and you're getting pop-up messages on your system. Some sites admittedly have terrible ad experiences that feel like something nefarious is going on (but really isn't). Most of the time, if your screen is loaded with pop-ups, you're looking at an adware or spyware infection.



Computer running slow.

Lots of things can contribute to a slow computer. You could be running too many programs at once, you may be running out of hard drive space, or there's not enough free memory. If none of those are true for you and your computer is still slow, it's possible you're infected.

New, unfamiliar icons on desktop.

Maybe your nephew Timmy jumped on without your knowledge and downloaded a photo editing program so he could swap his face with his dog's face and share it on social media. Or perhaps you downloaded a legitimate piece of software and a [Potentially Unwanted Program \(PUP\)](#) hitched a ride. If it's the latter, your computer could be weighed down by PUPs, which Malwarebytes and many other security companies consider malware.

Constant crashing.

There are a couple reasons why your applications or system might crash, including potential incompatibility between programs or software and hardware that needs updating. However, some forms of malware, such as rootkits, dig deep into the Windows kernel and latch on, creating instability.





Web browser freezes or is unresponsive.

Slow Internet could be just that—check your WIFI signal or your download speeds with your Internet provider to be sure. But if everything checks out and your browser grinds to a halt, it could be a sign of infection.

Lots of bounced email.

We've all mistakenly typed in the wrong email address and hit "send." But if you're getting a suspiciously high number of bounces, or emails that return to your inbox undelivered, something else is going on. First, your email address could have been hacked and is now being used to spam the crap out of your contacts list. Or malware could be the culprit. How? An infected computer sends out emails using the addresses it found in your computer. If the "To" address doesn't work, the message bounces back to the "From" address, which is often yours.

No sign at all.

Is your computer running like a smooth criminal? No issues whatsoever? You still might be infected. Many forms of malware, including botnets and others designed to steal your data, are nearly impossible to detect unless you run a scan. In fact, whether it's plainly obviously or there's no real sign of malware, you should be regularly scanning your computer with security programs like [Malwarebytes Anti-Malware](#). If malware is detected, follow [these simple steps](#) to clean your computer.

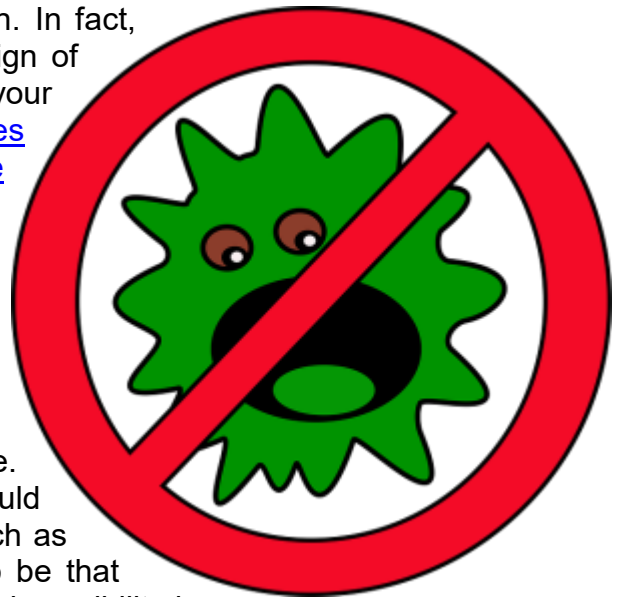
Malware is not exclusive to computers either, it can also affect your mobile devices.

Battery life drains quickly.

Oh yes, your cell phone is not immune to malware. If you notice your battery life draining quickly, it could be that you've got some hefty programs open, such as games or music streaming services. It could also be that your battery is on its last leg. Unfortunately, the third possibility is mobile malware.

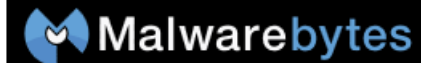
Unusually large bill.

This one's pretty clear-cut. Pay close attention to your mobile phone bill. Are you being charged for messages you didn't send? Is your data plan getting busted? Are you getting texts from your provider saying you owe money for something you didn't purchase? Mobile malware is to blame. You can protect against mobile threats using anti-malware software designed specifically for smartphones and tablets. For example, [Malwarebytes Anti-Malware Mobile](#)



safeguards Android devices from malware, infected applications, and unauthorized surveillance.

How does anti-malware work?



For the better part of 20 years, cyber security remained mostly under the public awareness radar. It was not exactly a topic for discussion at the Griswold family Christmas party.

"Mom in 1995: You're doing what, Timmy? Making antivirus? I thought you did something with computers, not medicine!"

Fighting cyber crime fell squarely on the shoulders of computer scientist heroes - until now!

Now that cyber security is being covered in the news and talked about at the dinner table, people are realizing they need to step up and join in the fight. They're faced with important questions like: what's a virus, what's malware, what's the difference between antivirus and anti-malware programs, and how does any of this work?



So let's start at the beginning. How does anti-malware work? Before we can tell you that, we need to backtrack a little and explain about malware.

What is malware?

Malware is bad software, plain and simple. It's code that was created for the purpose of doing something sinister to your computer. Most of the time, it infiltrates a person's system without their knowledge. There are many different types of malware and here's where it starts to get confusing. Types of malware were typically named not for what they do but how they attack the machine. This is because engineering nerds who were the first to encounter malware were more interested in the method of delivery instead of the end-goal—which is why one category of malware that "tricks" a system in order to invade it is called a Trojan horse and not, say, a data deleter.

Other types of malware include viruses, which infect legitimate files, backdoors, which can open programs and steal data from your computer, and rootkits, which can spy and collect passwords. One of the more dangerous forms of malware, aptly named ransomware, literally holds your files for ransom by encrypting them. If you pay up, you might get the decryption key to regain access to them. If you don't, they're unavailable forever.

Another form of malware that is perhaps a little less mal is called a Potentially Unwanted Program (PUP). "Potentially Unwanted Programs is a euphemism," says Scott Wilson, Technical Product Manager at Malwarebytes. "These are programs you actually agree to install, but the agreement is generally obtained in a sneaky manner, such as having a pre-checked box on one of the many installation pages you need to click through. Many people find these programs to be annoying—interfering with your search behaviour or displaying advertising on your computer are common behaviours—so anti-malware products help you deal with and remove such programs."



So what, exactly, is anti-malware software?

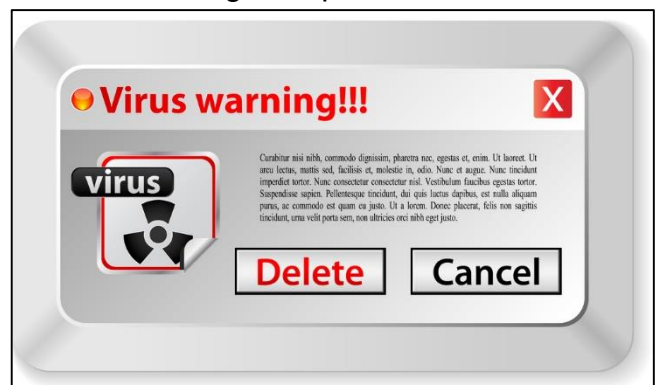
Now that you know a little bit about malware, let's discuss the programs that were designed to fight it off. Anti-malware is a piece of software that you knowingly install on your computer with the purpose of protecting your system from malware infiltration and infection. Anti-malware programs are able to do this in three ways: they detect malware on your computer, safely remove it, and clean up any of the damage to the computer that the malware may have caused.

In addition, some premium programs, like [Malwarebytes Anti-Malware Premium](#), have malicious website blocking and real-time protection. In plain English, this means the programs block websites created with the intent of delivering malware as well as those that might be compromised by malware. It also means that the anti-malware runs continuously in the background so that if a piece of malware does try to install on your system, it steps in and shows the bad guys who's boss.

How does anti-malware software do its job?

Many programs scan for malware using a database of known malware definitions (also called signatures). These definitions tell what the malware does and how to recognize it. If the anti-malware program detects a file that matches the definition, it'll flag it as potential malware. This is a good way to remove known threats, but it does require regular updates to make sure the program doesn't miss out on newly developed malware.

Another way anti-malware (AM) detects bad software is a form of analysis called heuristics. An alternative to database scanning, heuristic analysis allows anti-malware programs to detect threats that were not previously discovered. Heuristics identifies malware by behaviours and



characteristics, instead of comparing against a list of known malware. For example, if an application is programmed to remove important system files, the anti-malware software may flag it as malware (since applications should not be doing that). But, heuristic analysis can sometimes result in "false positives," or programs flagged as malware that are actually legitimate.

A third way AM software can find malware is by running a program it suspects to be malicious in a sandbox, which is a protected space on the computer. The program believes it has full access to the computer when, in fact, it is running in an enclosed space while the anti-malware monitors its behaviour. If it demonstrates malicious behaviour, the anti-malware will terminate it. Otherwise, the program is allowed to execute outside the sandbox. However, some forms of malware are smart enough to know when they're running in a sandbox and will stay on their best behaviour...until they're allowed free access to the computer. Sneaky little scoundrels.

Thankfully, anti-malware doesn't just flag malware and be on its way. Once malware has been found on a system, it needs to be removed. Many threats can be deleted by the anti-malware program as soon as they are detected. However, some malware is designed to cause further damage to your computer if it is removed. If your anti-malware suspects this is the case, it will usually quarantine the file in a safe area of your computer's storage. Basically, the anti-malware puts the malware in a timeout. Quarantining a malicious file prevents it from causing harm, and allows you to remove the file manually without damaging your computer.



So there you have it! That's anti-malware in a nutshell. Now that you're armed with this knowledge, you can calm your conspiracy theory uncle down when he worries about the hackers who are going to steal information from his online Christmas orders. The fact that he knows this is a possibility is a step in the right direction. And the fact that you can now educate him is a win in the fight against malware.

10 ways to protect against hackers

Hackers are a scary bunch—whether working as part of a criminal syndicate or an idealist with a political agenda, they've got the knowledge and the power to access your most precious data. If hackers want to target a particular company, for example, they can find vast amounts of information on that company just by searching the web.





They can then use that info to exploit weaknesses in the company's security, which in turn puts the data you've entrusted to that company in jeopardy.

Think of your home computer as a company. What can you do to protect it against hackers? Instead of sitting back and waiting to get infected, why not arm yourself and fight back?

1. Update your OS and other software frequently, if not automatically. This keeps hackers from accessing your computer through vulnerabilities in outdated programs. For extra protection, enable Microsoft product updates so that the Office Suite will be updated at the same time. Consider retiring particularly susceptible software such as Java or Flash.

2. Download up-to-date security programs, including antivirus and anti-malware software, anti-spyware and a firewall (if your OS didn't come pre-packaged with it). To trick even the most villainous hackers, consider investing in anti-exploit technology, such as [Malwarebytes Anti-Exploit](#), so you can stop attacks before they happen.



3. Destroy all traces of your personal info on hardware you plan on selling. Consider using [d-ban](#) to erase your hard drive. For those looking to pillage your recycled devices, this makes information much more difficult to recover. If the information you'd like to protect is critical enough, the best tool for the job is a chainsaw.

4. Do not use open WIFI; it makes it too easy for hackers to steal your connection and download illegal files. Protect your WIFI with an encrypted password and consider refreshing your equipment every few years. Some routers have vulnerabilities that are never patched. Newer routers allow you to provide guests with segregated wireless access. Plus, they make frequent password changes easier. Speaking of passwords: password protect all of your devices, including your desktop, laptop, phone, smartwatch, tablet, camera, ...you get the idea. The ubiquity of mobile devices makes them especially vulnerable. Lock your phone and make the timeout fairly short. Use fingerprint lock for the iPhone and passkey or swipe for Android.

5. It's easy to forget that mobile devices are essentially small computers that just happen to fit in your pocket and can be used as a phone. Your mobile device contains a veritable treasure trove of personal information and, once unlocked, can lead to devastating consequences. Create difficult passwords and change them frequently. In addition, never use the same passwords across multiple services. If that's as painful as a stake to a vampire's heart, use a password manager like [LastPass](#) or [Roboform](#).



6. For extra hacker protectant, ask about two-step authentication. Several services have only recently started to offer [two-factor authentication](#), and they require the user to initiate the process. Trust us, the extra friction is worth it. Two-factor authentication makes taking over an account that much more difficult, and on the flip side, much easier to reclaim should the worst happen.

YOU HAVE BEEN
HACKED !

7. Come up with creative answers for your security questions. People can now figure out your mother's maiden name or where you graduated from high school with a simple Google search. Consider answering like a crazy person. If Bank of America asks, "What was the name of your first boyfriend/girlfriend?" reply "your mom." Just don't forget that's how you answered when they ask you again.

8. Practice smart surfing and emailing. Phishing campaigns still exist, but hackers have become much cleverer than that Nigerian prince who needs your money. Hover over links to see the actual email address from which the email was sent. Is it really from the person or company claiming to send them? If you're not sure, pay attention to awkward sentence construction and formatting. If something still seems fishy, do a quick search on the Internet for the subject line. Others may have been scammed and posted about it online.

9. Don't link accounts. If you want to comment on an article and you're prompted to sign in with Twitter or Facebook, do not go behind the door. Convenience always lessens your security posture, linking accounts allows services to acquire a staggering amount of personal information."



10. Keep sensitive data off the cloud. No matter which way you cut it, data stored on the cloud doesn't belong to you, there are very few cloud storage solutions that offer encryption for 'data at rest.' Use the cloud accordingly. If it's important, don't.

Honourable mention:

Alarmist webpages announcing that there are "critical errors" on your computer are lies. Microsoft will never contact you in person to remove threats. These messages come from scammers, and if you allow them to remotely connect to your computer, they could try to steal your information and your money. If that's not a Nightmare on Elm Street, then we don't know what is.



Windows 10 Mail.

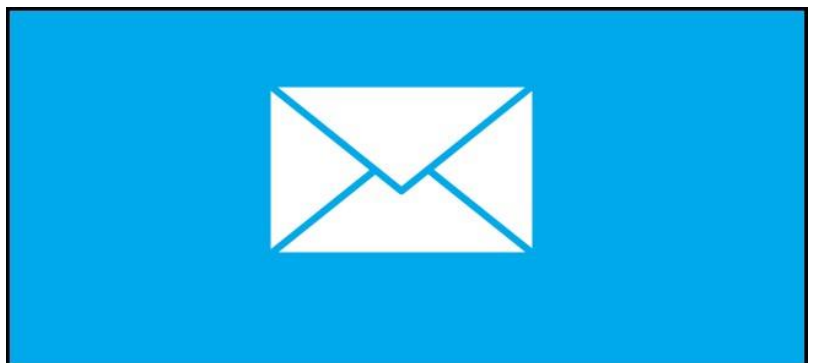
Outlook Express was a popular free email program (or application) from Microsoft in the days of Windows XP. But Microsoft discontinued support of Outlook Express. With the advent of Windows Vista, Microsoft brought out a new email application called Windows Mail which was subsequently superseded by a product called Windows Live Mail in 2007. Windows Live Mail also serves as the successor to Outlook Express.

Windows Live Mail can still be downloaded and installed, even on Windows 10. But it looks as if its days are numbered.

Microsoft have recently announced that Outlook.com and Hotmail.com accounts will be upgraded to use new synchronisation technologies after the end of June 2016 but Windows Live Mail will not be upgraded to support these new synchronisation technologies. So, you might have noticed problems getting Windows Live Mail to work with a Gmail account (although it can be made to work by changing Gmail settings - see below) but soon you will also notice problems with Outlook.com and Hotmail.com email addresses, and these problems are probably unresolvable.

So what to do? If you want to continue using free email software from Microsoft the best solution is probably to forget the comfortable old email interface and move boldly into the future. Sorry about that. As [THIS](#) link to a PC Mag article advises, "New default apps are part and parcel of major new Windows releases. Long gone is Outlook Express, and the new Windows 10 Mail client is here to fill its role, now with touch-screen support and a new minimalist, flat design."

Don't be frightened by the talk of touch-screen support if you want to use a non-touch screen and a mouse, the new Windows 10 Mail client works fine in that environment too, but it does require learning a new way of doing things, which will be easier to learn if you have used smartphone email. Conversely, if you don't have a smartphone, getting used to the new Windows 10 Mail client will make it easier to get used to smartphone mail in the future.

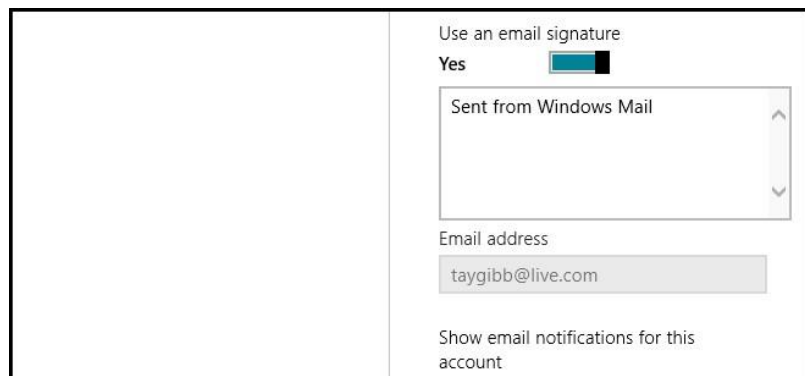


I'm trying to put a positive spin on this, we'll never live in 2007 again. Not just for mail in Windows, but in general, persevere learning new ways to do things, the past will never return, you can do all sorts of things with the mail built-in to Win 10, even if it isn't obvious at first.

Windows 8 and 8.1 have a built-in email client similar to Win10's, but it's not the same. If you plan to upgrade from Win 8.1 to Win10 soon (probably a good move) do that upgrade before switching to the new email application, since otherwise you might find you loose your contacts, depending on how you have them set up. When upgrading from Win 8.1 to Win 10 it's a good idea to back up everything first. Back up your contacts any way you can, even if it's just by printing them so you don't loose the info.

However, one aspect that a lot of people don't like is the "Sent From Windows Mail" signature that is automatically added to the bottom of the new Win 10 Mail. Of course, you can remove this, here's how:

Open Windows Mail, click on Settings, then Accounts then open the Email Account. You will see that by default the signature is enabled and set to "Sent from Windows Mail", if you wish to disable signatures altogether, you can simply toggle the switch.



Alternatively, you can leave the signature enabled and just change it to something a little more useful.

Always borrow money from pessimists--they don't expect it back.

Fast Startup.

This feature was first introduced to PC users with Windows 8. It was designed to make computers start up much faster and to keep pace with Apple machines. This is how it works.

When you switch off your PC, Windows 8 does a partial hibernate that saves only the kernel session and your device drivers (the system information) to the hibernate file (hiberfil.sys) on your hard disk instead of closing it as it did on all Windows versions prior to Windows 8.

When you start your PC again, Windows uses that saved system information to resume your system instead of having to do a cold boot to fully restart it. Using this technique gives a

significant advantage for boot times, since reading the hiberfile in and reinitializing drivers is much faster (30-70%) on most systems. If you have a motherboard with [UEFI](#), (Unified Extensible Firmware Interface) then fast startup will be even faster.

Gmail and Outlook.

If you've recently set up a Gmail email account or you've bought a new PC computer and you want to use Outlook to handle all your emails, you could have problems configuring Outlook. You enter all the details into Outlook correctly and your Gmail account still won't work - why??

Google considers Outlook to be a non-secure App and blocks your mail from operating in order to keep your account safe. You could also find that Google has blocked Gmail from working with Thunderbird and on the Mail App on your iPhone or iPad with iOS 6 or below. What you'll usually find is an error message telling you you have entered an incorrect Password.

If you're using Windows 7 or later, you can configure the Mail App that comes with those versions of Windows to handle your Gmail account as Microsoft has built Mail with the necessary security standards. But - as you've just bought the latest version of Office you want to use Outlook as it is a magic program and has lots of uses other than just handling emails.

Well, there is a way.

You have to drill down into your Gmail account (go to Gmail.com - enter your login and password) then allow access for less secure apps. There are a few steps involved here, and the video below will show you how to do it.

<https://www.youtube.com/embed/v7SHQ3NVdWs?rel=0&am>

You can bet that Microsoft are working on Office and will soon have a patch that will allow you to use Gmail without having to use the less secure method.

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Dead Mirages.

Kev Rosser sent us these pics of a dead Mirage which he says is (was??) near the back fence at Darwin.





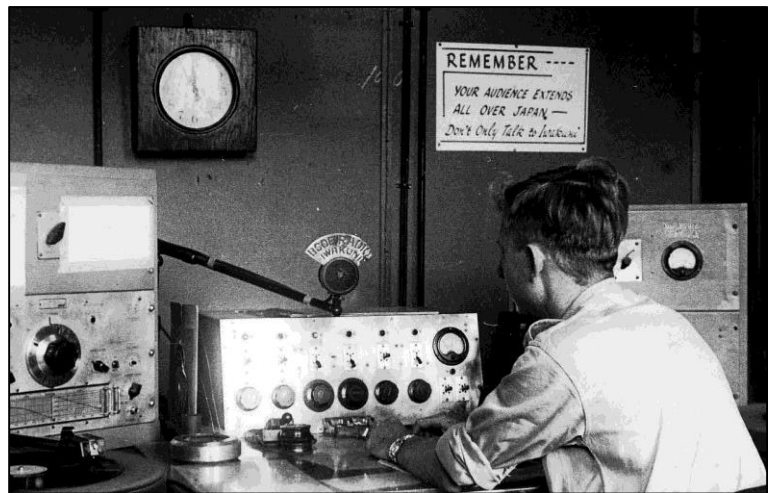
Memories of Iwakuni 1951/3

Arthur "Gus" Comer remembers: "In October 1951, I took over the Base Squadron Radio Workshop from WOff Stan Wilson. The radio gear in the tower, the HF/DF station, and the Base radio station, were all my responsibility. I had three Japanese staff, shown in the group picture with another Japanese employee from another part of the base.

L-R Minoru Yoshimori, our storman/clerk, Jiro Tsushima & Toshio Uemura, Japanese trained Telecom technicians, with Tamiti Muranaka on the right. Jiro and Toshio were very skilful, hard working chaps.

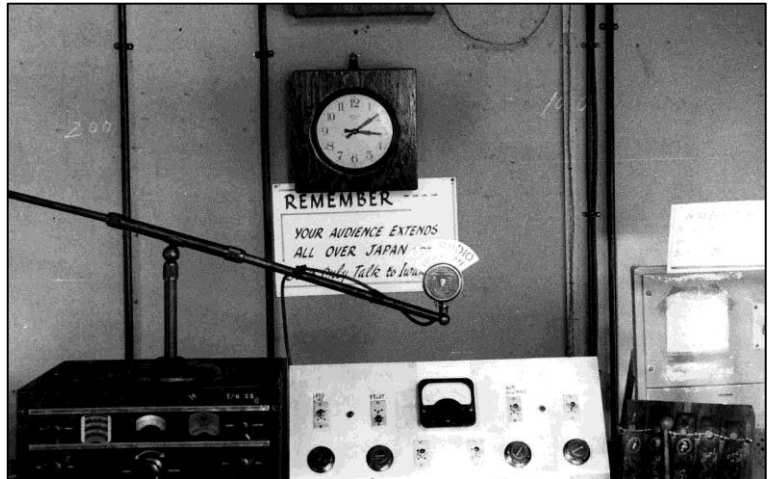
In the other pics, the local radio station studio desk, In the top picture, the old AR7 receiver, which was used to bring in the news from Radio Australia each evening at 1900 local time. The whole thing was rebuilt during my time there, new control console, and a new receiver, Hammarlund Super-pro 88, I think. Reception from RA was perfect in the evenings. I had my own short-wave receiver in my quarters, a Pye PCR-2, on which I used to listen, not only to RA, but also to Victorian Home Service Short-wave transmission form VLH-15 Lyndhurst, on 15, 220 kHz. I could listen to VFL matches on a Saturday afternoon, a real thrill when so far away.

At one stage we had a problem with a microphonic valve in the radio studio amp, conversations could be heard on the broadcast, even with the mic turned off. After a lot of hunting around I replaced the first pre-amp valve with a VHF triode and the problem ceased. The station, WLKU, nominally on 1422, was actually two or three kHz off frequency. We didn't have the correct crystal for 1422, W. Off Bernie Ferguson had ground down a lower frequency one, but had gone a bit too far. The resultant transmission produced interference with other Japanese stations on 1422 all over southern Honshu.



In the workshop when I arrived there was a very large bottle, possibly around ten litre capacity, and extremely heavy, of Carbon Tetrachloride (CCl₄), a much loved cleaning agent in those days. But the contents of this bottle were a dirty brown colour, looked like someone had washed his socks (or boots) in it. I decided to distil the colourful liquid. With the aid of one of the Japanese chaps a still was built, to be heated over an electric element, with a length of copper tubing carrying the distillate to a new bottle.

It worked well for a time, but then a leak developed and the coiled electric element was covered in CTC vapour, disintegrating almost instantly. The white vapour, a cloud several cm high, flowed along the top of the workbench, rolled off the end, and dispersed across the floor. My Japanese staff, sure they were about to be gassed, were huddled in the far corner of the workshop! If only I had had a video camera! But the distillation effort had given us a (smaller) bottle of usable CTC.

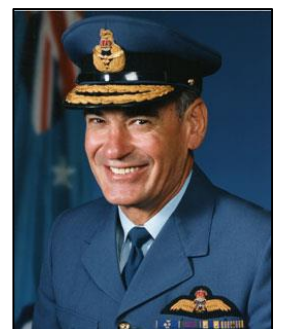


A very happy fifteen months ended in Jan 53, when I returned to 1AD”.

ON THIS DAY – 16 Apr 1988.

The RAAF's permanent presence at Butterworth ended.

The 30-year permanent presence of RAAF fighter units based at Butterworth, Malaysia, ended with a special ceremony on this day. In future, the Australian presence would comprise a detachment of P-3C Orions, an Army rifle company (changed over at three-month intervals), and regular rotational detachments of F/A-18 Hornets sent from Australia. The parade to mark the new arrangements was attended by Australia's Defence Minister and the Secretary of the Department of Defence, along with the Chief of the Air Staff, Air Marshal Ray Funnell.



Malaysia was also represented by its Defence Minister and the Chief of the Royal Malaysian Air Force. As RAAF and RMAF airmen paraded with their respective bands, there was a symbolic flypast of Mirages leading F/A-18, F-111 and P-3C aircraft. Spectators included six former Commanding Officers of Butterworth, from when it was a RAAF base before 1970, who were flown from Australia especially for the occasion.

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RAAF Ballarat.

The former Ballarat RAAF Base on the site of the present Ballarat Aerodrome, 7 km northwest of Ballarat city centre, was constructed in 1940 at the outset of the Second World War as a training school for Wireless Air Gunners under the Empire Air Training Scheme (EATS). The Scheme was established by the British with Canada, Australia and New Zealand to rapidly train air crews for the British Bomber Command to fight the then far superior German Air Force. Under EATS which operated from 1939-1945 the RAAF was committed to training 28,000 aircrew over three years including navigators, wireless operators, air gunners and pilots, equating to around 900 aircrew every four weeks. To achieve this the RAAF embarked on a rapid and extensive program establishing a network of 28 EATS schools in eastern Australia by the end of 1941, each





specialising in specific skill sets required of air crew members. The former Ballarat RAAF Base was Australia's No.1 Wireless Air Gunners School (WAGS), the first of three WAGS created under the Scheme and the only one in Victoria.

By 1941 there were nearly 800 personnel on the former Ballarat RAAF Base and by the end of March 1942 a total of 1238 air men had been trained in the operation of radio equipment and guns using Avro Anson and Wackett aircraft. A radar training wing was also established at the former Base in 1945. Basic training for wireless operators ceased in May 1945 by which time 5025 trainees has been through the school.



In consequence of the United States declaring war on Japan in Dec 1941 a strategic alliance with Australia was formed and in 1942 the Base at Ballarat was extended to accommodate a Liberator Bomber Squadron to assist in the prosecution of the Pacific War and in the strategic defence of Australia. The US forces camped immediately south of the residential area of the Base where they constructed the Liberator Air Strip for use by their B24 bombers, large planes for the long range bombing missions required in the Pacific. By 1943 there were 80 United States aircraft at the base.



The Wireless Air Gunners School was formally disbanded in January 1946. The RAAF continued to operate the aerodrome until 1961 when it became the property of the Ballarat Council. The Ballarat Aerodrome continues to operate as a civil airport and the surviving Second World War structures on the site provide accommodation for a large number of community organisations including an aviation museum.

The surviving Second World War structures associated with the WAGS are primarily 'P-Type Huts' and Bellman Hangars neither of which were originally intended to be permanent structures. They were erected in response to the sudden and urgent need for semi-permanent



accommodation for service personnel and for aircraft hangars, having been prefabricated and erected at the beginning of the Second World War on military sites throughout Australia.

The P-Type Huts, consisting of a simple timber and corrugated iron box with a gabled roof usually with doors at each end could be easily modified as required for particular functions. By 1941 approximately 160 standard P-Type Huts had been erected on the Ballarat site in two distinct functional precincts. In the northern aerodrome precinct around fifteen huts, of which twelve survive, were arranged on the outside of a group of four Bellman hangars arranged in pairs a few metres apart. Bellman hangars had been designed in Britain immediately prior to the Second World War to provide a fast, economical solution to the need for aircraft facilities.



The Ballarat Aerodrome was included on the Victorian Heritage Register in 2007.

John Dare, who was on 21 Radio Mechanics in 1960, sent us these pics.



The road into Ballarat – 1960.

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Berry Reserve – RAAF Ballarat 1960.



Headquarters RAAF Ballarat – 1960.



Jerry Cleary and his Ford Consul. 1960.

The Ford Consul was launched at the 1950 Earls Court (UK) motor show and went into production in 1951. It featured an all new 1508cc overhead valve engine which produced a whopping 35 Kw (47 bhp) at 4400 rpm. It also was also the first Ford along with the new Zephyr introduced at the same time, to use MacPherson strut suspension on the front. Convertible versions were produced by Carbodies of Coventry and a Station Wagon version was also developed. Production ended in 1956 when the Mark 2 version was introduced.

Like a lot of vehicles built back then, it had a manual 3 speed column gear change (3 on the tree) with synchromesh on 2nd and top only. It had a top speed of 115 kph (72 mph) would dash from stop to 100kph in 28 seconds and would cover 26 miles for every gallon (9l/100km) of fuel burnt. (The current Ford Fiesta, with a 1000cc engine develops 92Kw (125hp) and uses 4.9 l/100km).

How do you tell when you're out of invisible ink?



Professional Lunchers.

Spotted recently at one of Brisbane's better restaurants were 4 old boys hard at it keeping up the good work. Lunching is definitely not for the faint hearted.



L-R: Jeff Pedrina, Trev Benneworth, John "Sambo" Sambrooks, John McDougall.

I almost had a psychic girlfriend ... but she left me before we met.



More professional Lunchers.

Spotted recently at the Maroochy RSL.



L-R: Trev and Sheryl Benneworth, Carol Jewell, Laurie Lindsay, Kev Carroll.

Three old radio blokes having a leisurely lunch, normally you would think the conversation would stray onto capacitors and stuff, but no! the girls insisted the conversation steered very clear of all that. One bloke though (no names, no pack-drill) reckoned he was a pretty good radtech in his day but we've since discovered he can't tell the difference between a CD player and a 5¼in floppy disk drive.

Oh well!!!

Ambition is a poor excuse for not having enough sense to be lazy.



RAAF Fire Tender, Point Cook, 1938.



RAAF Police – Laverton, January 1987.





Standing L-R: Mal Cooke, Brian Scharper (BJ), Flt Lt Bernie Farley, Woff Ian (Bushie) Walker, Dave Sharpe,
Bottom Row L-R: Mark Davis, Blue Archer (Deceased), Nev Hewlett, Steve Weidermann, Luke Birch

Sergeants' Mess Laverton.

On the 11th October, 2014, the Sgt's Mess at Laverton had its last night of trading and in March 2105 it was demolished. The senior NCOs and Officers now share the old Officers' Mess.

Sad!



I intend to live forever. So far, so good!



21 Radmechs Course Ballarat. 1960.



Back Row L-R: John Archer, J Randle, Bill Scheske, Phil Burrill, Tony Bucci, Bill Thomson, John Thompson, Kel Martin.

Middle Row L-R: Phil Mole, Neville Mackay, Jeremiah Cleary, Peter MacNamara, Neville Stark, Allan Thompson, Bruce Hurst.

Front Row L-R: John Dare, Bernie Radel, Geoff Waugh, Laurence Cook.

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Out in the shed with Ted.

Ted McEvoy

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



A Child in the Navy, a Man Betrayed.

At the age of thirteen John Atkins' parents enlisted him into the Royal Australian Navy. He was a child in the navy where, within weeks, he was raped and several times tortured. Over several years he suffered constant and repeated sexual and physical assaults at the hands of older children, who were given charge over their younger cadets and left without adult supervision.



He couldn't leave the navy as he was locked in to a long-term bonded indenture, all other educational alternatives were lost. The navy had him and wouldn't let him go. John and his co-author wrote a book about his experiences both in the navy and after and prepared this flyer for a Salvation Army colleague who has offered to distribute throughout the region.

As Dorothy McKellar wrote - "I love a sunburnt country....." However, as a seriously disabled vet, John's patriotism was sorely tested.

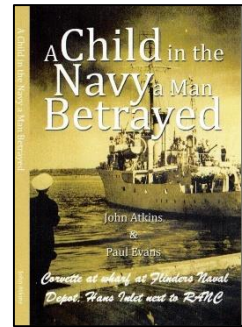
He came into conflict with the Department of Veterans' Affairs (DVA) who had absolutely no idea how to deal with John. He was a victim of child abuse which the navy denied for four decades. He spent much of his service attached to the Royal Navy, so records were difficult to obtain. In the end, they simply branded him a fraudster and deliberately set out to harm and destroy him so that no-one would follow up on his complaints. It took nearly ten years of hard



fighting before DVA acknowledged there was no basis to the fraud allegations and that they had treated him poorly, but all he received was a mealy mouthed apology.

Can you imagine this after often putting his life on the line for Australia's Liberty and Lifestyle ?

John blames horrific cancer on DVA where both kidneys are to be removed. John has little time remaining to experience this wonderful country which has filled him with so many absolutely tremendous memories throughout his years. Yet, and this has to be said, the remaining time he has is seriously compromised by the feelings of anger and resentment he holds towards DVA.



It is reasonable to say that he hates Canberra's bureaucrats with a passion. Sadly, the long fight and emotions it raised has taken a terrible toll on his health. In John's recent Australia day message to the people who have stood by him he offered thanks for their staunch support over the years. Some were badly injured along the way in their support (including a heart attack and DVA stress contributing to an eminent lawyer's death), but unfortunately best we could obtain was the mean 20 April 2012 apology that was forced from DVA. John also recently received an apology from Defence and Navy accepted liability. Sadly, some went to extraordinary lengths in trying to bring about fairness and justice, but to no avail.

Since 1999, 46 Australian soldiers were killed on active service fighting for our Freedom and Lifestyle, BUT 239 returned servicemen suicided (Walking Wounded reference) !! Most of this carnage could have been prevented had government services been attuned to the harm war causes. Instead, DVA fights veterans, which just compounds the terrible injuries they have suffered.

Sugar Bird.

A memorial damaged during a storm in 2013 has been repaired and returned to its home at Jandakot Airport (WA). The Sugar Bird Lady memorial, which features a replica a Mooney Mark 21 aircraft from the 1960s, was blown from its plinth two years ago. The plane is a tribute to WA nurse and pilot Robin Miller who flew the plane for the Royal Flying Doctor Service. The Aviation Heritage Museum in Bull Creek helped restore, repaint and reinstall the piece. RFDS corporate affairs general manager Nick Harvey said the plane was an important part of WA's history. "Robin Miller was an influential individual," he said. "She introduced an immunisation program in remote communities and piloted herself on her missions. "We're fortunate to have this monument in her memory.



L-R: Aviation Heritage Museum CEO John Murray, RFDS corporate affairs general manager Nick Harvey and Malcolm Sweetman (Museum workshop manager).

US veterans going back to live in Vietnam.

(This would apply to a lot of Australian veterans too.)

More than 40 years after the end of the Vietnam war, dozens of ageing former American soldiers have gone back to the country to live. Some had difficulty adapting to civilian life in the US. Others have gone back in the hope of atoning for wrongs they believe were committed during the war.

At the foot of one of Da Nang's Marble Mountains, women with rice hats walk around selling souvenirs. A lift takes tourists to the top, where on one side they look out over the countryside of central Vietnam, on the other the South China Sea.

In 1968 David Edward Clark was camped behind these mountains, but then it was impossible to climb them, the 66-year-old says. Anyone doing so would be a sitting duck for the Vietcong camped nearby.



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"We even had the rule that you would never leave the camp without a gun," says Clark. "So I walked around with an M16 all day. And I put that thing in the face of every Vietnamese I encountered. Men, women and children. I wanted them to be scared of me. That would give me a bigger chance to survive."

Forty years later Clark came back to Vietnam, this time not to fight Communists, but to build a new life. Clark is one of about 100 American veterans, maybe more, who have established themselves in Vietnam. Many of them live in and around Da Nang, the city where the US had its busiest military airfield during the war and where the first American troops arrived in 1965.

Back in the US, after the war, not a day went by without thinking of Vietnam, says Clark, who hides his eyes behind a big pair of sunglasses. "I often woke up, bathing in sweat. I saw people when they weren't there. Once I got up in the middle of the night, planning to place ambushes around my house, because I thought the Vietcong were coming to get me. The only way I could escape from these memories was by getting drunk. So I drank way, way too much."

In 2007, Clark finally managed to take a step back. For this he had to go back to the mountain that separated his platoon from the enemy and for the first time in his life he climbed all the way up. "On the top I had a feeling of peace I never had before. There were no more bombs, there was no more fighting, there were no more jet fighters flying over. Then I realised the war is over."

It's estimated that tens of thousands of veterans have returned to Vietnam since the 1990s, mostly for short visits to the places where they once served. Decades after the fall of Saigon (now Ho Chi Minh City) many former soldiers still wonder why they were fighting.

That also goes for Richard Parker, also 66, who says he "lost the plot" after Vietnam, and for 20 years led a life of alcohol, drugs and sex. "I was a vagabond who worked in restaurants and who went from town to town. It didn't matter to me if I was dead or alive," he says. Memories of destruction and death in Vietnam continuously haunted him. "I was so heavily brainwashed that before I went to war I wanted to kill Communists. But when I left Vietnam, I loved the people there," he says. "How were they dangerous? The only thing they wanted to do was grow rice and make babies."



For many years Parker suffered from post-traumatic stress disorder, a disease that today affects 11% of Vietnam veterans. Tens of thousands have committed suicide. For Parker the only way to put his demons to rest was to return to Vietnam. "Here I found, more or less, peace with myself. Sometimes I go to a place where we used to fight. What was chaos and destruction at the time, is now a hopeful place full of life."



Another veteran, Larry Vetter works for Child of War Vietnam, a website that aims to tell people about the legacy of the Vietnam War. Both American and Vietnamese flags hang in his spacious house. Above the sofa there is a wedding portrait - this summer, the 73-year-old married his Vietnamese girlfriend, Doan Ha.

When Vetter came to Da Nang in November 2012 he only intended to stay three months to help a family care for two sick boys apparently suffering from the effects of Agent Orange, a chemical herbicide used by the US military to kill trees and shrubs, which is still causing cancer, deformities and paralysis today.

"I have the feeling that we need to restore some things," says Vetter, who is known to his friends as Captain Larry. "The US government refuses to do that, so I'm here to do my part."

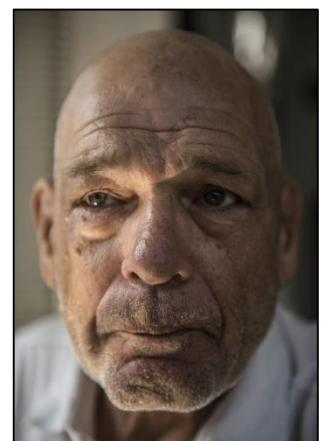
It was partly a sense of guilt that led Vetter to stay in Vietnam after the three months were over. "There's a closet in my head that I don't want to open, because I fear of what comes out of it. I don't know exactly what's in there, but every now and then the door opens a bit and I get bad dreams. Maybe this closet is the reason I'm in Vietnam. We have done so many stupid things here."

Chas Lehman, a man in his 70s with a white beard and dark sunglasses, describes his return to Vietnam as the will of God. It was conversion to Christianity, he says, that saved him from falling into a black hole of depression, disillusion and post-traumatic stress disorder.

"When I was sent to Vietnam, the mission seemed simple: I had to prevent the free South Vietnam from becoming a slave of the Communist North. But from the time I arrived on Vietnamese soil, I knew this wasn't right and that I had to get out of here," he says. "Back in the US everything felt meaningless. I was like a piece of the puzzle that didn't fit in."

Together with other volunteers Lehman distributes food, drinks, clothing and blankets to needy minority groups in Vietnam's Central Highlands. On a single trip they can assist 65 to 300 families. "During the war, I felt sorry for the people in Vietnam, but I couldn't trust them. Now I feel affection for them," he says.

Returning to Vietnam is a way to end frozen memories, says Richard Parker. "As long as you don't return, you will remember Vietnam as the country of the war." Although he sometimes teaches English, most of the former vagabond's days are a simple pattern of reading, walking, talking with friends and enjoying Vietnamese cuisine.





His eyes light up when he explains how Vietnam has made him a happy man again. He laughs a lot these days. "And the Vietnamese show respect for me, even more respect than I get as a veteran in the US," he says. David Clark would like to see more veterans coming back to Vietnam. He himself came back several times after his first trip. During a motor bike journey from north of the country to the south something else happened that he would never have expected in 1968 - he fell in love with a Vietnamese woman. They married two years ago. The veteran takes a deep breath. He takes off his sunglasses, wipes away a tear. His voice breaks. "I used to think the Vietnamese were the dirtiest, lowest scumbags in the world. But now I feel blessed for living here. I know this is where I have to be. The war is over, and I will die here."

In his living room Larry Vetter shows me a picture on his laptop. There he is, a young twenty-something man in a helicopter, at the end of the 1960s. Beneath him is the Vietnamese jungle, next to him a soldier with a machine gun. "After the war I had a lot of questions, but there was no-one who gave me answers," says Vetter. "So I went to study myself. And the more I read, the less I understood about why we were sent to Vietnam. I found out how much they lied to us and thought to myself: 'If I were Vietnamese, I would have fought with the Vietcong.'"

From the kitchen his wife, Doan Ha, looks at him lovingly. Captain Larry may be much older and may have memories of Vietnam that she will never fully understand, but she loves him. "He has a good heart," she says. "Not just for me, but for everyone."

DVA and the Federal Budget.

The 2016-2017 Federal Budget, handed down on the 3rd May, allocated \$11.7 billion to run DVA for the year. This is down from the \$12.1 billion allocated last year and will support around 298,000 clients (veterans and dependants) which is down from 311,000 clients last year.

This funding comprises \$6.4 billion for income support and compensation and \$5.2 billion for health services. \$93.6 million has been allocated to commemorations.

The total number of persons receiving income support or a compensation pension from the Department of Veterans' Affairs as at March 2016 was as follows:

Veteran Service Pensioners.	6,2705
Partner/Widow(er) Service Pensioners	57,755
Total Service Pensioners	120,460
Income Support Supplement recipients.	53,453
Social Security Age Pensioners.	3,573



Commonwealth Seniors' Health Card holders.	4,486
Disability Pensioners receiving Income Support.*	46,034
Disability Pensioners not receiving Income Support.	47,403
Total Disability Pensioners.	93,437
War Widow(er) Pensioners receiving Income Support. *	53,505
War Widow(er) Pensioners not receiving Income Support.	17,884
Total War Widow(er) Pensioners.	71,389
Orphan Pensioners.	151
Net Total **	244,273

(*) 'Income Support' includes Service Pension, Age Pension or Income Support Supplement.
 (**) Components do not add to total due to overlaps.

In March the following number of Health Care cards in use, compared to the same time last year, was as below:

Card	March 2015	March 2016
Gold	155,644	145,955
White	54,843	56,164

You can read the full DVA budget paper [HERE](#).

Redeveloping the mighty F-4 Phantom II into a Mach 3+ Fighter/Spy Plane.

The F-Few aircraft in history have flown to the same level of distinction as McDonnell Douglas' F-4 Phantom II.

It was the jet that ushered in a new age of fighter aviation, proving itself on the front lines in a number of different conflicts with a variety of air forces around the world. As with any aircraft, regardless of its military or civilian purposes, early Phantoms came with their share of failings and faults. Further development led to the F-4E variant of the ugly fighter-bomber, widely regarded as the best all-around iteration of the Phantom. The Rhino, as US Air Force aircrew

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liked to call it, came with a capable AN/APQ-120 radar, two very powerful (and improved) General Electric J79 engines that could push it to Mach 2.2, and an internal M61 Vulcan cannon which previous Phantoms lacked (and sorely needed). The US began shopping around the Rhino in the late 1960s and '70s, and interest was quickly generated among prospective buyers. Eleven countries, other than the United States, wound up operating the Rhino, with Israel being one of the bunch, having bought a set of F-4E and RF-4E (recon) Phantoms for the Israel Air Force (IAF) beginning in 1969.

An Israeli pilot climbing into a F-4E Phantom II during the Yom Kippur War.

Known as the Sledgehammer in Israel, the IAF fighter jocks who flew it found the F-4E to be just as fast and versatile as they needed it. With a bit of training and tactics development, they could dish out a world of hurt and then some to the Soviet export fighters flown by Arab nations including Egypt and Jordan. The RF-4E Raven afforded Israeli Defence Force commanders a much-needed (though very limited) aerial reconnaissance capability that they otherwise lacked.



The IAF didn't possess high-flying SR-71 Blackbird or U-2 Dragon Lady spy planes, nor were satellites with photographic capabilities available to them at the time. Their requests to buy the Martin RB-57F Canberra, outfitted with the revolutionary General Dynamics HIAC-1 camera system, were constantly rebuffed by the US State Department, with the reason being that selling Israel such technology would have likely thrown off a supposedly carefully-crafted strategic balance in the Middle East.

Around the time of Israel taking delivery of the Rhinos from the United States, the surface-to-air threat that they constantly faced worsened in the late 1960s/early 1970s, thanks to Egypt's more-than-cordial relationship with the Soviet Union. To assist the Egyptian military with bringing their anti-air crews up to proficiency standards, the USSR poured technical and military advisors into the country like vodka into shot glasses. Thus, towards the end of the 1967-1970 War of Attrition, the Egyptian military was able to set up an advanced network of SAM (surface-to-air missile) sites; terrible news for IAF pilots. Any pilot that stayed too long within the SAM station's radar ranges found themselves on the run just seconds later after being alerted to a missile launch in their general direction.

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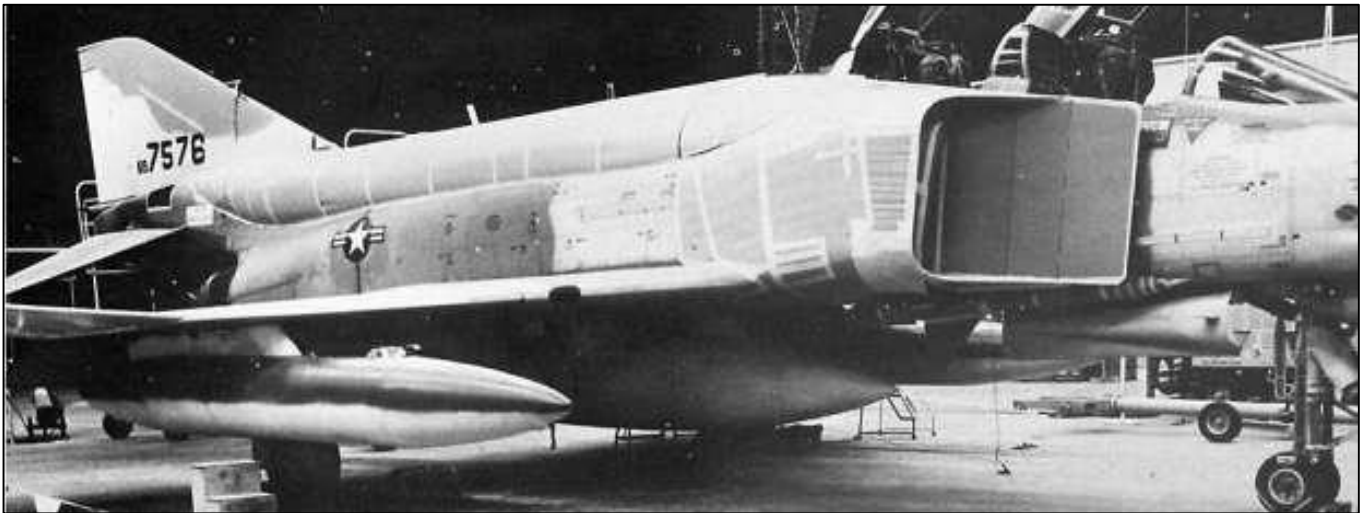
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Israeli fighters were getting blown out of the sky and by mid-1970, close to the war's end, five Israeli F-4E Sledgehammers were lost while two were written off due to being damaged beyond repair, all thanks to the Soviet-supplied SAMs. Staggering and extremely unacceptable numbers for an air force of Israel's size (at the time).



After active aerial combat ended, Israel still needed a way to monitor the Sinai region and Egypt for further SAM emplacement buildup and the RF-4E was their only available option. The Raven wouldn't be able to function as the high-value resource to Israeli commanders that it once (briefly) was, however. Its cameras needed the aircraft to move into contested airspace for them to capture images with acceptable detail and resolution. And since it was basically just a very under-gunned version of the Sledgehammer, this meant that the RF-4E, like its armed counterpart, it would still be highly susceptible to SAMs. Israel needed an aircraft (and reconnaissance system) capable of LOROP (Long Range Oblique Photography).



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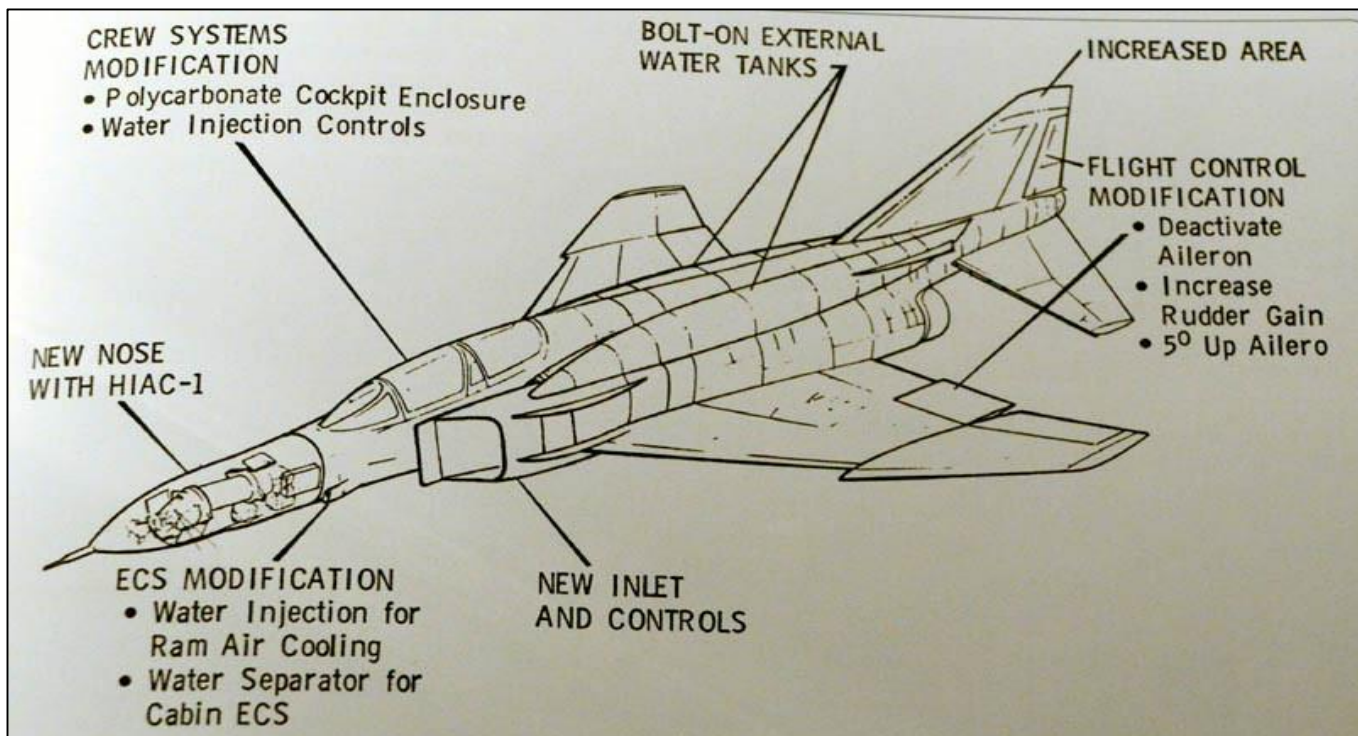


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This would allow them to spy on foreign military activity from the relatively safe confines of Israeli airspace. Interestingly enough, at the same time, a bigger, badder and faster problem began taking off from Egyptian air force bases in March of 1971.

The Soviet Union posted a bunch of MiG-25R Foxbat-B recon birds to Egypt, outfitted with a suite of cameras for intelligence gathering. While it wouldn't be actively engaging Israeli fighters (not that it realistically could, given its relative lack of armament), it would still be able to relay data on Israel Defence Force (IDF) troop positions to Egyptian intelligence officers, who would in turn be able to disseminate such vital information to aerial and ground elements, keeping them updated on Israeli manoeuvring. This was far from any ideal situation for the IAF, especially since they now needed to be able to chase the MiG-25Rs out of and away from Israeli airspace. The F-4, though a very fast jet, couldn't really catch up to the speedy Foxbat which could normally hit Mach 2.83 with the aid of its powerful Tumansky R-15 afterburning turbojets. And if it were absolutely necessary, Foxbat pilots could push their jets to Mach 3.2, though at the cost of irreparably mangling their engines.



The solution to Israel's speed issues came in the form of a proposal from General Dynamics to convert/modify existing F-4Es to a different engineering standard. The overall aerodynamics of the jet would largely remain the same, save for the inclusion of two large conformal tanks on both sides of the fuselage just above the engines, carrying around 2500 gallons of water (9600 litres).

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The boffins at General Dynamics figured that the secret to lifting the Phantom's speed was pre-compressor cooling (PCC), where water would be injected into the air rushing through the engine inlets on its way to the combustion cores, reducing the temperature of the air passing in. By cooling down the air, the mass and density would theoretically be increased, giving the F-4 a major improvement on its thrust output, especially at higher altitudes. The corporate suits at General Electric, the company that designed and built the Phantom's J79 engines, weren't thrilled with this suggestion but nevertheless assisted nominally with the research into the concept. This wasn't anything especially new General Dynamics had previously attempted



something similar with the Convair F-106 Delta Dart, though the work that was put into modifying the F-106 never amounted to anything substantial. Testing done at the Arnold Engineering Development Centre, operated by the USAF, found that with pre-compressor cooling, engines could be run with the afterburner engaged for

incredible periods of time (e.g. they managed to keep a J75 going with the afterburner lit for 40 hours). PCC had also been used by McDonnell Douglas when the F-4 was first built, just to help break and set a few speed records with the then-new jet, though the system installed in the early F-4 was very basic and barebones, compared to what General Dynamics wanted to do with the F-4X.

The new PCC setup for the F-4X would "mist" the water into the engine, thus preventing moisture build-up inside the engine. To make the most of PCC, the air intake inlets were redesigned with larger scoops and a redefined shape, improving the airflow moving into the compressor chambers. To help manage the airflow as efficiently as possible, controllable intake ramps were installed as well as vortex generators for both of the J79s installed. The result - an F-4 Phantom II that could fly at more than three times the speed of sound for sustained dashes, and would be able to cruise at above Mach 2.4 during missions. The fastest fighter jet ever made (that we know of).

The US Air Force quickly gave up on the concept, floated to them first by General Dynamics before Israel got wind of it; likely due to the coming of the high-performance McDonnell Douglas F-15A. While Air Force brass were unwilling to demonstrate any semblance of interest in such an idea because of the impending air superiority fighter acquisition, the State Department had a different worry in mind. At that point in history, the SR-71, flown solely by the United States, gave the US an unparalleled and untouchable intelligence-gathering capability. Allowing foreign customers, even ones with closely-held allegiances to the US, the ability to possess and operate an aircraft with such strengths as the F-4X would be a less than optimal situation.



Soviet human intelligence (HUMINT) agents would potentially garner information on the jet, or heaven forbid, actually take an F-4X for analysis, giving the USSR the opportunity to build and field a counter-aircraft that could take out the SR-71 and severely hinder the USAF/CIA's intel program. The government immediately banned the export of the jet. Working quickly, General Dynamics removed the F-4X's weapon systems and hard points, disarming the jet and circumventing the ban. Instead of flying as a fighter, the aircraft would be equipped with the previously-mentioned HIAC-1 LOROP camera in the nose. Dubbed the RF-4X, it wasn't the fighter that Israel wanted, but it still fit their reconnaissance purposes well.

After securing permission to shop the RF-4X to Israel in 1974, the Israeli Air Force loaned General Dynamics an F-4E to work with as a mock-up and later, an RF-4X prototype/testbed. Physical work commenced on the RF-4X in November, soon after the aircraft's delivery, and carried on into the next year. Cardboard and papier-mache was used to simulate the new intake/inlet architecture, as well as the large PCC blister tanks on the sides of the fuselage. The nose of the Rhino was also taken apart and modified to house the HIAC-1.



The IAF hounded General Dynamics to build the PCC system as soon as possible, since their need was urgent. However, engineers discovered that they needed far more time than what Israel had to offer. After the USAF withdrew interest from the RF-4X, the program was cut. There was no way Israel could fund such a project on its own.

The fastest Phantom in history was dead, having never flown or even proceeded past the mockup stage.

Greenslopes Hospital (Brisbane)

There has been some alarming talk recently concerning Greenslopes Private Hospital.

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There has been reports in the press that the Hospital will be sold and will no longer provide health services to veterans and other entitled persons.

This is not true.

Greenslopes Private Hospital in Brisbane, is currently owned by Ramsay Private Health and will continue to provide hospital services to veterans and other entitled persons. The recent press article should have made clear that the Budget funding is to remediate blocks of land which were once part of the former Greenslopes Repatriation Hospital, but which the Commonwealth had leased to the Australian Red Cross from the 1940s until earlier this year. This land has now returned to the Commonwealth as vacant possession and has been determined to be surplus to the Commonwealth's requirements. The Department is currently working through the processes to dispose of this land and not the Hospital as has been suggested.

Having a cold drink on hot day with a few friends is nice,
but having a hot friend on a cold night after a few drinks can be priceless.



Amalgamation of DVA and Department of Human Services (DHS) Offices and Responsibilities.

Have a look at <http://www.dva.gov.au/new-service-delivery-arrangements-toowoomba-region>. That will take you to the DVA information page. There is also an announcement about the establishment of one at Geelong and Wodonga as well.

Without trying to be too alarmist and reactionary, it seems that this is another example of veterans being lumped in with those who certainly don't warrant being given the same consideration as veterans. Having worked in the CES/ Centrelink and been a client, although some time ago, I am extremely concerned and apprehensive about this development and the treatment that veterans will be given.

The potential demeaning of those who certainly need to be treated with dignity and given, in many cases special consideration is very real. I can just imagine how a number of the veterans and/ or their families who I've dealt with recently will react if they are subjected to the environment that exists in some of these agencies. I can't imagine that there will be any improvement in this scenario particularly with those who are seriously emotionally and psychologically impaired who now won't engage with DVA or stop engaging with DVA because of its bureaucracy.



I could go on about it but I encourage anyone who hasn't been exposed to what it's like to go to your local Centrelink/ DHS Service Office (CES) to go and see for yourself! This has been a concern of mine for some time and now it seems to be occurring! I don't trust the Government's intentions and although they say that there will be a commitment to valued service etc, I'm not convinced that will occur. How many times have we heard that the services in the jobless and social security programs and process are smooth and provide an efficient service to the community!

For example will this mean that in future we can anticipate that instead of individual and specialised rehabilitation return to work programs being run by professional providers, the processes and programs will become the responsibility of Centrelink/ DHS?

God help us!

Re the consultation with the local community and ESO's again I wonder who has been consulted?

I've not been made aware of this but then again I must be a mushroom because in recent times I've received no advice from DVA or senior ESO's about any potential changes or their



respective implementation. A recent example of that was the relocation and centralisation of DVA's responsibilities to various states.

I've experienced several examples of how this is now creating a nightmare for advocates, pension/ welfare officer and I assume for a great number of veterans particularly in the WEST because of the time difference and staff's lack of knowledge of local matters, locations etc.

Of course the local community would prefer to have same services as veterans, cynically I believe that anything to improve what happens in these centres would be an improvement and obviously improve the lot of those that currently use Centrelink/DHS, does that mean that a veteran and/ or his family have to line up along with all the others using the DHS services to get a number and wait until he/ they are called sometime later?

Apparently this new arrangement has been or is already being extended to 20 other sites.



If you have been involved in the consultation process and believe that this may be workable then I strongly recommend that you go to your local Centrelink/DHS Office and stand in the queue and imagine what it's going to be like for veterans and their families.

For those of you who can comment, speak about this development and/or have already done so in the appropriate forums then I implore you to reconsider your support for it and/ or stop it. It is outrageous and I think is symptomatic of what the politicians and senior public service think of veterans.

Moreover it will do very little to enhance the view of veterans amongst the community which as you are aware is not all that flash in many forums already!

JOHN BURROWS.

Alan Jones - Dan Tehan. TPI

Alan Jones interviewed Dan Tehan, the Minister for Veterans' Affairs on his breakfast program on the 2nd June. He brought up the subject of inequality of TPI's compensation payments and how TPI have been losing buying power and asked the Minister why TPI payments have not



been resorted to 100% of the tax adjusted minimum wage. The Minister was put on the spot but has promised to come back to Alan Jones with an answer.

You can hear an edited version of that interview [HERE](#).

One day out on the golf course, a golfer accidentally overturned his golf cart. A very attractive woman, who lived in a villa on the golf course, heard the noise, came out onto her balcony and called out to him, Hey, are you okay? I'm fine, thanks," he replied. "You look frazzled, the woman said, Come up to my villa for a drink and I will help you get the cart up afterwards." "That's mighty nice of you," he answered, But I don't think my wife would like that." "Oh, come on, " the woman, a gorgeous brunette in a sexy bikini, insisted I can see you've cut your head, it could be serious. Let me take care of that right away, I'm a nurse. She was very persuasive....and he was weak. "Well okay," he agreed, but added, "But my wife won't like it." After she bandaged his wound, she gave him a most welcome brandy. They talked a little about golf and he discovered she was an avid golfer with a four handicap. When he confessed to a weakness in his putting, she gave him a putting lesson holding him close and intimately as she did so. Inevitably they ended up having sex. Finally he confessed, "I feel a lot better now, but I had better get going I know my wife is going to be really upset with me being here with you." "Don't be silly! the woman said with a smile, She won't know anything...by the way, where is she?" "Under the cart," he replied

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!!



My Story.

Andrew Berriman.

A few months ago, Trevor Benneworth contacted me and told me it seemed that I had had an interesting career after my RAAF service and asked if I would write an article for the RAM.



I decided to reflect on what Trevor had said, a few days of reflection to look back over the past 45 years since I ended my 6-year period of enlistment as a corporal Telstech and I agreed to write my story.

It is not often that you take the time to take in your past but I found it both cathartic and uplifting.

Prior to joining the RAAF on the 26th November 1965 at the tender age of 18, I had had a fairly typical upbringing for a boy born into a post WW2 Australian family in February 1947. I was born in Perth to a West Australian father and a Queensland mum and was the middle child between two sisters. We didn't stay long in Perth and in 1950 we travelled to live in my mum's state of Queensland.

At that time, growing up in country Queensland, within 60 miles of Brisbane, was an adventure with plenty of mates and a lot of personal freedom to explore the environment we lived in. I became independent early in life taking on jobs to earn pocket money and travelling by bus to spend Christmas with my cousins in Gippsland at 12 years of age. It took 20 hours to travel from Brisbane to Sydney via the Pacific Highway in 1959 in a Greyhound bus with no fewer than four rivers to cross by barge on the journey. I got the travel bug early and never lost it.



After primary school I elected to study agriculture and attended high school at Nambour on the Sunshine Coast and then at the Queensland Agricultural College at Gatton west of Brisbane for four years only to realize that this wasn't my calling. Although I liked the freedom of farm life I was more interested in all things technical at the time. I spent 15 months as a clerk at Elder Smith Goldsborough Mort in Brisbane filling in time before I was accepted to do radio training

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with the RAAF. The decision to join the RAAF over the Army and Navy was made purely on the basis of which service offered the best training in this field at that time. I remember spending hours at the East Brisbane Hotel on Vulture Street with Dad and his friends discussing the options. One of them was an Army major who convinced me that I should join the RAAF if I wanted to have a technical career in radio engineering.

So it came to pass. After all the testing at the recruitment centre on Mary Street in Brisbane I found myself in the hands of the RTO at South Brisbane station saying goodbye to my family and heading to Adelaide by train to start recruit training. That was the start of six great years of learning, application and making lifelong friends. I spent my six years at radio school Laverton, MCU Frognall, the Joint Communications Centre at Russell Offices in Canberra and a short stint at RAAF Fairbairn. I had the dubious honour while rostered on as guard commander at RAAF Fairbairn of sleeping through an incoming VIP flight, the theft of the flag from the front of the building and a major fight at the airman's mess. Any future thought of joining a police force were erased in just one night.



On the 25th November 1971, I ended my period of enlistment at RAAF Amberley and began the next chapter of my life.

Within six weeks of my discharge from the RAAF I was living in Washington DC with my wife ostensibly on the first leg of an overseas trip. During a visit to the Australian Embassy I was offered a job as a locally engaged staff member and ended up working as a civilian with the RAAF for twelve months during the final stages of the F111 procurement contract with General Dynamics. This afforded me the opportunity to visit their Fort Worth plant to see the F111 on the assembly line and then across to McClelland Air Force Base at Sacramento in California to



assist the RAAF accountant to audit spares. I spent most of the twelve months travelling within the US and Canada and playing darts professionally for the Lawyers association team the "Hung Jury Hangovers". I played off in the 1972 World Dart Championship in New York in August 1972 making it through to the fifth round. I returned to Australia in March 1973 after travelling to the UK and Europe and catching up with Peter Jackson who was stationed in Singapore on the way home. Peter and I were both members of 1TMT at RAAF Laverton from March 1966 to July 1967.

After a very short while back in Oz I joined Control Data as a customer engineer. Control Data had a relationship with the RAAF having supplied the messaging system installed at Darwin. They provided a comprehensive 10-week hands on training course for their 3300 mainframe computer. I remained with Control Data as a customer engineer until 1977 gaining experience on the Victorian TAB, ABS in Melbourne and then ABS and ATO in Brisbane.



In 1977, I was recruited by Graham Smith former National CE manager for Control Data to Sigma Data in Sydney. This turned out to be seminal time for me after two years in engineering and technical support for Sigma's Wordplex Word-processing products, I decided to take on a sales role for the products I had supported. This involved a move to Canberra where I relished being in sales with significant victories against Wang Computer, the defacto standard for screen-based word-processing. I won the national deal for Australia Post and other major successes with federal government departments.

In 1981, I was headhunted to Wang Computer in sales and was awarded "Achiever Status" for three years in a row (1982-84). The annual achiever's trip was sought after as it included an all



expenses overseas trip that was to die for. Mine included Boston, Rome and Disney World in Florida. During this phase of my sales development I accepted a position as Northern Region ISO manager for a newly formed sales arm of Wang located in Sydney and

dealing with Independent sales organizations located on the eastern seaboard. One such organization was Solution 6, a Brisbane based software house with strong links to Wang.

My next big shift came in February 1985 after accepting a position as Sales Director of Solution 6 located in Sydney and I became a 37% shareholder in the company. This was an incredible ride. In the next six years the company created state operations, international operations in New Zealand, South Africa, Ireland and the UK, listed on the ASX, and came from behind to become the leading supplier of computerized accounting systems for Chartered and Public Accountants in Australia. The company doubled revenues and maintained profitability for four of the six years. The company moved from a reliance on sales of new systems to a full support services company with higher overall margins and market share.

This was my first introduction to serving as a director on the board of a publicly listed company. My role was expanded to include marketing and I had strong input to the systems architecture during the transition from Mini computing to PC's and PC networks.

During this time, I participated in two mergers and acquisitions as an inorganic growth strategy, development of partnerships with other organizations to further enhance our market offerings and by the time I left my executive role in December 1990, Solution 6 was the dominant player in the market.

I took a gap year in 1991 spending the month of February attending a live-in Macquarie Advanced Management Program (MAMP) that was to become the precursor to an invitation to complete an MBA at the Macquarie Graduate School for Management located at Marsfield in Sydney, which consumed all of 1992.

I did achieve one other rewarding experience during my gap year of 1991. I was invited by John Barrett, long-time friend dating back to our days on 1TMT at Laverton, who had become a leading light in the early days of high end videoconferencing systems with GEC and who was developing major opportunities within Corporate and Government. He invited me to take a trip to Yuendumu, about 320 kms north west of Alice Springs up the Tanami Road to chair the Tanami National Aboriginal Corporation (TNAC) tender selection process. This required an understanding of the benefits videoconferencing would bring to remote communities like Yuendumu from service providers located at Alice Springs and Darwin, not to mention saving lives of these service providers lost every year on the roads.

That done I headed to Yuendumu and then 600 more dirt miles in a beat up Hilux to Lajamanu closer to Darwin to chair the selection process. This was a cultural shock for me to see firsthand how the aboriginals work. I found them to be generally far better lateral thinkers than any group I had worked with in the past and to this day. What they lacked in formality they made up in 'spades' when it came to the questions they asked to assist them to make a decision.

I will always be indebted to JB for that learning experience.

The full year Macquarie MBA program spread over four-ten week semesters was interesting and rewarding. I shared my time with 18 other corporate executives some like me who paid their own tuition in excess of \$30,000 plus the lost salary and others that were sponsored by their organisations. This year afforded me an opportunity to work with great minds and to fill in all the blanks in business education that I needed to further my management career.



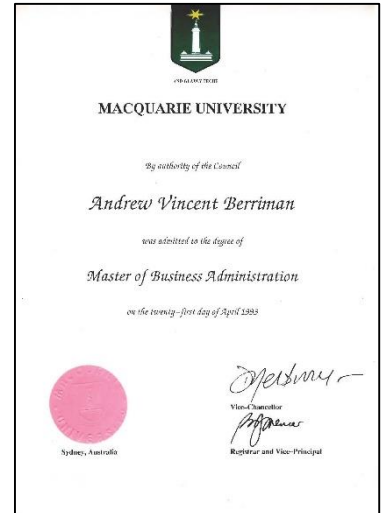
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I remained on the board of Solution 6 until June 1992, by which time I realized it was time for me to start a new adventure and that in 1993 after graduation I joined a small Melbourne based consulting firm called the CR Group. This sub twenty-employee firm was way in front of the curve for aligning retail distribution between companies and their market places. The principal, Trevor Sinclair, a former DCS student based at Frognall was an innovator. With his engineering and psychology background he devised the means to effect management change programs with little or no political intervention. During the period from early 1993 through to early 1998 as an associate of the CR Group, I worked on three amazing consultancies. Colonial Mutual's Colonial Partnership where CR Group transformed an aging life companies into a dynamic franchised financial services company just ahead of their demutualization and eventual sale to the Commonwealth Bank. My role was to design and build a new franchise delivery system to assist the transformation of life agents to franchisees. Although challenging, I enlisted the support of the talent in Colonial and CR Group to deliver a solution that supported the goals of the revitalized organization and got handsomely paid for my efforts.



Phase 2 of the CR Group story centered on a major consultancy with Telstra Mobilenet. We were given an opportunity to reposition Mobilenet from the high street specialist resellers like Strathfield Car Radio to mass market retailers like Kmart once we were able to prove the mass market opportunity for handsets had arrived. This on top of the transition from Analogue to Digital handsets and the introduction of contracts boosted Mobilenet sales and profits beyond their expectation. This is one time in my life I wish I had had more experience in negotiating fees for outcomes rather than milestones.

The last contribution I made to CR Group was setting up and managing an office and team in the Sydney CBD and bringing AMP Superannuation on as a major client. The latter two deals were negotiated on flights between Sydney and Melbourne, hence the artist's impression at right.

Throughout my time with the CR Group I stayed in constant contact with John and Liz Barrett who had formed an innovative service desk for videoconferencing called "Help Desk Live" and teamed up with Sydney's major Pictoretel reseller, Network Vision Systems (NVS) to provide 'face-to-face' video support to their customers. In the months leading up to the end of 1997, this relationship between the Barretts and NVS started to evaporate due to a failed management buy-out attempt by the NVS management team. The NVS parent Fujitsu took a dim view to their approach and the management team promptly left and set up in opposition leaving John and Liz Barrett without a front end to their business.





Ever the optimist I conferred with John and Liz and we decided to buy the assets of Network Vision Systems and recapitalize the company with an injection of \$1M in February 1998, operating from the premises of the CR Group in the Sydney CBD.

Network Vision Systems went on to become ServicePoint as a subsidiary of a public company of the same name and the offering moved from Hardware and services to consulting and managed services for videoconferencing. The natural suitors for these services were large corporate and government enterprises and with our background as Telstechs and the Barrett's experience consulting to the Australian Defence Force we shifted focus and concentrated on Federal Government business.

I maintained my role as CEO of ServicePoint Australia Pty Ltd from 1998-2007 and chairman of ServicePoint Limited until 2003 and a board member of the listed company until 2006.

ServicePoint Australia signed long term contracts with the ADF to support the growing investment in secure videoconferencing and it seemed that we had come full circle from the days of serving in the RAAF. ServicePoint was sold in 2008 for \$9.4M about 9 months after I had retired from full-time employment at the age of 60. As is always the case it is impossible to succeed in business without the support of colleagues who take the journey with you and give their all, over and above the reasonable expectations of an employer. In the case of ServicePoint none of the success would have been possible without the devotion and skills of two outstanding individuals, my partner, Lynette Roe and Bill Warren CSC an ex RAAF Warrant officer. Together, they were the instrumental in delivering outstanding results for nine continuous years to put ServicePoint at the top of the list of suppliers to the Australian Government.

My retirement to Hervey Bay in 2007 was short lived with a procession of offers to provide consulting services to local and international companies seeking to establish distribution in Australia, among them were VBrick Inc. (US) and VideoVisit (Finland), a stint as chairman of Broadreach Services and most recently, a Chair at 2020 Exchange. The role of Chair was very rewarding, having the opportunity to chair a monthly conversation involving 12 CEOs on management topics that challenged and stretched the participants. I have retained a role at 2020 Exchange that is forging a reputation as a contemporary 21st Century version of the CEO Institute, where I am the non-executive chairman.



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My partner, Lynette and I have spent as much time as possible on the road both in Australia and overseas since 2007 with trips to the US and Europe and two campervan tours of the north and South Island of New Zealand. In 2011, while laying over in Christchurch for a flight home we ended up in the middle of a major earthquake but as luck would have it we escaped injury and made new friends who looked after us until we could get back to Australia. Our gear made it home about six months later including passports, computers etc. If you have to get caught up in an earthquake do it in New Zealand they are a stoic race that I would be glad to have on my team any day of the week.



Well nearing the age of 70 you would think is nearly time to down tools but not so!

For the past three years in my spare time, I have mentored a couple of tradies from Tasmania who invented and patented "Bucket Glove", a productivity tool for the building industry particularly plasterers, tilers, renderers etc. It eliminates the need to spend time cleaning buckets during or after a job saving time and money.

The company they formed was underfunded and without direction so here I go again. In the last three months we have been able to establish an Australian distributor with over 500 stores and have promising licensing opportunities in the UK and US. So it is watch this space but I am confident this one will dwarf all of the ventures I have been involved with over the past 40 years. The most noticeable thing for me is how my office has changed over the years.

Today's Office.

G



I look forward to continuing to be vital and to catch up each year with as many of my long -term RAAF mates as I can over a beer and a conversation.

Larry's kindergarten class was on a field trip to their local police station where they saw pictures tacked to a bulletin board of the 10 most wanted criminals. One of the youngsters pointed to a picture and asked if it really was the photo of a wanted person. 'Yes,' said the policeman. 'The detectives want very badly to capture him.' Larry asked, "Why didn't you keep him when you took his picture ? "

Stuart Ritchie.

I was born at Camperdown Women's Hospital on 20th March 1948 and 10 days later took my first flight in a DC3 to Hay in Central NSW. My Mother tells me that it was very rough but that I seemed to enjoy it.

My Father had left the Army and joined the NSW Police Force and at the time I was born he was stationed in Hillstone (not far from Hay). Hillstone was a lot different then with lots of sandstorms and millions upon millions of rabbits, not that I remember much as we moved when I was four to Newcastle and I spent the next seven years living alongside Lake Macquarie at Eleebana where I had the destination of being the first child in kindergarten at the new school, which opened with 20 pupils. Jan (my wife) and





I went back to the 50th anniversary and they now have over 1,100. In 1959 Dad got transferred to Moree in Northern NSW and it was here that I did my High Schooling and my interest in Radio was prompted by my school friend Ron Leddingham who showed me a Crystal Set that he had built in a matchbox, I thought it was the coolest thing ever.

Dad was transferred to Blaney as Regional Licensing Inspector and Officer in Charge in 1964 and I had to make a decision on what I wanted to do. I had been given offers to become an Articled Clerk, A Cadetship with NSW Water Conservation and Irrigation Commission (known as The Constipation and Irritation Commission) and a Trainee Management Cadetship with International Harvester in Geelong. I took the job in Geelong and soon realised that I had made a mistake. Trainee Manager was another name for Slave Labour and I was being paid the sum of 4 Pounds 18 shillings a week, my board was 4 pounds and the bus was 10 shillings so money was a problem until I hit on the idea of raffling my Pay Packet. This solved the money problem but in February 1965 it was suggested that I should stop or face discipline and it was then that I decided to join the RAAF.



I initially applied for entry to Frogmal so that I could do a degree but as I was only 16 at the time the Recruiting Sergeant (who obvious to me now had a quota to fill) said "you will struggle with that, why don't you become an Instrument Fitter and you can transfer over to become an Officer anytime", being only 16 I actually believed him. I joined soon after my 17th birthday on 5th April 1965 and after Rookies at Edinburgh was sent to Wagga to do a Basic Mechanics Course which I found ridiculously easy as I had just completed my Leaving Cet. with A's in Maths I, Maths II, Physics and English and as a result topped the course, I was called before the CO who said to me "What are you doing here AC Ritchie" and so I explained what the Recruiting Sergeant had said. When he stopped laughing he said "I cannot fix that but I can send you to RAD School and that is how I ended up a RADTECH.

After Radio Mech training I was posted to 34 SQN Fairbairn at one of the most interesting times as this was when Menzies retired, LBJ came to Australia, The Queen and Phil came, Holt disappeared etc. Jan and I recently went to the 75th Anniversary of 34SQN in Canberra and caught up with a few old acquaintances.



From 34SQN it was back for RADTECH (A) training and then posted to 3AD where I worked on "Green Satin" (The Canberra bombsight and nav system) and the Sabre Gun sight (we were giving Sabres to Indonesia at the time) from there I rotated to 1BOCU to get ready for posing to 2SQN in Vietnam where I went in 1969. During my time in Vietnam I made friends with an American Pilot and used to go on ops with him and as a result saw a bit too much which has lead to my current problems. I was posted back to 37SQN Richmond in 1970 and when Whitlam came to power I took the opportunity to leave the service.



I started work as a civilian with AWA at the Orroral Valley STADAN (Satellite Tracking and Data Acquisition Network) Tracking Station in 1972 and was selected to do a Degree in Science with Major in Computing, there were no Computer Degrees then but when I finished we found that the Station was going to close, so I took a job with NCR where I trained to be a "Technical Sales Rep" and then joined Defence as a CSO. After being paid as a shift Engineer with the Tracking Station I found the drop in pay somewhat confronting as Jan and I now had two small children, so I started doing Consulting work and over the next few years worked for the Queensland Electricity Generating Board (QEGB) and FACOM (The Mainframe computer division of Fujitsu) as a Consultant.

In 1979 I started the first Independent Micro Computer shop in Canberra (Boulevard Business Services) and as well as selling IBM we had the agency for Osborne Portable Computers. It was over a few drinks after work that my Engineer Geoff Cohen and I come up with the idea of the 80 column screen as an add on to the Osborne and I travelled to the US and subsequently sold the invention to Osborne. A condition of the sale was that I had to spend some time in Silicon Valley, so my family and I moved there in 1981 to help get the invention to market. Whilst in the US I sold the business and went back to Consulting for Dept. Of Social Security upon my return.



We had spent 13 years in Canberra and I was getting sick of the weather so when an opportunity came up to manage a Software Company in Brisbane we moved. I spent from 1983 until 2000 in various management positions in Brisbane all within the Computer industry and during that time I was lucky enough to travel to the US every year and around most of SE Asia, I won the Top Sales Awards with NEC, Canon, Fujitsu and Epson and got to meet a lot of interesting people including the Crown Princes of both Thailand and Japan and Bill Clinton on a US trip.

In 2000 I decided to leave the Computer Industry and buy my son's business (Im-Magic Print) this meant I would be home more and I thought it would involve less stress as I was now having problems relating to my service in Vietnam. I ran this business for 13 years until I retired in 2014.

For most of my life's journey I have been supported by my wife of 46 years Jan and I have seen my children grow and be successful, my eldest, Vanessa now owns our business and my son Matthew has just completed his second Master's Degree and is a Deputy Headmaster. We have 5 wonderful grandchildren and have settled into life in Tweed Heads where I am active with Lions and am Chairman of the Body Corp in our complex of 160 units. I also teach Computing through the local Community Centre.



We enjoy travel and have been on several trips both in Australia and overseas and hope to do a lot more.

Little Larry attended a horse auction with his father. He watched as his father moved from horse to horse, running his hands up and down the horse's legs, rump and chest. After a few minutes, Larry asked, 'Dad, why are you doing that?' His father replied, 'Because when I'm buying horses, I have to make sure that they are healthy and in good shape before I buy. Larry, looking worried, said, 'Dad, I think the salesman over there wants to buy Mom'.

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The People I meet.

Just the other day I was having a leisurely lunch with some friends at one of Brisbane's better restaurants, the Jade Buddha.



Anna Pullman, Trev Benneworth, Brit Wood.

The Jade Buddha is right on the Brisbane River and apart from being offered delicious food, diners can enjoy the wonderful uninterrupted views from the Story Bridge right around to South Bank. Couldn't be better.

My friends and I were just chatting away, enjoying ourselves when, unbeknown to me, the Radtechitis emanating from my person had wafted across the river and had been noticed by two lovely young ladies who were hard at work at Kangaroo Point. Unable to help themselves the Radtechitis immediately took hold of their sub-conscious selves and they were immediately drawn to my person. They downed tools and running full pelt, leapt into the river and swam



across to the restaurant, ran upstairs, dripping wet and with an offer of a vase of flowers, they draped themselves on my person in a vain attempt to capture some of that elusive Radtechitis.

Fame is such a burden!!

Half the people you know are below average.

7th Brigade Open day.

On Saturday, the 23rd April 2016, the 7th Brigade from Gallipoli Barracks in Brisbane held an Open Day at the 7th Brigade Park in Chermside. With the current security situation at all ADF Bases, it was easier to bring the mountain to Mohammad than to allow thousands of people onto the Base at Enoggera so the Army moved heaps of their exciting machinery, along with heaps of "Volunteers" onto the park and made everything available for people to climb all over and to ask heaps of "interesting" questions.



People turned up in the droves from all over Brisbane and none were disappointed. There were displays and demonstrations of Army's wide range of equipment including armoured vehicles, artillery, engineers, infantry, helicopters, logistics, medical, unmanned aerial vehicles and military working dogs. Some of the Army's "Volunteers" performed fire-and-movement displays with (of course) blank ammunition and kept the crowd entertained. The RAAF also provided a low level (300ft) C-17 fly past.

The Open Day commemorated 101 years of service by the 7th Brigade as Brisbane's brigade and the equipment on display represented the cutting edge of a modern defence force. The Army Band provided popular music and there was the usual food and drink on sale by local vendors as well as rides and face-painting for children provided by the Defence Community Organisation.

The 7th Brigade is a multi-role combat brigade of the Australian Army and currently consists of the following units:





- 2nd/14th Light Horse Regiment (Queensland Mounted Infantry)
- 1st Regiment, Royal Australian Artillery
- 2nd Combat Engineer Regiment
- 7th Combat Signal Regiment
- 6th Battalion, Royal Australian Regiment
- 8th/9th Battalion, Royal Australian Regiment
- 7th Combat Service Support Battalion

7th Brigade was first raised in 1915 as part of the First Australian Imperial Force and saw action at Gallipoli and on the Western Front during World War I. Following the end of the war the brigade was disbanded before being re-raised in 1921 as part of the Citizens Force (later known as the Militia). During World War II the brigade took part in the fighting against the Japanese in New Guinea and on Bougainville.



Today, the 7th Brigade is part of the 1st Division and is based at Gallipoli Barracks in Brisbane. While the Brigade has not deployed as a whole unit since World War II, component units have deployed on operations to Timor-Leste (East Timor), Solomon Islands, Iraq and Afghanistan. It is the Australian Army's 'Ready' element and may be tasked to deploy key combat and support assets at short notice on combat, peace-enforcement, peacekeeping or humanitarian missions anywhere in the world.

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The event also saw the RSL Queensland Branch handover a 12-seater bus for use by the Soldier Recovery Centre (Brisbane) for the benefit of soldiers recovering from wounds and injuries and going through rehabilitation.

The Open Day was held in 7th Brigade Park Chermside near the Kidspace playground.



The park, which covers nearly 185 acres, boasts one of the northside's largest fort-like playgrounds (known as Kidspace), which is an enormous, solid fort-like structure that provides endless opportunities for kids to climb, hang, slide, crawl, swing, and even hide! It incorporates a Fairy Tower and Rocket Control Tower - certain to fuel every child's imagination.

The park was originally known as Sparkes' Paddock and was used by the Army during World War 1 as an encampment and remount depot for the Light Horse and other military units. Between the Wars, Sparkes' Paddock remained a militia training ground for the AMF.



Requisitioned by the Army in August 1940 after the outbreak of World War 2, it became the Chermside Army Camp. It was opened on the 7th October 1940 and the first units to train there were the Australian 7th Brigade, a Queensland militia formation. In 1942, the 7th Brigade helped inflict the first land defeat suffered by the Japanese in World War 2 at Milne Bay in PNG. In



1961, Brisbane City Council acquired the land from the Australian Government for a park and open space purpose. It became known as the Hamilton Road Reserve and renamed as the 7th Brigade park in 1996.

An Avenue of Honour was dedicated by the Brisbane Lord Mayor Campbell Newman on the 22nd April, 2009.



82.7% of all statistics are made up on the spot.

Djinnang Get-together/AGM

On Saturday 28th May, 140 plus blokes and blokettes walked up Stephens' Lane to Brisbane's Public Services Club which now trades as Club Central.

The Club (or State Service Club as it was originally known) was first established on the 9th March 1964





and was officially opened by the Premier the Honourable Frank Nicklin on 5 January 1966 with the Licensing Commission approving a Liquor License on the 7th February 1966. The Club at the time had over 450 members. By the 30th June that year the Club had over 600 members.

In 1994, the State Service Club moved to its current location at the Old Printery Building in William Street. In an endeavour to expand its membership base, the State Service Club name was changed to the Public Service Club. In September 2010, the Public Service Club launched 'Club Central' as its new trading name to further expand its membership base and increase patronage. It celebrated its 50th anniversary in 2014.

There is a rumour that the Club will close its doors at the end of 2016.

Below are photos of those that attended the Djinnang get together/AGM in 2016. The pics have been crunched to allow quicker opening, you can get the HD version by clicking each pic. All names left to right.



Deb and David Tape – the gate keepers.

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Barry Kirwin, Mal Dicker, John MacAllister.



Back: Gary Francis, Keeley Coppock, Shelley Mathers. **Front:** Helen Daunt, Di Chattington, Jane Keenan.

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Caitlan Hughes, Margaret Holmes, Debra Macklin.



Cathy Richards, Jenny Bell.

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Con Chatham, Lyn and Bob Harris, Lorraine and Jim Neave.



Debra Masters, Colleen Jollow, Liz Wright.

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Di Hoopert, Margaret Khan, Cathy Brennan.



Part of the crowd at the knees up.

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Diane Ware, Faye Chatham.



Alyn Hawkes, Chris Coles, Kev O'Sullivan.

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Glen Muller, Roy Green, Barry Kirwin, Ray Thompson, Pat Green.



Helen Daunt, Di Chattington, Shelly Armstrong, Keeley Coppock, Jane Keenan.

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Some faces in the crowd.



Jamie Oliver has been accused of shoplifting a kitchen utensil from K-Mart.
Oliver says it was a whisk he was prepared to take.

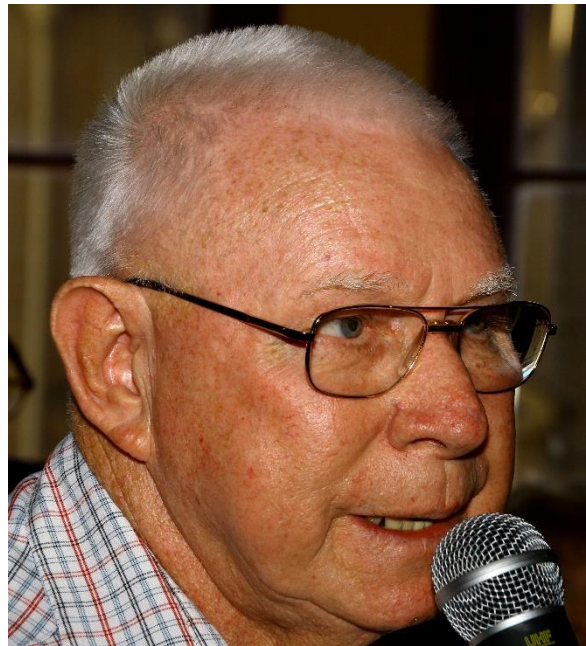
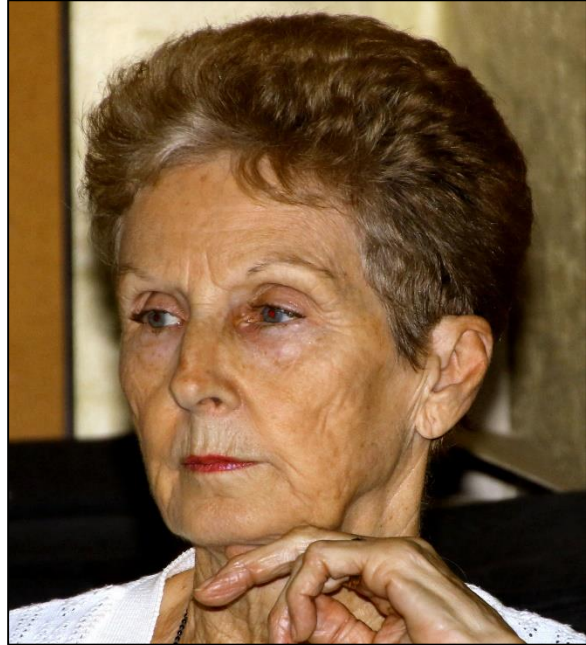
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Paddy says to Mick, "Christmas is on Friday this year".
Mick said, "Let's hope it's not the 13th then."

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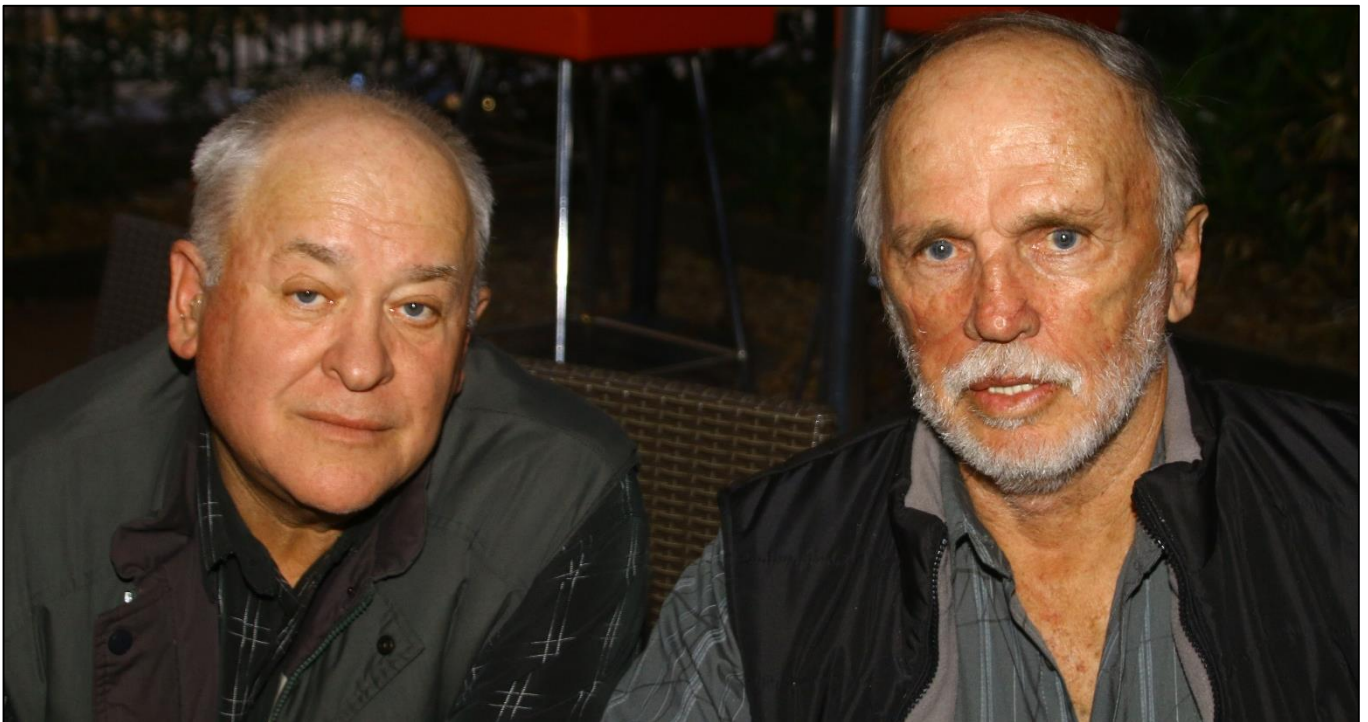


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Jenny Bell, Glen Walton, Vanessa and Mick Holt, John Richards.



John Brell, Brian Webb.

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Kym Ratsch, Bob Williamson, Chris Watson.



Lisa Williams, Mick Lawson.

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Lisa Williams, Wendy Matheson.



Margaret Greenacre, Lisa Williams, Keeley Coppock, Trev Weisbrodt, Libby Brown.

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Marie Anderson, Barb Watson, Vicki Freier.



Neil Hunter, Clive Johnson, "Beep" Powell, Bob May.

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Ray Thompson, Marg and Jack Khan.



Robyn Bowran, Warren and Sandy Fabor, Marie Anderson.

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Steve Ellis, Trev Weisbrodt, Alyn Hawkes.



Sue Booth (nee Weiss), Margaret Smitherman (nee Miller).

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Trev Benneworth, Lisa Williams.



Yvonne Trickey, Lalee Jagiello.



At 3.00pm, Gavin Smith, the President, closed the bar and opened the Associations' AGM. All committee positions were declared vacant and Ernie Gimm chaired the meeting as the temporary President. He called for nominations for all positions.

Gavin Smith was re-elected President un-opposed.

Deb Tape decided to step down as Secretary and not seek re-election. Nominations were called and Gail McDermott was elected. Other positions filled were, David Tape (Treasurer), Brian Webb (Committee and Publications), Alyn Hawkes (Committee) and Yolanda Lever (Committee).



Gavin Smith, Gail McDermott, Alyn Hawkes, David Tape.

Seven wheelchair athletes have been banned from the Paralympics after they tested positive for WD40.



Group Photos.



Cathy Brennan – the sole Switchie representative.

A mummy covered in chocolate and nuts has been discovered in Egypt. Archaeologists believe it may be Pharaoh Rocher.....

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SigsOps



Techos.

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CommsOps



Townsville Comm Centre.

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Allan George's Gems

A World War II manual on undermining organizations from within.

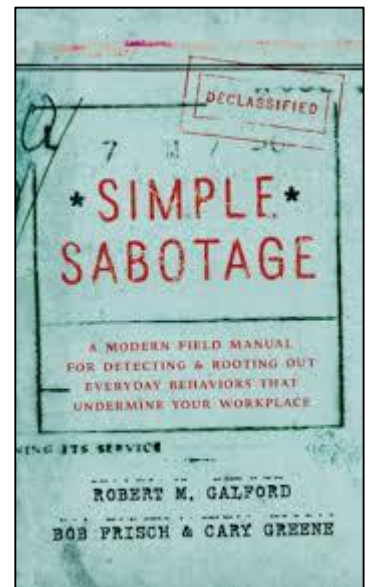
This might describe your work place all too well.

So you've just come from yet another meeting that, after sucking up an hour or two you'll never get back, produced nothing useful — partly because somebody talked on and on about a topic that strayed far off the meeting's agenda. Then someone else brought up doubts about a decision from the last meeting, and there was talk of referring it to a task force for further research. Still another team member questioned whether the decision was even this group's to make, or if maybe it conflicted with something higher-ups had said they wanted.

If that sounds familiar, think about this: You've just witnessed four of the eight techniques outlined in a document called the "[Simple Sabotage Field Manual](#)." Published in 1944 by the U.S. Office of Strategic Services (predecessor to the CIA), it was a guide for European spies on how to undermine the Axis powers from within.

The handbook was classified until the 1970s, but Bob Frisch, managing partner of consulting firm Strategic Offsites Group, came across it just a few years ago — and found it eerily similar to what often goes on in workplaces now.

"We're not suggesting that enemies are lurking in your midst," write Frisch and his two co-authors, Robert M. Galford and Cary Greene, in a fascinating new book, . "But the odds are great that some individuals have unwittingly taken a page from [the OSS manual]. Left unchecked, their behaviours will undermine your group or organization, slowing down its — and your — best efforts.



Here are the eight tactics the OSS recommended for tripping up an Axis agency from the inside:



- “Insist on doing everything through channels. Never permit short-cuts to be taken to expedite decisions.”
- “Make speeches. Talk as frequently as possible and at great length. Illustrate your ‘points’ by long anecdotes and accounts of personal experiences.”
- “When possible, refer all matters to committees, for ‘further study and consideration.’ Attempt to make the committees as large as possible — never less than five.”
- “Bring up irrelevant issues as frequently as possible.”
- “Haggle over precise wordings of communications, minutes, and resolutions.”
- “Refer back to a matter decided upon at the last meeting and attempt to re-open the question of the advisability of that decision.”
- “Advocate ‘caution.’ Be ‘reasonable’ and urge your fellow conferees to be ‘reasonable’ and avoid haste which might result in embarrassments or difficulties later on.”
- “Be worried about the propriety of any decision. Raise the question of whether [it] lies within the jurisdiction of the group or whether it might conflict with the policy of some higher echelon.”

These tactics proved “incredibly subtle, and devastatingly destructive.” Alas, they still are. But “rooting out these corrosive behaviours isn’t so simple,” the authors note, because “they are often mutant excesses” of habits that are actually helpful, like involving co-workers in decisions that affect them.

Complicated for sure, but not impossible. Most of Simple Sabotage is about four ways managers can keep (usually inadvertent) saboteurs from getting in the way of everyone else’s efforts. In some companies, the first step may be the hardest: “Spot sabotage as it occurs.” And then speak up.

As I get older!

I talk to myself because sometimes I need expert advice.

What you need to know about E10.

Drive

Throughout Australia, ethanol-blend fuels, such as E10 and E85, are available as an alternative to unleaded petrol. Most new and many older vehicle models effectively operate on petrol with up to 10% ethanol, i.e. E10. Vehicle manufacturers and importers provide information on the capability of their vehicles to operate on ethanol fuel blends, subject to the fuel meeting the octane requirements for the vehicle and complying with relevant mandatory Australian fuel quality standards.



What is E10?

E10 is a mixture of conventional unleaded petrol and ethanol. E10 means it is 90 per cent petrol and 10 per cent ethanol.

What is ethanol?

Ethanol is an alcohol-based fuel produced from the fermentation of a range of plants including sugar cane, wheat, corn, sorghum and barley.



Can I use E10 in my car?

Most modern cars (those with fuel injection instead of carburettors) can use E10. You can check if your car is capable of running on E10 by consulting the owner's manual. Alternatively, many new cars will have a sticker inside the fuel flap that tells you what fuel your car can run on, and whether it is compatible with E10. Alternatively, you can check [THIS](#) website which list most cars and motor cycles and will advise whether or not you should use E10.

Will E10 damage my car?

No, not if your car is designed to run on it. But some studies have found in certain cars (particularly older models) the ethanol can cause damage to the fuel system.

Is it better to use E10 or premium unleaded?

There really isn't a clear answer to this. The problem with E10 is it contains less energy than petrol, so E10 burns quicker than premium unleaded (95 and 98 octane). Testing has shown that premium unleaded (98 octane) is more efficient than E10 in both city and highway driving. But, depending on the price of fuel at the pump (although E10 is generally significantly cheaper than premium unleaded), it can be cheaper to run your car on E10, even though it has higher fuel consumption. It is also worth noting that running on premium unleaded means better performance from your engine (because it has a higher octane rating) and most fuel brands use cleaning additives in premium unleaded that help clean your engine as you drive.

Some modern cars have a minimum requirement to use premium unleaded (this will be indicated on the inside of your fuel flap) for optimum efficiency and performance. Don't be alarmed if you do fill the petrol tank with E10 though, as the computer will compensate for it. Doesn't it doesn't add up: E10 fuel is cheaper, but burns quicker.

Sometimes I roll my eyes out loud.



The truth about tyre treadwear

Buying a quality car and maintaining it properly will keep you rolling along, but what you put on your wheels really makes a difference. Your tyres, after all, are where the rubber hits the road. Putting cheap tyres on an otherwise solid automobile would be like wearing thongs with a tuxedo. Chances are you'll need to buy new tyres every few years. Generally speaking, they're all round and black, so it's not easy to predict how well they'll do their job by just looking at them – or kicking them, for that matter.

Each tyre varies in its tread pattern and rubber mix and is a compromise between a number of requirements, such as grip and durability. Generally, a soft tyre provides better grip but also leaves more rubber on the road, so won't last as long as a harder model. Racing tyres are an extreme example: they're very soft and practically glue the car to the track, but may only last for part of one race – if that.

Rolling resistance.

Rolling resistance relates to the amount of energy needed to move a vehicle along the road. Theoretically, the lower the rolling resistance, the less fuel is required. There's no single consistent testing method used by manufacturers to measure rolling resistance or to determine how it relates to fuel economy though some manufacturers claim up to 10% better fuel economy with low rolling resistance tyres under certain driving conditions.



What to look for.

In Australia each tyre has standard markings to help you pick the right size and type for your car. It's a confusing mix of letters and numbers, and measurements in millimetres and inches.

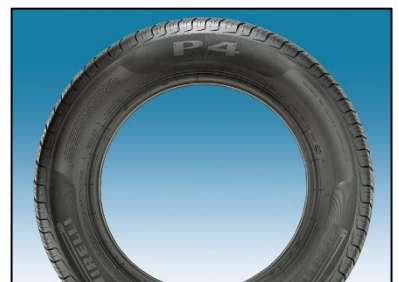


Here's what it all means. Let's say the code on a tyre is P175/65R14 82H – what does it all mean?

- P stands for passenger tyre.
- 175 is the section width (in mm) when the tyre is fitted to the recommended rim, inflated to the recommended pressure, and not under load. The section width is the distance between the tyre's exterior sidewalls.
- 65 is a percentage describing the tyre's profile, or aspect ratio. It's the ratio between the tyre's section height (distance from the wheel bead seat to the top of the tyre) and its section width – in this case, 65%.
- R stands for radial, which is the most common construction method for passenger car tyres.
- 14 refers to the diameter (in inches) of the rim the tyre should be fitted to.
- 82 is the load rating index, which tells you the maximum weight one tyre can carry (in this case, 475kg). Other examples: 84 (500kg), 86 (530kg), 89 (580kg), 92 (630kg), and 94 (670kg).
- H is the speed rating index and tells you the maximum speed at which the tyre can travel (in this case, 210km/h). Other examples: S (180km/h), T (190km/h), V (240km/h), and W (270km/h).

Just how many kilometres can you expect from your new set of tyres??

The amount of tread on a tyre is critical in determining how well it will clear water to maintain contact with the road in the rain. If your tyres wear out quickly, your safety may be at risk. Research has shown that when people shop for tyres, their primary considerations are price, availability, and treadwear. In the US, tyres carry a UTQG rating which stands for Uniform Tyre Quality Grading but unfortunately, we in Australia don't have that requirement though some tyres you can buy here will have that rating on their wall. The UTQG rating, which originated in America, allows consumers to easily compare the treadwear, traction and temperature capabilities of their tyres.



If you find a tyre with the UTQG rating on its wall, this is what the numbers mean.

Treadwear.

Treadwear grades are an indication of a tyre's wear rate. The higher the treadwear number, the longer it takes for the tread to wear down. Treadwear grades are tested under controlled conditions using four vehicles fitted with test tyres that run in convoy. The vehicles repeatedly



run a specified 640km road course for a total of 11,520km. Tread depths are measured every 1,280km and the measurements are averaged to give a projected wear-out life.

A 'standard' control tyre is assigned a grade of 100 and the treadwear rates of all test tyres are compared to it. For example, a tyre grade of 200 should take twice as long as the control tyre to wear out.

Traction

Traction grades are an indication of a tyre's ability to stop in the wet. A higher grade should allow your vehicle to stop on wet roads in a shorter distance than a tyre with a lower grade.



Traction is graded from highest to lowest as AA, A, B and C.

Temperature

Temperature grades are an indication of a tyre's resistance to heat. Sustained high temperatures (for example, driving long distances in hot weather), can cause a tyre to deteriorate, leading to blowouts and tread separation.

A tyre's resistance to heat is graded from highest to lowest as A, B or C.

Special tyre designs.

Some tyres are directional, which means they're designed to be fitted to the car so their tread pattern faces a particular way (usually marked with an arrow on the sidewall). Fitting them on the wrong side may affect the car's handling and reduce the tyre's life. If you use these and don't have a conventional tyre as a spare, be aware that a directional spare only fits one side of the car. If you have to use it on the wrong side, drive carefully and replace the damaged tyre as quickly as you can.

Don't confuse directional tyres with





asymmetric models designed to be fitted to the rim so that a particular side (marked on the tyre's sidewall) faces outwards. With these, the spare can replace any of the other tyres.

Some car models have a space-saver (narrower) spare tyre instead of a full-size one. If you have to use it, follow the instructions in your user's manual. There's likely to be a speed limitation, and you're only supposed to drive on it for a short distance to get you home or to the nearest tyre fitter. If you use it over longer distances or at higher speeds, you may damage your car.

How old is my tyre?

All tyres are stamped with the date of manufacture. You'll see this in two varieties: three digits for pre-2000, and four digits for after 2000. (We're assuming you've changed your tyres since the turn of the millennium, but it's good to know this stuff just in case.)

Pre-2000 the first two digits stand for the week in the year and the last digit stands for the year. So a three-digit number of 078 stands for the seventh week in 1998. After 2000 the first two digits stand for the week in the year and the last two digits stand for the year. So a four-digit number of 0209 stands for the second week in 2009. In the above pic, the tyre age is shown as DFK1204 which means it was made in the 12th month in 2004.



How old is too old?

This is a subject of much debate within the tyre industry and no tyre expert can tell exactly how long a tyre will last. However, on the results of experience many tyre companies warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing.

There are three main mechanisms of tyre ageing.

- The first involves rubber becoming more brittle. Sulphur is used to link rubber molecules together during vulcanisation with the application of heat and pressure, giving the rubber its useful elastic properties and strength. As the tyre absorbs energy in the form of light, heat or movement the tyre continues to vulcanise. This ongoing vulcanisation causes the rubber to become stiffer and more brittle.
- The second mechanism of tyre ageing is oxidation involving oxygen and ozone from the air compromising the strength and elasticity of the rubber and the integrity of the rubber to steel bond. Basically heat and oxygen cause cross linking between polymer chains



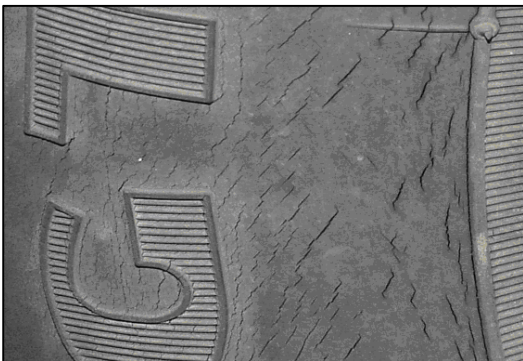
(causing the rubber to harden) and scission of polymer chains (leading to reduced elasticity).

- Thirdly, breakdown of the rubber to steel-belt bond will occur due to water permeating through a tyre and bonding with the brass plate coating on steel belts. This causes the steel to rubber bond to weaken leading to reduced tyre strength and reduced heat resistance. If compressed air used for inflation is not completely dry, tyre strength will be affected over time. Even unused tyres will become more brittle, weaker and less elastic with exposure to water, air, heat and sunlight.

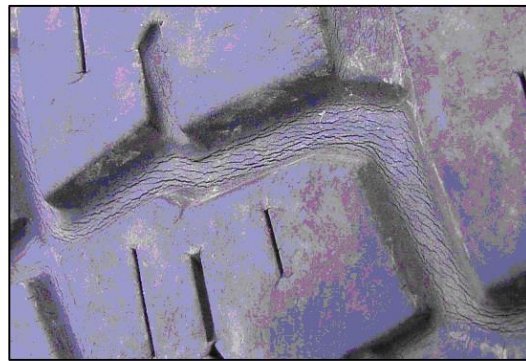
Warning signs

Regardless of their age, tyres should be replaced if they show significant crazing or cracking in the tread grooves or sidewall and or bulging of the tread face or sidewall. All tyres, especially unused spare tyres, should be inspected periodically to determine their suitability for service.

Sidewall cracking due to environmental exposure to oxygen, heat and sunlight.



Tread cracking due to environmental exposure to oxygen, heat and sunlight.



The right pressure.

Tyre pressure is measured in kilopascals (kPa) or pounds per square inch (psi). Keep your tyres inflated to the pressure recommended by the car manufacturer – usually shown on a sticker inside the driver's door frame, in the glovebox or on the petrol tank flap. The car manufacturer's recommendations refer to the pressure when the tyre is cold, not after you've been driving for some time – so do your check at the petrol station down the road, not halfway through your journey.

When driving with a heavy load such as a trailer, inflate your tyres to a higher pressure – again, check the manufacturer's instructions. Driving with under-inflated tyres uses more petrol, adversely affects the car's handling and may lead to tyre damage. Check the pressure



regularly, it is a good idea to check your tyres at least every second time you fill up with petrol. And don't forget to check the spare too.

Maintenance tips.

When you check the pressure, also do a visual check for objects embedded in the tread, such as stones or glass. Check also for uneven wear which could indicate a problem with the car's steering or suspension. Run your hands over the tread and sidewalls to identify any bubbles, cuts or cracks and keep an eye on the tyres' tread wear indicators, which show the minimum legal tread of 1.6mm. The indicators are small bars spaced across the grooves of the tyre's tread pattern (right). Replace your tyres when the tread level reaches the indicators – at the latest.



Provided you don't do burnouts or engage in a bit of street racing every now and then you should expect between 45,000 and 80,000 klms from a set of tyres, (depending on the tyre makeup) though all that could soon be changing – have a look at [THIS](#).

My people skills are just fine, it's my tolerance of idiots that needs work.

Korea.

Until 1950, Korea was a place that few Australians knew much about. All that changed in 1950. From 1950 to 1953, 17,000 Australians in the Army, Navy and Air Force fought as part of the United Nations (UN) multinational force, defending South Korea from the Communist force of North Korea.

The war began on 25 June 1950 when North Korea invaded South Korea. The superior North Korean forces were on the verge of conquering all of South Korea when United Nations forces intervened. Among the first was 77 Squadron of the RAAF and HMAS Shoalhaven and Bataan of the RAN. A United Nations counteroffensive defeated the North Korean army and pursued it into North Korea. When the United Nations forces approached the border between Korea and China the Chinese entered the war in support of North Korea. The now outnumbered United Nations forces were pushed south and the capital Seoul once again fell to the communists.



In early 1951 the United Nations again advanced, securing a line just beyond the 38th parallel of latitude - the dividing line between north and south before the war. It was in this phase of the war that 94 Australians of 3rd Battalion Royal Australian Regiment were killed, wounded or captured at the Battle of Kapyong.

After a year of mobile warfare, in which Seoul changed hands four times, the front line stabilised and peace negotiations began. The remaining two years of fighting bore the character of World War I trench warfare, except that the trenches were in the cold and inhospitable mountains of Korea. Patrols and ambushes in no-man's-land were continuous and both sides staged occasional large offensives to influence the peace negotiations.

On 27 July 1953 a ceasefire was agreed to but negotiations for a formal peace agreement were never concluded. North and South Korea today remain technically still at war and the ceasefire line – the frontline when fighting stopped – is closely guarded by armies on both sides.



During the war over half a million military personnel and more than one million civilians died. Half of Korea's industry and a third of all housing were destroyed.

You can see a Cinesound Review "propaganda" video [HERE](#) of 77Sqn's effort early in the war, before it was re-equipped with the Meteor.

The biggest lie I tell to myself is "I don't need to write that down, I'll remember it."

How to Use a USB Flash Drive with Your Android Phone or Tablet.

Ever want to transfer files to or watch a video on your phone from a memory stick. Most modern Android devices support standard USB drives, so you can plug in a flash drive just like you would on a computer.



Modern versions of Android have improved support for external storage devices, but on some older devices, this process may require “Rooting”. Rooting is a complicated process, we don’t discuss it here, if you wish to “Root” your phone go [HERE](#) for instructions.

First: Get a USB OTG Cable

You’ve probably noticed that your phone doesn’t have a normal USB port. In order to connect the flash drive to your phone or tablet, you’ll need a USB on-the-go cable (also known as USB OTG). These cables can be had for about \$5 or so on ebay. It’s a short adapter cable with a small MicroUSB connection at one end and a larger USB connection at the other end.



Unfortunately, this may not work on some devices. Your Android device needs the ability to function as an OTG host. Some smartphones and tablets may not have this ability, so you may want to perform a web search to see if your device is compatible before purchasing a cable. You can do that by going here on your phone (http://download.cnet.com/USB-OTG-Helper/3000-2094_4-75810813.html)

Once you have it, just use the cable to connect your Android phone or tablet and USB drive together—that’s it. This cable can also be used to connect other types of USB devices to your Android phone or tablet, including USB keyboards, mice, and gamepads.

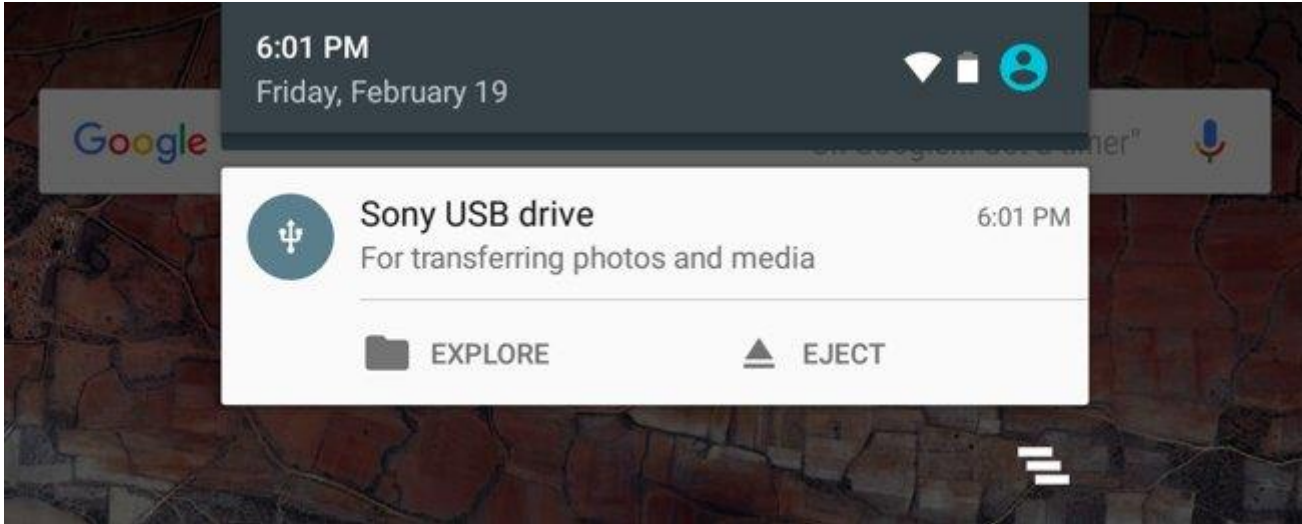
Your USB drive should ideally be formatted with the FAT32 file system for maximum compatibility but although some Android devices may support the exFAT file system, no Android device will support Microsoft’s NTFS file system.

If your device isn’t formatted with an appropriate file system, you’ll be able to format it after connecting it to your Android device. Formatting the drive will erase its contents, however, so you should ideally make sure it’s in the correct format when you first transfer files to it.

The Non-Root Method: For Most Newer Devices.

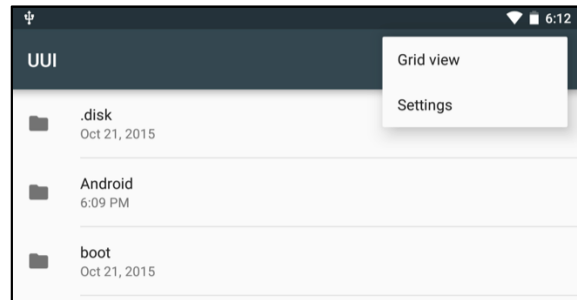
On modern versions of Android, you’ll get a notification saying the drive is “for transferring photos and media” after you attach it. You’ll see an “Explore” button that will allow you to browse the files on the drive, and an “Eject” button that will allow you to safely remove the drive. If you’re running an older version of Android, you may need the [StickMount](#) app to access the files instead.

Tap the “Explore” button and Android’s new file manager will open, displaying the contents of the drive. You can browse and manage the files like you normally could. Just long-press one or more files or folders to select them.



If you have videos, music, or movies on the drive, you can tap them to open them in the media viewer applications on your device. This would allow you to watch videos stored on a USB flash drive on your phone while travelling, for example.

You can also open Android’s Settings app and tap “Storage & USB” to see an overview of your device’s internal storage and any connected external storage devices. Tap the internal storage to see the files on your device using a file manager. You can then use the file manager to copy or move files to or from the USB flash drive. Eject the drive when you’re done and you can connect it to a computer or another Android device, allowing you to transfer files back-and-forth.



While the cable is a tad bit bulky, it’s still convenient for watching videos on an airplane or while sitting around your house. You can also use it to move files around for any other purpose, just as you’d use a USB drive on a computer.

Although duct tape can’t fix stupid, it can muffle the sound.

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Velly Inteesting – but stupid!!!!

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REOAQ (Retired Engineer Officers Association of Queensland)

The formation of the Retired Engineer Officers Association of Queensland (REOAQ) was initiated by GPCAPT (Retd) Brian Duddington AM (right) back in October 2012, following detailed discussions with REOAV committee members and later with AIRCDRE (Retd) Ian Ashbrook AM, and WGCDR (Retd) Graham Matthews. Once agreed by the team to be achievable and appropriate, approval from the Board of the long-established Victorian association to form a sister club in South-East Queensland was sought and achieved.



The REOAQ structure, role and function are modelled on the REOAV. The constitution for the Queensland association also is modelled on the Victorian version. Reciprocal rights of attendance to meetings and the sharing of information are encouraged.

The Association has two major objectives:

1. To provide an opportunity and forum for retired RAAF (and allied) engineer officers to meet and enjoy fellowship; and
2. To maintain professional interest in aerospace technology and development through guest speaker and visits programs.

The first meeting was held in the now closed Irish Club, Elizabeth Street Brisbane on 20 February 2013 when the first committee was formed. The elected committee comprised of SQNLDR (Retd) Darryl Macklin (President), WGCDR (Retd) Graham Matthews, Secretary and SQNLDR (Retd) Warwick Reading as Treasurer. This committee remained in place until Warwick Reading retired unexpectedly in December 2013 and was replaced by Brian Duddington.



On 16 April 2015, the venue for the meetings which are held on a two to three month basis was moved to the Toowong Bowls Club. Coincidental with the change of venue, long-serving president Darryl Macklin announced his resignation and was succeeded by WGCDR (Retd) Bevan Ford. Other committee positions remain unchanged. However, the distance from the Toowong station to the venue proved an inconvenience for those travelling by public transport so, on 26 November 2015, the Association again moved; this time to Victoria (Vic) Barracks (above).



To date, about ninety retirees from the RAAF Engineer Branch have been identified as living within comfortable travelling distance from the Brisbane CBD and hence, could be expected to attend events organised by the Association. As such, expectations are that, if appropriately managed, the REOAQ could be expected to remain relevant well into the future, preserving a valuable asset to those who enjoyed their time in the Air Force and wish to continue to be involved; albeit from a distance.



The most recent meeting by the Association was held at Victoria Barracks Brisbane on the 11th May in the historic and very popular old Officers Mess, now the Vic Barracks Brisbane Club, an all ranks Army Mess. Such meetings are planned and arranged on a quarterly basis by the committee (Bevan Ford, President; Brian Duddington AM Treasurer; and Graham Matthews, Secretary) in close relationship with the PMC of the Mess. The format generally is fellowship and drinks, followed by lunch and then a guest speaker spot, with presentation topics normally of a scientific or related discipline.



Entrance to the old Officers' Mess.

This meeting, which the committee decided would be a self-catered B-B-Q, commenced at midday in the grounds of the Mess with "Duddo" and Graham on the tongs. At the same time,



Bevan was on the walk with money bag in hand, collecting the member's hard-earned dollars which would be used to pay for the succulent rib fillets and other delicacies on offer.

Of course, there could not be a Defence-related B-B-Q without a bar service which was provided on this occasion by the PMC's daughter Luki Nally.



Instigator, treasurer, organiser, goffer, cleaner upperer and snag roller extraordinaire, Brian "Duddo" Duddington with Luki Nally.

After Duddo and Graham had done their magic and all the food was cooked to perfection, the troops helped themselves to the salad bar then lined up, Airman's Mess style, for the meat.



L-R: Luki Nally, Graham Matthews, Brian Duddington (back to us), Phil Duncan Ian "Tiny" Ashbrook, Kev Carroll, Phill Maddox, Mal Benfer, Bob Bird, Dr Paul Pounds, Don't know (hidden), Frank Peronne.

With hunger no longer an issue, the group adjourned to the Anti-Room where they were treated to a most entertaining and educational presentation and demonstration by Dr Paul Pounds, from UQ's [School of Information Technology and Electrical Engineering](#).

Paul graduated from the Australian National University in 2008 and is now a lecturer in mechatronics and a specialist in miniature unmanned rotorcraft dynamics, stability, propulsion and control. His achievements include being named as a 2013 Australian Research Council Discovery Early Career Researcher Award winner.

In 2015 he was Queensland's Young Tall Poppy winner.



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Inside the Old Officers' Mess.





Paul worked in industry as a hardware engineer for almost 18 months before taking on a post-doctoral position at Yale University in 2009. He joined the University of Queensland's Robotics group in 2012.

While there he designed and built a revolutionary UAV (a quadrotor UAV) which he hopes will be used by and help surf lifesavers, police, fire fighters and rescue workers across Australia and around the world. Brisbane-based air, ground and marine robotics company V-TOL Aerospace will manufacture a prototype of the vehicle which could replace piloted helicopters in search and rescue or surveillance operations for a fraction of the cost, with the added benefit of reduced maintenance and risk to people.

His unique design incorporates a main centre rotor for lift and three perimeter rotors for direction and attitude control. This vehicle has proven to be more agile, responsive and energy efficient than existing quadrotor designs.



It combines the aerodynamic efficiency of a helicopter with the simplicity and robustness of a quadrotor,



The troops listening intently to Dr Paul Pounds explaining the rapid advancement in robotics.

While in the Mess we did see an item that a lot of people wouldn't know even existed– the very first "State of Origin" trophy. This chrome cup sits in a trophy cupboard in the main room of the



mess and was awarded to Queensland which won the event back in 1945 at a ground in Torokina, Bougainville, PNG. What is also not well known is the fact that this very first State of Origin competition also included cricket, which Qld also won. The cricket trophy is missing and unfortunately no-one knows its whereabouts.

The trophies were made from 120 mm Japanese shell casings with two handles mounted, one on each side and were chrome plated. The Rugby trophy is engraved with the words: "Interstate Rugby League Series, Bougainville September 1945, won by Queensland 10-9 and 20-13". It was presented to the Qld team by Major general W Bridgeford CB, CBE, MC.



Many of the players were A-graders from Brisbane and Sydney and the referee was Brisbane's Frank Ballard. The game was broadcast to the 330,000 troops serving in PNG. The cup was handed over to the Qld Rugby League at half time in a Brisbane Club Match in 1946 and was donated to Victoria Barracks in November 1998.

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

When you're from the farm, your perception is a little bit different.

A farmer drove to a neighbour's farmhouse and knocked at the door. A boy, about 9, opened the door. "Is your dad or mom home?" said the farmer. "No, they went to town." "How about your brother, Howard? Is he here?" "No, he went with Mom and Dad." The farmer stood there for a few minutes, shifting from one foot to the other, mumbling to himself, when the young boy says, "I know where all the tools are, if you want to borrow one, or I can give Dad a message." "Well," said the farmer uncomfortably. "No, I really want to talk to your Dad, about your brother Howard getting my daughter Suzy pregnant". The boy thought for a moment, then says, "You'll have to talk to my Dad about that. I know he charges \$500 for the bulls and \$150 for the pigs, but I have no idea how much he charges for Howard."

Vic Barracks is a working environment with the Army in residence and we met with Captain Stephen Beck who is a very proud and enthusiastic curator of the Army Museum, South Queensland which is also housed in the complex. The Army maintains a total of 16 museums in Australia under the command of the Australian Army Historical Unit. Click [HERE](#) for the full list of Museums.

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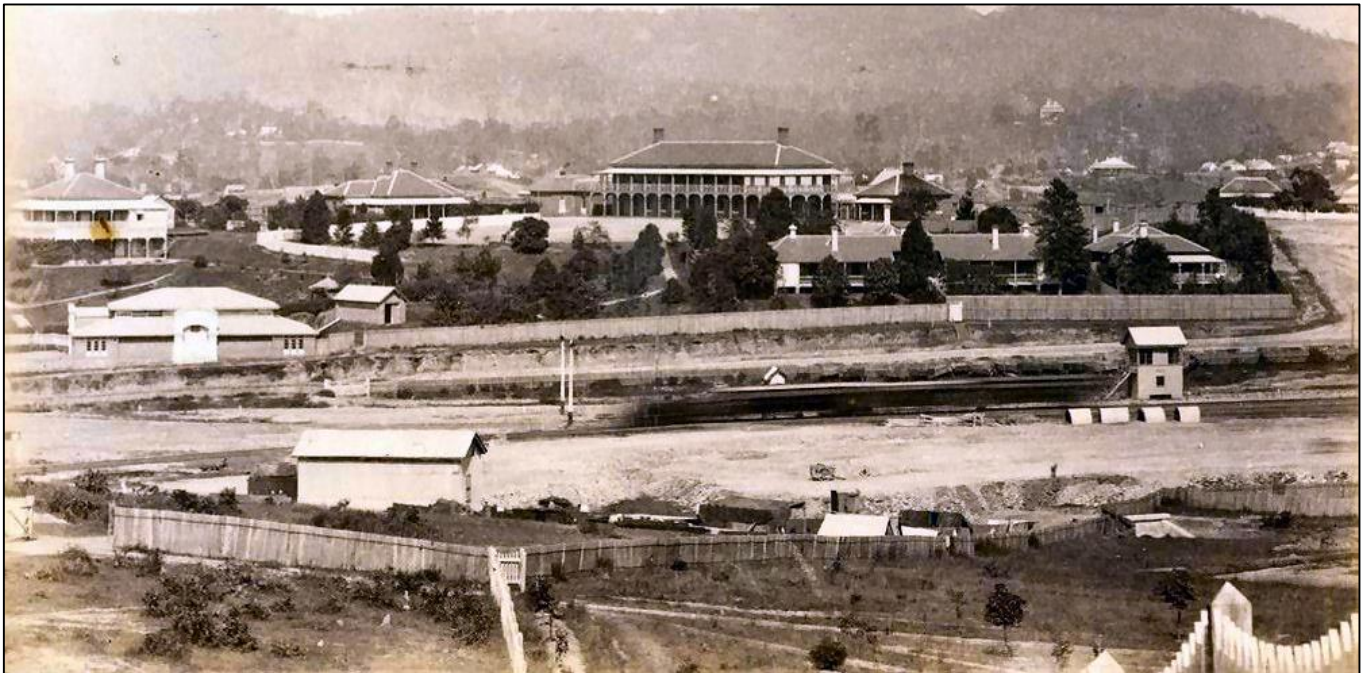


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Vic Barracks - 1868



Vic Barracks - 1882



Back in 1864, to house Queensland's quota of 100 Imperial (British) troops, new barracks were built on the out-skirts of Brisbane in what is now Petrie Terrace. This is an elevated site and was chosen as it commanded strategic control of the wharves and government stores on the South Brisbane Reach at the river end and, to a lesser extent, the town itself. Surviving from this original Barracks are a guard house, officers' quarters and a main barracks building. The barracks were soon extended in 1866 and 1867 to provide a military hospital and a commanding officer's residence. Imperial troops were withdrawn from Australian service in 1870 and Queensland, like other states, was left to muster its own defence force. From 1875 to 1885, the Barracks were occupied by the police force that controlled most of the site and built the police stables in 1875. During the Police period of occupation, the military hospital was used as Queensland's first lunatic reception house — a staging post where mental patients were considered for institutionalisation at the still standing Woogaroo Lunatic Asylum at Wacol.

General Jervois was asked by several colonial governments to make recommendations. Queensland was advised to build fortifications on the Brisbane River, purchase gunboats and raise a permanent force. In 1876 Parliament approved the purchase of 1,000 Snider rifles and the appointment of a commandant of the Volunteer Force. The south-east seaboard adopted a fortification landscape. When a permanent Queensland Defence Force (QDF) was established in 1885 under Lt. Col. (later Major General Sir) George Arthur French, Royal Artillery, he urged the Government to form a battery of permanent artillery that would also provide a school of instruction and to replace the volunteers with a militia; volunteers were downgraded to rifle club status. The Barracks were reoccupied for military use and have remained as military headquarters since that time.





The Barracks consist of a complex of 25 buildings dating from 1864 to 1967 and varies from small ancillary structures such as carparks and plant rooms to large 4-story office buildings. They are planned around a central parade ground and are constructed mainly of brick with corrugated iron roofs. The Barracks represent on a small scale the principal characteristics of 19th century British Empire military barracks — an elevated and strategically located site, a central parade ground with flanking buildings containing soldiers' barracks, officers' quarters, hospital and guard house and with separate ordnance and transport compounds.



They clearly demonstrate the military lifestyle of the nineteenth century.

Victoria Barracks is strongly associated with the development of Australia's Imperial, Colonial and Commonwealth Defence forces and with that phase of Queensland's history when it maintained its own Defence force. It is also significant for housing psychiatric patients during the late nineteenth century and demonstrates aspects of nineteenth century attitudes to mental health. Building EI, built in 1866 was used as the superintendent's quarters for the hospital and later the Lunatic Reception House and has a rare intact fireplace.

The Building at right was built as a female ward for the former Lunatic Reception House, has important features which show the building's use as a mental health institution, including the vertical pivoting windows, the pass-through hatches, the grate hinges, the metal-lined doors, the door with a sliding hatch and the change in window style which indicated former cell door openings.





The building above was built in 1864 and were constructed to house 2 Officers and 100 Imperial Colonial Troops.
Back then this area was known as "Green Hills".

During World War II Victoria Barracks became the Headquarters of the Lines of Communication with the move of the Allied Headquarters from Melbourne to Brisbane commencing in July 1942. General Sir Thomas Albert Blamey was Commander-in-Chief of the Australian Army and controlled forces in the Middle East, New Guinea and the South West Pacific. This control was exercised through the Head Quarters Lines of Communications at Victoria Barracks until late in 1944 when Blamey's Head Quarters moved to Morotai. Other buildings housed the major communications centres for the Australian Army as well as the cipher machines which linked the Australian Army to London, Washington, other major Allied capitals and defence headquarters overseas as well as formations deployed in the South West Pacific operations. Servicewomen coded and decoded the messages passing through the Line of Communication. At the height of these operations some 70,000 coded words per day passed through these buildings. In 1941 a large office block was built for WWII which remains to the present day. Since the late 1990's Victoria Barracks has diminished as a major barracks with most of the Head-quarters elements now housed at Gallipoli Barracks Enoggera.

The Vic Barracks museum is definitely worth a visit. Visits are arranged for groups of (preferably) 20 or more and cost \$10 per head. You are given an excellent walk around description of the museum and at the conclusion are treated to a Devonshire Tea. The museum is open from 10.00am to 3.00pm on Monday, Thursday Friday, Saturday and Sunday (closed Tuesdays and Wednesdays). Do yourself a favour, put a group together and enjoy yourself.

You must pre-book and can do that by ringing 07 3233 4531 or by logging on to their site [HERE](#).

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Health and Life Style.

Defence Health.

If you're looking for a Health Fund to cover yourself and your family, you could look at Defence Health. (See [HERE](#).)



Defence Health, which has been around for more than 60 years, is a not-for-profit organisation which focuses on keeping premiums low. Not-for-profit means member contributions stay in the fund for the benefit of all members.

Anyone who has served in the ADF, as well as their partners and children, is eligible to join Defence Health. You will also be eligible if:

- You work for, or have worked for, the Department of Defence or other Defence-related department as well as your immediate family (mother or father, son or daughter, sister or brother, grandchild or ex-spouse/partner.)
- You have worked for, or you are, a Defence supplier, ie: a company or agency contracted to the DoD and are, or were, involved in the supply of goods and services to DoD.

Defence Health also offers a competitive Travel Insurance.

The Federal Government has a web site which allows you to check prices and benefits offered by various Health Funds. You can find it here. <http://www.privatehealth.gov.au/>

My mate just hired an Eastern European cleaner, took her 15 hours to Hoover the house.
Turns out she was a Slovak.



Health Assessment.

All former serving ADF personnel can access a health assessment from their general practitioner (GP).

This is a comprehensive health assessment which can help your GP identify and diagnose the early onset of any mental or physical health conditions you may be experiencing. Your GP will then be able to treat you or refer you to other services, as necessary. A Medicare rebate is available for this assessment. To find out more, click [HERE](#).

Talk to your GP, tell them you have served in the ADF and ask them about this health assessment.

Sunglasses.

When you're choosing sunglasses, does UV protection matter? Yes, ultraviolet (UV) eye protection matters. UV radiation from the sun can damage not only the skin of your eyelid but also the cornea, lens and other parts of the eye. UV exposure also contributes to the development of certain types of cataracts, growths on the eye and possibly macular degeneration.



To protect your eyes, look for sunglasses that:

- Block 99 to 100 percent of both UVA and UVB rays.
- Screen out 75 to 90 percent of visible light.
- Have lenses that are perfectly matched in colour and free of distortions and imperfections.
- Have lenses that are grey for proper colour recognition.

The colour and degree of darkness sunglasses provide have nothing to do with the sunglasses' ability to block UV rays. Also, opt for wraparound sunglasses or close-fitting sunglasses with wide lenses that protect your eyes from every angle. Some contact lenses also offer UV protection, but should be worn in combination with sunglasses to maximize protection.

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



Strength training: Get stronger, leaner, healthier.



Strength training is an important part of an overall fitness program. Here's what strength training can do for you — and how to get started.

Want to reduce body fat, increase lean muscle mass and burn calories more efficiently? Strength training to the rescue! Strength training is a key component of overall health and fitness for everyone.

Use it or lose it

Lean muscle mass naturally diminishes with age. You'll increase the percentage of fat in your body if you don't do anything to replace the lean muscle you lose over time. Strength training can help you preserve and enhance your muscle mass at any age.



Strength training may also help you:

- *Develop strong bones.* By stressing your bones, strength training can increase bone density and reduce the risk of osteoporosis.
- *Manage your weight.* Strength training can help you manage or lose weight, and it can increase your metabolism to help you burn more calories.
- *Enhance your quality of life.* Strength training may enhance your quality of life and improve your ability to do everyday activities. Building muscle also can contribute to better balance and may reduce your risk of falls. This can help you maintain independence as you age.
- *Manage chronic conditions.* Strength training can reduce the signs and symptoms of many chronic conditions, such as arthritis, back pain, obesity, heart disease, depression and diabetes.
- *Sharpen your thinking skills.* Some research suggests that regular strength training and aerobic exercise may help improve thinking and learning skills for older adults.

Consider the options.

Strength training can be done at home or in the gym. Common choices include:

Body weight. You can do many exercises with little or no equipment. Try pushups, pullups, abdominal crunches and leg squats.



Resistance tubing. Resistance tubing is inexpensive, lightweight tubing that provides resistance when stretched. You can choose from many types of resistance tubes in nearly any sporting goods store.

Free weights. Barbells and dumbbells are classic strength training tools.

Weight machines. Most fitness centres offer various resistance machines. You can also invest in weight machines for use at home.

Getting started

If you have a chronic condition, or if you're older than 40 and you haven't been active recently, check with your doctor before beginning a strength training or aerobic fitness program. Before beginning strength training, consider warming up with brisk walking or another aerobic activity for five or 10 minutes. Cold muscles are more prone to injury than are warm muscles.



Choose a weight or resistance level heavy enough to tire your muscles after about 12 to 15 repetitions. When you can easily do more repetitions of a certain exercise, gradually increase the weight or resistance. Research shows that a single set of 12 repetitions with the proper weight can build muscle efficiently in most people and can be as effective as three sets of the same exercise. To give your muscles time to recover, rest one full day between exercising each specific muscle group. Also be careful to listen to your body. If a strength training exercise causes pain, stop the exercise. Consider trying a lower weight or trying it again in a few days.

It's important to use proper technique in strength training to avoid injuries. If you're new to weight training, work with a trainer or other fitness specialist to learn correct form and technique.

When to expect results:

You don't need to spend hours a day lifting weights to benefit from strength training. You can see significant improvement in your strength with just two or three 20 or 30 minute weight training sessions a week. The US Department of Health and Human Services recommends incorporating strength training exercises of all the major muscle groups into a fitness routine at least twice a week. As you incorporate strength training exercises into your fitness routine, you may notice improvement in your strength over time. As your muscle mass increases, you'll likely be able to lift weight more easily and for longer periods of time. If you keep it up, you can continue to increase your strength, even if you're not in shape when you begin.



Click [HERE](#) to see some videos on body-weight exercises you can do with little or no equipment..

A boy asks his granny, 'Have you seen my pills, they were labelled LSD?
Granny replies, never mind your pills, have you seen the dragons in the kitchen?

Does whitening toothpaste actually whiten teeth?

Whitening toothpaste can appear to whiten teeth slightly by removing surface stains, such as those caused by drinking coffee or smoking, however, whitening toothpastes can't change the natural colour of your teeth or lighten a stain that goes deeper than a tooth's surface.

Unlike other tooth-whitening products, whitening toothpastes don't contain peroxide. To remove surface stains, whitening toothpaste typically includes:

- Special abrasives that gently polish the teeth
- Chemicals that help break down or dissolve stains
- Some whitening toothpastes contain the chemical blue covarine which adheres to the surface of the teeth and creates an optical illusion that can make teeth appear less yellow.



When used twice a day, whitening toothpaste can take from two to six weeks to make teeth appear whiter. Whitening toothpastes that contain blue covarine can have an immediate effect. Although whitening toothpastes are typically designed to maximize cleaning and minimize wear on tooth enamel, be careful to follow manufacturer recommendations.

If you're considering using a whitening toothpaste, look for a brand that has a seal of approval from a reputable dental organization. This seal indicates that the toothpaste is safe and effective at removing surface stains. If you're not satisfied with the effect of whitening toothpaste, ask your dentist or dental hygienist about other tooth-whitening options — such as over-the-counter or professional bleaching products.

Dandruff



Dandruff is a common chronic scalp condition marked by flaking of the skin on your scalp. Although it isn't contagious and is rarely serious, it can be embarrassing and sometimes difficult to treat. The good news is that dandruff usually can be controlled. Mild cases of dandruff may need nothing more than daily shampooing with a gentle cleanser. More stubborn cases of dandruff often respond to medicated shampoos.



For most teens and adults, dandruff symptoms are easy to spot: white, oily looking flakes of dead skin that dot your hair and shoulders, and a possibly itchy, scaly scalp. The condition may worsen during the autumn and winter, when indoor heating can contribute to dry skin.

A type of dandruff called cradle cap can affect babies. This disorder, which causes a scaly, crusty scalp, is most common in newborns, but it can occur anytime during infancy. Although it can be alarming for parents, cradle cap isn't dangerous and usually clears up on its own by the time a baby is 3 years old.

When to see a doctor!

Most cases of dandruff don't require a doctor's care. But if you're still scratching your head after several weeks of experimenting with over-the-counter (OTC) dandruff shampoos, or if your scalp becomes red or swollen, see your doctor or dermatologist. You may have seborrheic dermatitis or another condition that resembles dandruff. Often your doctor can diagnose the problem simply by looking at your hair and scalp.

Dandruff can have several causes, including:

- *Dry skin.* Simple dry skin is the most common cause of dandruff. Flakes from dry skin are generally smaller and less oily than those from other causes of dandruff, and you'll likely have symptoms and signs of dry skin on other parts of the body, such as your legs and arms.
- *Irritated, oily skin (seborrheic dermatitis).* This condition, one of the most frequent causes of dandruff, is marked by red, greasy skin covered with flaky white or yellow scales. Seborrheic dermatitis may affect your scalp and other areas rich in oil glands, such as your eyebrows, the sides of your nose and the backs of your ears, your breastbone, your groin area, and sometimes your armpits.
- *Not shampooing often enough.* If you don't regularly wash your hair, oils and skin cells from your scalp can build up, causing dandruff.
- *Other skin conditions.* People with skin conditions such as eczema — a chronic, inflammatory skin condition — or psoriasis — a skin condition marked by a rapid build-up of rough, dry, dead skin cells that form thick scales — may appear to have dandruff.



- *A yeast-like fungus (malassezia)*. Malassezia lives on the scalps of most adults, but for some, it irritates the scalp. This can irritate your scalp and cause more skin cells to grow. The extra skin cells die and fall off, making them appear white and flaky in your hair or on your clothes. Why malassezia irritates some scalps isn't known.
- *Sensitivity to hair care products (contact dermatitis)*. Sometimes sensitivities to certain ingredients in hair care products or hair dyes, especially paraphenylenediamine, can cause a red, itchy, scaly scalp. Shampooing too often or using too many styling products also may irritate your scalp, causing dandruff.



Almost anyone can have dandruff, but certain factors can make you more susceptible:

- *Age*. Dandruff usually begins in young adulthood and continues through middle age. That doesn't mean older adults don't get dandruff. For some people, the problem can be lifelong.
- *Being male*. Because more men have dandruff, some researchers think male hormones may play a role. Men also have larger oil-producing glands on their scalps, which can contribute to dandruff.
- *Oily hair and scalp*. Malassezia feeds on oils in your scalp. For that reason, having excessively oily skin and hair makes you more prone to dandruff.
- *Poor diet*. If your diet lacks foods high in zinc, B vitamins or certain types of fats, you may be more likely to have dandruff.
- *Certain illnesses*. For reasons that aren't clear, adults with neurological diseases, such as Parkinson's disease, are more likely to develop seborrheic dermatitis and dandruff. So are people with HIV infection and those recovering from stressful conditions, particularly heart attack and stroke, and those with compromised immune systems.

Frank always looked on the bright side. He would constantly irritate his friends with his eternal optimism. No matter how horrible the circumstance, he would always reply, "It could have been worse." To cure him of his annoying habit, his friends decided to invent a situation so completely bad, so terrible, that even Frank could find no hope in it. On the golf course one day, one of them said, "Frank, did you hear about Tom? He came home last night, found his wife in bed with another man, shot them both and then turned the gun on himself!" "That's awful," said Frank, "But it could have been worse." "How in the hell," asked his bewildered friend, "Could it have been worse?" "Well," replied Frank, "If it happened the night before, I'd be dead now!"



Dry Skin.

Ordinarily, dry skin isn't serious, but it can be uncomfortable and unsightly, creating fine lines and wrinkles. Serious dry skin conditions, an inherited group of disorders called ichthyosis, can sometimes be disfiguring and upsetting. Fortunately, environmental factors that can be at least partially controlled cause most dry skin. These factors include hot or cold weather, low humidity and soaking in hot water.

Chronic or severe dry skin problems may require evaluation by a doctor who specializes in skin (dermatologist), but first you can do a lot on your own to improve your skin, including using moisturizers and avoiding harsh, drying soaps.

Dry skin is often temporary, you get it only in winter, for example, but it may be a lifelong condition. And although skin is often driest on your arms and lower legs, this varies from person to person. What's more, signs and symptoms of dry skin depend on your age, your health, where you live, time spent outdoors and the cause of the problem.



Dry skin is likely to cause one or more of the following:

- A feeling of skin tightness, especially after showering, bathing or swimming.
- Skin that feels and looks rough.
- Itching (pruritus).
- Slight to severe flaking, scaling or peeling.
- Fine lines or cracks.
- Gray, ashy skin in people with dark skin.
- Redness.
- Deep cracks that may bleed.

When to see a doctor.

Most cases of dry skin respond well to lifestyle and home remedies. See your doctor if:

- Your skin doesn't improve in spite of your best efforts.
- Dry skin is accompanied by redness.
- Dryness and itching interfere with sleeping.
- You have open sores or infections from scratching.
- You have large areas of scaling or peeling skin.



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Although anyone can develop dry skin, you may be more likely to develop the condition if you:

- Are older than age 40.
- Live in dry, cold or low-humidity climates.
- Have a job that requires you to immerse your skin in water, such as nurses and hairstylists.
- Swim frequently in chlorinated pools.

In some people who have a tendency toward eczema, dry skin that's not cared for can lead to:

Atopic dermatitis (eczema). If you're prone to develop this condition, excessive dryness can lead to activation of the disease, causing redness, cracking and inflammation.

Infections. Dry skin may crack, allowing bacteria to enter, causing infections.

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These complications are most likely to occur when your skin's normal protective mechanisms are severely compromised. For example, severely dry skin can cause deep cracks or fissures, which can open and bleed, providing an avenue for invading bacteria.

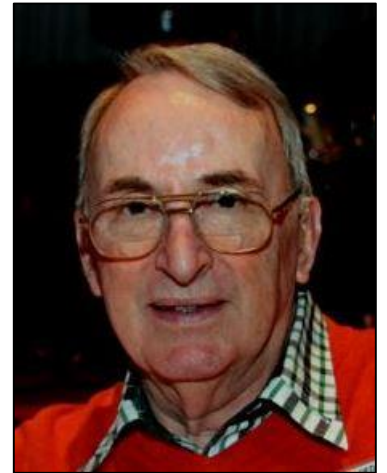
99% of lawyers give the rest a bad name.



Pedro's Patter.

Excerpt from Jeff's book – [Wallaby Airlines](#).

A hand roughly shaking my shoulder woke me from a death-like sleep. It was Dick Brice, the Duty Pilot of the day, making sure I would be on time for my first operational sortie. I have never been too bright first thing in the morning, but at five o'clock I could barely muster a grunt. I rummaged around in the dark for my flying gear, the pre-twilight calm broken only by the shallow breathing and occasional stirring of my room-mates. Beyond the open balcony doors, the bay was inky black under a moonless sky, yet to show the first streaks of dawn. I crept into the adjoining bathroom to get ready. It was my fourth day in Vietnam. I was programmed to fly a 'mail run' mission, called the 406 down through the Delta, that part of the country which fanned out from the Cambodian border to the east coast, embracing the many tributaries of the Mekong River. It occupied most of the area south-west of Saigon known as IV Corps Military Region. In fact, everyone referred to the entire area, right down to the tip of the Ca Mau peninsula, as 'the Delta'.



The previous two days had been spent on administration and introductions. We had an introductory address by Group Captain Peter Raw, Officer Commanding RAAF Contingent Vung Tau. The CO followed up with lectures on the dangers of the Viet Cong (VC), monsoonal weather and sexually transmitted diseases, not necessarily in that order. We were then issued with weapons and flak jackets, and paid in Military Payment Certificates (MPC), the monopoly money of this particular war. Now we were allegedly ready for action. After a less than satisfying breakfast, I climbed into the jeep with Dick and the other crew members, and sat zombie-like as we jolted along the road to the airfield. The chattering of the jeep's tyres on the metal taxiway roused me and we were soon walking towards the lines of parked aircraft, black hulks against the ghostly grey of the lightening sky. We found our aircraft, pre-flighted it by torchlight, and shattered the early morning calm with the staccato of the Pratt & Whitney R-2000 radial engines as we cranked them into life. By the time we taxied round to Charlie Ramp, the cargo and passenger loading area, the first tinges of cerise were creeping over the South China Sea.



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Our flight was a scheduled run, operating on Mondays, Wednesdays and Fridays every week. Its purpose was to carry mail, passengers and cargo to and from Saigon to a number of military outposts in the Delta area, where American and other allied military 'advisers' were stationed. Our duty day was sun-up to sundown and, because of the south-east monsoon, our chances of encountering bad weather and ground fire going into and out of the rough-and-ready strips on this route were pretty high.

Vung Tau is situated on the coast on a narrow peninsula, which the French named the Cap St Jacques. Saigon is some 40 miles inland, about 20 minutes flying time away in a Caribou. Even on this short flight there was plenty to keep me busy. As this was my first sortie in the country, I was in the copilot's seat to ease me into the system. Since I had to make all the radio calls, this was worse than actually flying the aeroplane. I found myself talking to a strange voice called 'Paris Control', a radar air traffic facility which advised aircraft in its assigned area of other aircraft movements and artillery fire. I barely understood a word the American operator said, what with the accent and unfamiliar terminology. Dick Cooper, the captain, frequently had to translate. But I understood immediately when the voice said: 'Wallaby Zero One, turn right

heading zero six zero to avoid artillery fire five miles ahead.' As it turned out, it was not artillery.



As we turned, two F-4 Phantom fighters appeared from nowhere in a screaming dive and let off a salvo of missiles at what looked like a small fishing boat on the river below. Obviously, someone had decided it was not as innocent as it looked. Bar talk claimed such boats

were sometimes used as cover for VC trying to infiltrate the port of Saigon. 'Does this happen all the time?' I asked Dick, trying to sound as casual as possible. 'Now and again,' was his brief reply. Paris called again: 'Wallaby Zero One, make a visual approach to Saigon, runway two five. Join on a left downwind. Call Saigon Tower on two three six decimal six.' We joined the gaggle of aircraft jockeying for position in the air traffic pattern, the exercise made more difficult by an 800-foot broken cloud base.

More confusion when we changed to Tower frequency. The American drawl changed to a Vietnamese singsong. The traffic was so dense the instructions from the control tower were an unbroken babble:

Dragon four one clear lan ruway too fie rebel tree too clear take-off ruway too fie snoopy fie eight hold position hold position be ready immediate take-off ruway tree six classic eight four clear take-off ruway too fie warraby zero one clear lan ruway too fie turn off first left snoopy fie eight clear immediate takeoff ruway tree six Pan Am Boeing on final ruway too fie go roun GO ROUN

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Dick saw my puzzled expression. 'He's given us a landing clearance on runway two five', he said. I moved on to the next problem, keeping a lookout for other traffic. In 1966 Saigon/Tan Son Nhut was the busiest airport in the world. As the main international airport in Vietnam, it handled most of the out-of-country air traffic. American and other foreign registered civil aircraft came here, as did USAF C-141s, C-133s and C-124s from the States, and C-130s from US bases in Japan and the Philippines, all involved in lifting men and materials into the combat zone. Our own C-130s also came in here, though most often they operated directly into Vung Tau.



Rebel Ramp, the air cargo terminal, was the biggest in the country. In addition to cargo aircraft, Tan Son Nhut was home base for many fighter, bomber, reconnaissance and helicopter squadrons. Small wonder there were usually more than 20 aircraft waiting to land or take off, and that to speed up traffic flow, synchronised operations on three different runways were common. We finally got onto the ground and were soon passing the fighter revetments on our way to Rebel Ramp. Everywhere there was noise; the whine of starting jets, the crump of afterburners igniting on take-off, the whistle of fighters doing a pitch and break overhead, the throaty roar of propellers going into reverse pitch on landing. Out of the corner of my eye I saw an amazing sight. About ten miles north of the circuit area an F-105 fighter was diving almost vertically. At the last minute the pilot ejected before the aircraft impacted in a ball of flame. I heard nothing on the radio—the drama must have been on another frequency.

We were still talking on the radio as we taxied into the ramp. 'Hi Wallaby', came the voice of TMC,¹¹ the USAF Transport Movement Control Centre which coordinated all loading and

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unloading operations on the ramp. 'We got three pallets and some pax [passengers] for yuh. Come on in beside the one-twenty-three [C-123 Provider].' Before the engines had stopped and the cargo door was fully open, a forklift was on its way with a pallet of cargo and mail. The black American driver pushed some papers in the side door for our perusal and signature, then quickly and expertly manoeuvred his vehicle under the upswept tail to the open cargo door. Passengers started to amble over. By the time Dick's and my pre-flight duties were complete, our crew chief, Barry Ingate, and his assistant had tied down the load, which we now had to climb over to get back to the cockpit.



Right up front was a pallet of food for the US Navy detachment on Phu Quoc Island. The rest of the cargo compartment was chock-a-block with mailbags for our other ports of call. Barry had folded down two rows of seats from their stowage positions on the sidewalls of the aircraft for the dozen or so passengers we were to carry. Due to the crowded cabin, these people would have to sit cross-legged like Buddha, or put their feet up on the mailbags. Barry 'frisked' them as they came on board, making them clear their weapons outside, then place them in a pile at the front of the cabin. He did not want to have to explain another hole in the cabin ceiling.

We were soon on our way to Cao Lanh, the first stop on the 406, and transferring from Paris to Paddy Control, the next radar flight follow facility. The sky above was latticed with contrails from high-flying jets. The C-123 beside us at Rebel Ramp was also westward bound, and visible just ahead of us. Three Phantoms climbed away on our starboard wing bound for an unknown target. Below, against the checkerboard of the Delta, two Skyraiders performed graceful pirouettes, their rockets a momentary shaft of brilliance before the warheads made little puffs of white smoke against the dull green background.

From 6000 feet, I felt a sort of unreal detachment and security. Cao Lanh was a short strip, even for a Caribou, which was specially designed to operate into minimum length runways. According to the Aerodrome Directory¹³ it was Type 1 for a Caribou. The Type 1 classification said: TYPE 1 – (EMERGENCY). The lowest standard of construction that can be used under favourable operating conditions. Safety features will be at a minimum and operations are hazardous and inefficient. No problem for Wallaby Airlines.



Cao Lanh was a regular stop on the 406 mission, which was scheduled Monday, Wednesday and Friday of every week. The runway was a 1500-foot strip of compacted gravel, about twice



the length of a football oval and equivalent to the touchdown zone of a full size runway. Though we had all made many approaches at Richmond using only the first 1500 feet of its 8000 foot runway, in preparation for our flying here, the requirement to land on an actual short strip produced displays of concentration and sweat rarely seen at home. Dick made it look easy. I knew next time that it would be my turn. Not only was Cao Lanh short, its 58-foot width was barely enough to turn around. After a careful 180-degree turn we taxied back to the tiny parking area which was about half the size of a suburban block. We squeezed in beside a US Army Otter, also on a mail run, and waited a few minutes while two American soldiers from the nearby compound finished unloading it.

Having exchanged our passengers, mail and a few parcels without stopping the engines, we headed off for our next stop on Phu Quoc Island, about 30 miles off the coast in the extreme western corner of Vietnam. In the past its ownership had been disputed with Cambodia. In another setting, it could have been a south sea resort, with its mild sunny weather and white sandy beaches. There were two airfields here, and both were scheduled stops on this mission.



Duong Dong, a VC prisoner of war camp, was the first. Its 3300 feet of PSP presented no problem to us but obviously had to the pilot of the wrecked C-123 lying in a ditch to one side of the runway. The Yanks obviously did not have the same attitude to salvage as our shoestring operation. The Aerodrome Directory warned of an obstacle on the north-east side of the runway, I guess this was it. Our engine noise brought a soldier in a jeep racing out to meet us in the ample parking area. An Thoi, the other port on the island, was built on a sandy peninsula on the extreme southern tip of Phu Quoc. As it was only 15 miles away, and the weather was fine, Dick decided to cruise just off the coast at a couple of hundred feet, enjoying the sun, sand and waves. We could have been back home, perhaps somewhere off the NSW central coast. There was no sign of habitation. No noise, except the drone of our engines, disturbed the calm. Seabirds wheeled and dived. Whitecaps foamed at random on the tropical sea.

Our first sight of An Thoi was a hilltop antenna, which suddenly came into view over the sand dunes, interrupting my reverie. We popped up to our circuit height of a thousand feet for landing on the finger of PSP, which jutted out into the emerald bay. Due to a stiff sea breeze we landed to the north towards the bay, and taxied back along the runway to the small parking area. Built as an outpost for the embryonic Vietnamese Navy, An Thoi offered an attractive contrast to the drabness of the Delta. Its peninsula runway and a small headland enclosed a crescent shaped bay in which were moored naval gunboats. The wharf, aircraft parking area and the camp huddled together at the head of the bay. US Coast Guard and Vietnamese Navy personnel manned this base. Our airborne call to 'Barbados', the local air/ground agency, brought a jeep



and half-ton truck scuttling out to meet us. This time we stopped the engines since most of the remaining cargo and all the passengers were terminating here. An eager team of US and Vietnamese personnel unloaded our cargo, mailbags and tinned food, and replaced it with a load for Saigon. We had three return passengers, a Vietnamese naval officer, his attractive wife and baby. He, like many Vietnamese, did not look old enough to be in uniform, let alone have a family. They settled themselves as comfortably as possible amongst the boxes and mailbags, and away we went again.

Ca Mau, our fuel and lunch stop, was a provincial capital with its own MACV headquarters. It had quite a large team of US advisers. The airfield was virtually in the centre of the town and, incredibly, had a road running across the middle of the runway. A Vietnamese military policeman was on duty and, like a city traffic cop, held the vehicular and pedestrian traffic at bay while we approached across the thatch-roofed, kerosene tin houses and landed on the short gravel strip.

The MACV compound was a few minutes walk from the parking area. After negotiating the quagmire inside the arched gateway, we came upon the



local tourist attraction, three large pythons in a wire cage. The biggest would have been 11 or 12 feet long, and as thick as a man's leg. They lay there apparently docile, entwined in an ugly embrace, until an American GI threw a scraggly looking live chicken into the cage. The feeding frenzy which followed was not a pretty sight.

The mess hall was a rough wooden and galvanised iron building, with chicken wire between the walls and roof in place of windows. Wooden trestle tables and benches were set out in rows on the concrete floor. Our Army hosts, though friendly, were not gourmet diners. We sat down to a stew of black-looking beans and minced meat, garnished with rice, served on enamel plates. It tasted almost as bad as it looked, but I was too hungry to leave it. The GI next to me must have read the lack of enthusiasm in my expression. 'Hey, Aussie, you need some ketchup', he said, passing me a huge bottle of the US-style tomato sauce. I followed his example, deluged my plate with ketchup, and washed the whole mess down with iced tea.

Bac Lieu, the next stop, was another provincial centre only a few miles inland from the coast. Its 1900-foot runway, at 45 feet wide, was even narrower than Cao Lanh was. Since the Caribou wingspan is around 90 feet, and the wheel separation 30 feet, there was little margin for error in the event of a strong crosswind. Turning bays at the ends of the runway allowed us to do a 180-degree turn after landing to taxi back to the small ramp. Two dozen or so 'Hueys' were parked each side of the runway, their crews preparing for a search and destroy operation. They were intent on beating the afternoon storms, and took little notice of us.



After the monsoon rains, the town and airfield were like islands in a huge inland sea. As it meanders towards the South China Sea, the Mekong River breaks up into a multitude of small tributaries, forming the famous Delta, which spreads out over an area of several hundred square miles. Flying over this area during the wet season, one sees more water than land. Many villages in this area are surrounded by water. Bac Lieu was right in the middle.

From Ca Mau through here almost to Tra Vinh, the next stop, was a dead flat, featureless stretch of water with only vague outlines of rivers, canals and rice paddies. The coastline itself was almost obliterated by watery mangrove swamps. It would remain this way until the dry season. Towards Tra Vinh, the water-table dropped and welcome shades of green reappeared. The sketch lines of roads and canals gave way to a full canvas of fields, foliage and dotted houses. Two beautiful old temples surrounded by groves of trees, rose like jewels out of the landscape, intriguing me. But in the hundreds of times I flew over them in the coming months, I never found out what they were or why they were there until after I returned to Australia. It seems they were Khmer pagodas, Tra Vinh Province being home to a large ethnic Khmer community.



The many Khmer pagodas around Tra Vinh maintained the Khmer language and culture through organised schools within their precincts. Arriving at any of these outposts was quite an event. Swarms of Vietnamese kids appeared from nowhere, shouting 'Hi, Uc Dai Loi' (Hi, Australian), no doubt hoping to scrounge something, and just being plain friendly. We were also popular with the military because we brought the mail. Pleasantries and unloading over, we headed off for Saigon to complete the mission. More babbling air traffic controllers, swarms of aircraft, quick decisions and reactions, and bustling Rebel Ramp. We shuttled back to Vung Tau practically empty, arriving around 5.30 pm. It had been a long day, ten take-offs and landings, six hours in the air and twelve and-a-half hours since I got out of bed, all in the sticky, monsoonal heat of the Delta.

The first beer in the mess barely touched the sides.

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A woman went to the doctor's office where she was seen by one of the younger doctors. After about four minutes in the examination room, she burst out screaming as she ran down the hall. An older doctor stopped her and asked what the problem was, and she told him her story. After listening, he had her sit down and relax in another room. The older doctor marched down the hallway back to where the young doctor was writing on his clipboard. "What's the matter with you?" the older doctor demanded. "Mrs. Terry is 71 years old, has four grown children and seven grandchildren, and you told her she was pregnant?" The younger doctor continued writing and without looking up asked,

"Does she still have the hiccups?"



ANZAC Day Brisbane 2016.

Once again the weather Gods looked down on Brisbane favourably and blessed them with a fine though overcast day for the march, not too hot, just right for the thousands of people who stood for hours and lined the streets to watch and to clap and to cheer the contingents of Army, Navy and Air Force people who marched through their midst.

Each year the event gets bigger, people line the streets in some cases up to 10 deep and as the number of participants gets larger, they stay rooted to a spot for hours. Some come early bringing their fold up chairs, rugs and Eskys to ensure a good "spot" from which to watch the march, there are people of all ages, some elderly, some only infants, a lot of teen ages - who said patriotisms was dying?

2016 saw the RAAF lead the march, it was their turn, next year they will be second off the rank, as the three services rotate from first, second and third annually. Being first means you don't have that long wait before heading off and this year saw the RAAF contingent on the move only 25 mins after form up.

The Radschool Association held a reunion that weekend and took the opportunity to march in the parade under their own banner.



The Radschool Association members just prior to the march.

They were led through the march by Peter Nelms who was on 12 RMT and who travelled up from the ACT to be part of the reunion and to lead the march.

A lot of the Radschool blokes travelled some distance to reunite and to march, some coming from as far afield as Perth WA. Their weekend was a huge success and there is talk of them making the march a permanent feature of the ANZAC Day celebration.

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What they lacked in pizzazz, they made up in spirit, marching in step was never a high priority for queer traders.

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As usual, the WRAAFs turned out in force, adding a bit of glamour to a boring old mainly male event.



Malvene Dicker and Sandie Downes



The girls were a little better than their male counterparts, with several of them in step with one of the banner carriers.

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Wally Jolley, John Donohue, Ted Strugnell.



Although Tom Mills wasn't feeling all that flash, he still wanted to take part and to meet up with and have a yarn with his some of his mates. A vehicle was arranged to take him over the route and as it had a big empty back seat two of my grandies, Luis and Harvey hopped in for the ride.

It was a very exciting day for the two young blokes.



RTFV-35 Sqn were represented, with about 60 of their members turning up for the march.



Left Trev Benneworth holding the out-rigger rope, with Rod “Rocky” McGregor and a worried John Donohue wondering how he’s going to carry that huge banner all the way around.

RTFV-35Sqn was one of the few RAAF Squadrons involved in the Vietnam War and even though most of the blokes who turned up and marched with RTFV-35Sqn spent time with many other Squadrons during their RAAF career, for some reason a majority choose to identify with the old Caribou Squadron.

We often wonder why this is so, was it because the old Caribou was a simple unsophisticated noisy old aircraft with oily round engines, was it because of the high morale

enjoyed by all in the squadron, was it because the squadron was made up of great people, was it because of the wonderful “one in, all in” trips away where everyone worked their backsides off to keep the old girls serviceable and flying – or perhaps it was all of the above. Whatever the reason, whenever the RTFV-35Sqn Association has a function, people come from far and wide to be involved. This year Ron Raymond came all the way from Palmerstone North in NZ, where he has been instructing in the magic of flying at the local university – and it was great to see him again.

After the march, 3 Sqn, 9 Sqn, 10SU and the Radschool Association bods with, in some cases, their ladies, joined the RTFV-35Sqn Association at the Jade Buddha restaurant in Brisbane for the annual “post mortem”. It is hoped that 2 Squadron will join the group next year and make it a true RAAF Vietnam get together.



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The move to the Jade Buddha was forced on the group because of the huge numbers that congregated at the Port Office hotel after each march and where they had met for the past several years. The upstairs room at the Port Office was just not big enough to handle the numbers so a move was necessary and as 9Sqn and RTFV-35Sqn used to meet at the old City Rowers years ago (now the Jade Buddha) it was decided to move back and even though entry was slightly more expensive all felt the far better facilities and the wonderful view of the river were definitely worth it.





Some of those who attended:



Barry Stephenson (35Sqn), Ted Strugnell (35Sqn).



Brenda Hall, Jill and Michael Lee.

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Pat Callaghan, Phil and Sandy Palmer.



Doug Angas, Ray Carpenter, Dave Pettigrew (all ex 35Sqn).

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Brenda Vogelzang, Lois Jamieson.



Fi McCutcheon, Rick Storta (9Sqn), Kev "Catcus" Kennedy (9 Sqn).

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The "Chuck" Connors' fan club.



Trev Benneworth, Sue Trimmer, John Broughton.

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Geoff Court ([62 Pilot's Course](#)), "Rocky McGregor (Larrikin) and Lisa (Jade Buddha employee).



Joe Vogelzang, Sue Trimmer, Jim Hall.

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Kath and Peter Sutton, Pat Callaghan, Bill Evans.



Keith Beardsmore, Peter Duncan.

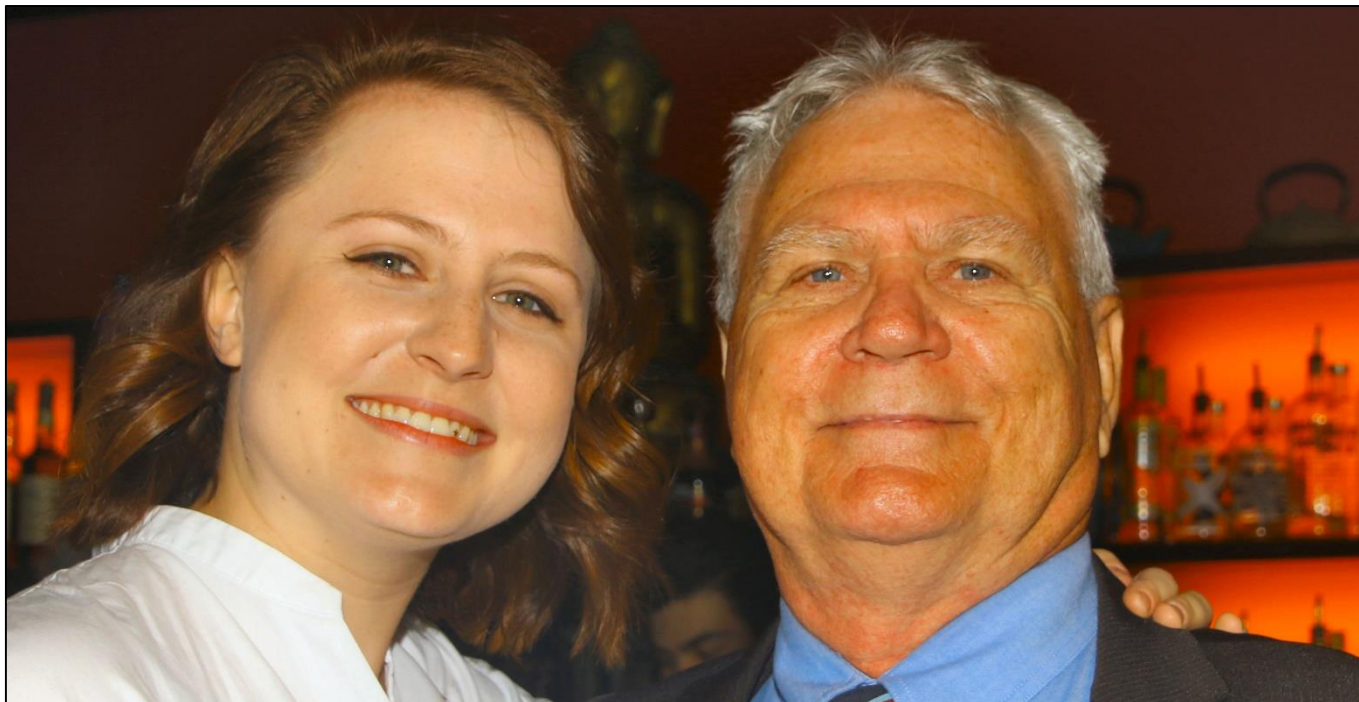
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Kerin and Bob Golley (10SU/9Sqn).



Kevin Erwin, Kev Collins, Rob Collins, Graham McCombe, Dave Muir-McCarey.

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Leonie Kennedy, Margaret Flynn.



Maryanne, Margaret and Rob Collins.

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Carla with daddy John Donohue and Daniel McGill.

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Fletcher Shepherd, grandad Ted McEvoy, daughter Bree McEvoy.



Part of the crowd at the Jade Buddha.

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Megan Coppings, Neil and June Handsley.



Peter Flynn (9 Sqn), Don Weaver, Barry McCutcheon (9 Sqn).

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Mya McCutcheon, Matthew Hunt.



John Donohue, Trev Benneworth and a very friendly Wally Jolley.



Rob Stirling, Ron Raymond.

Ron, who was a Flt Lt GD Pilot with RTFV in Vietnam from Sept 1964 to March 1965, turned a spritely 82 in February and still spends as much time as he can on the water in his trusty yacht.



Suzette and John Armstrong, John Broughton.

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Ron Faulkner, Adrian "Tiny" Everett, Chris Bramwell, Bruce "Scotty" Anderson, Paul Brammer.



Sandra and Gordon Nicholls, Keith Kinch, Trevor Hill.

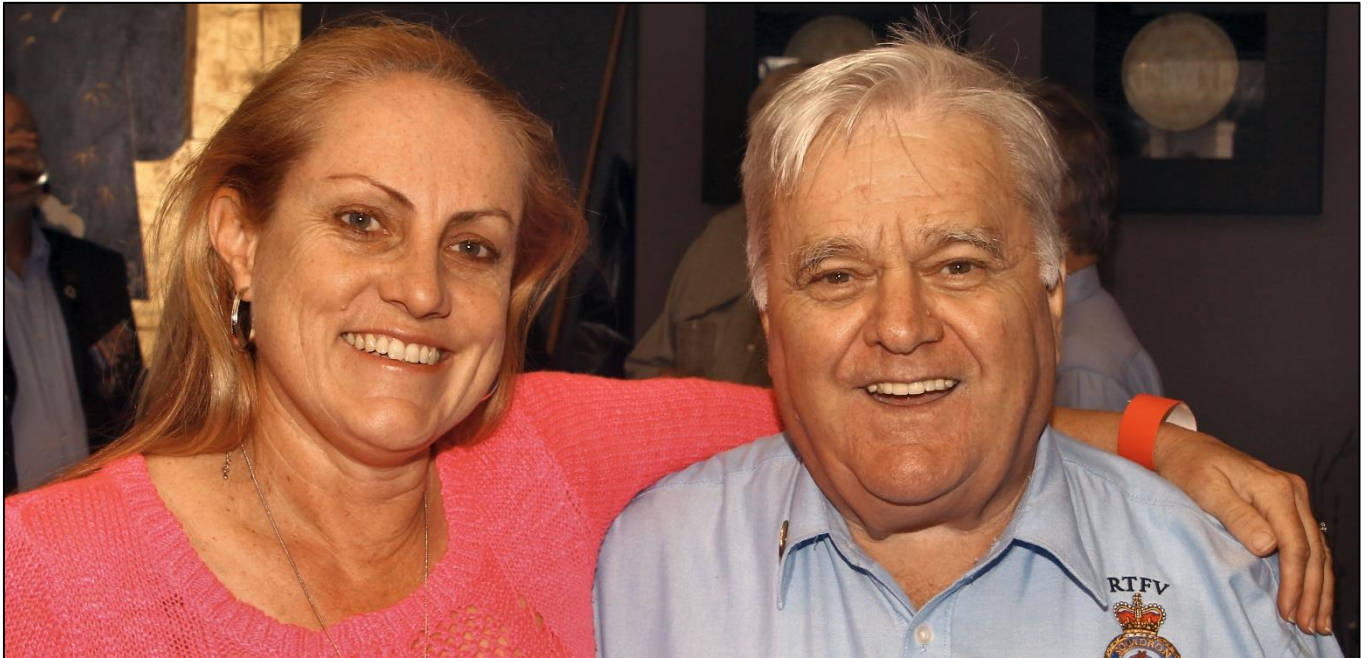
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Sandra Sanderson, John "Sambo" Sambrooks – the People's Champion!



Ted McEvoy, Andrea Butler, Sue McDougall.

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Terry Barker, Paul Smith, Max Jenkins.



Trevor Horne, Rob Patterson, Peter Levick, John Gridland.

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Trev Benneworth
and Geoff Court.

These two blokes
worked hard and
partied even
harder in Moresby
where they
worked for DCA
back in the late
1970's.

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Ted McEvoy (35Sqn), Brent "Spook" Villiers, Bruce "Slim" Hurrell.



The bar staff at the Jade Buddha, these people would have dispensed enough drink to float the Queen Mary – they had a busy day and did it well.

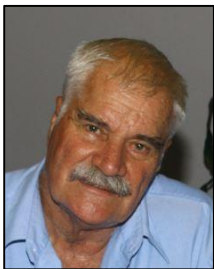
Click [HERE](#) to see the ANZAC Symbols and Traditions.

Radschool Reunion.

On the Friday and Saturday 22nd and 23rd April, members of the Radschool Association got together for a reunion in Brisbane.



That full-on get together was organised by John Broughton and I'm sure all those that attended and who had such a great time would agree that we owe John a great big thank you. Not a lot know the amount of work John put in to make the weekend such a success. He had spent months on the preparation, so much in fact that wife Josey felt like a reunion widow. (No truth in the rumour she hopes John will organise another one soon!)



As he lives in Newcastle, he had to travel to Brisbane on many occasions, all at his own expense, sometimes he flew, others he drove and all the while he was hitting on potential sponsors to help with the finances. He managed to talk Kedron Wavell Services club, Kedron Wavell RSL Sub Branch and Jaycar to contribute significantly to the occasion and their contributions allowed members to attend at reduced costs. A big thank you to them too.

The weekend began with a trip to Airbus at Brisbane Airport to have a look over their amazing facilities. John Liaised with Ian Pilbeam (right) who works with Airbus and who took the troops under his wing and gave them the royal tour. Ian is an old Radio brat, and was on [31 Appy](#) back in 1978. Thanks Ian.



Those that nominated for this tour assembled at the Services Club at midday on Friday and through car-pooling travelled out to Eagle Farm for a very interesting morning.

On Friday evening at 6.00pm, about 110 blokes with their ladies assembled at the Kittyhawk room at the Kedron Wavell Services club (KWSC) for the "Meet and Greet". John had begged, borrowed and stolen a bunch of old radios and other memorabilia from here, there and everywhere and this was set out on tables at the back of the room.



Looking over these old bits of gear makes you realise the huge advancement that has taken place in the electronics

game since we all left Radschool which really wasn't all that long ago. You wonder what equipment our grandkids will be using in the next 40-50 years.



One piece of equipment that most could remember was the trusty old 10 channel, crystal controlled VHF transceiver, the TR1936. Made by STC in the UK, it was fitted to the Winjeel and (I think) the vampire and possibly other aircraft as well. Whenever an aircraft was tasked to fly to another base, some of the crystals would need to be changed so the aircraft could communicate with ATC along the way. From memory tuning the old set wasn't all that difficult though I doubt if I could do it today.



The evening was opened by Tony Axelsen, the President of the KWSC who welcomed everyone to the event and who read the Ode at 7.00pm, after which followed some serious talking and drinking including many tall tales and lots of "remember whens".



The following photos have been "crunched" to allow them to open faster, you can get the HD versions which you can download should you wish, by clicking each photo.

All names are left to right.



Gate keeper for the evening was Sue Trimmer. Sue volunteered her time to help John with the preparations for the weekend and for that we also thank her.



The troops being welcomed by Tony Axelsen.

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Brad and Denise Carlisle, Kath Sutton.



Bruce Hurrell, David Marr, Ted McEvoy, Geoff Blunt, Brent Villiers, Ray Scovell

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Charles and Robin Bond, Dick and Merrielle Shipman.



Evan Wyatt, John Butler, Trev Benneworth.

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Gerry Millward, Teddy Young.



Barbara and John Ward, Ian Pilbeam.

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Charles Bond, Jeff Wallis, Peter Duncan, Keith Beardsmore.



Graham McCombe, Sam Houlston.

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Jan and Stuart Ritchie, John Butler.



Jan Smith, Sandy Palmer, Kay Lennon.

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Jeff Wallis, Evan Wyatt.



John Bivard, Graham Tait, Kerry Seibold, Allan Ryner.

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Jan Smith, Suzy Smith, Denise Carlisle.



Kev Rosser, Roger Clarkson.

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Kath and Peter Sutton.



Maurie Laine, John and Anne Van Der Linden, Adrian Heinrich,

K

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Kev Rosser, Brad Carlisle.



Ray Brambach, Brad Carlisle.

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Roger Bailey, Victor Stallon.



Ray Bambach, Patrick Callaghan – both 486 Radio bods.

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486 Mntce Sqn Radio were in attendance in strength.



Ron Hickson, Graham Tait, Kerry Seibold, Graham Longston, John Bivard, Alan Ryner, Roger Clarkson and down the front, Phil Palmer – all 29 RMT bods.

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Yvonne Tyler, Greg Pocock.



Michelle and Natasha,
These two lovely girls worked hard all night and
kept the troops from dying of thirst during the evening.

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At the end of the night, a worn out old John Broughton – age is a terrible thing!!!



[Radschool Reunion continued from Page 14.](#)

On the Saturday morning, a bunch of troops gathered at the KWSC in readiness for a tour of the Caloundra Air Museum on the Sunshine Coast. Once again the mode of transport was car pool which seemed to work perfectly. The tour was arranged by that old Depot Doggie, Mal Sayers who is the Senior Vice president of the Vietnam Vets Association, Sunshine Coast and who he doesn't know up that way isn't worth knowing.



The Queensland Air Museum is situated at Caloundra Airport and had its beginnings in 1973 when a group of aviation enthusiasts who comprised the Queensland Branch of the Aviation Historical Society of Australia decided to “put their money where their mouths were” and do something about preserving Australia’s aviation heritage by purchasing a Canberra bomber. The fact that the fledgling museum had no suitable site to display such an aircraft was not allowed to stand in the way of their enthusiasm!

As a result of the considerable media publicity which followed, the Canberra was moved to the new “Pioneer Valley Park” horse-drawn vehicle museum at Kuraby where it was placed on display at the invitation of the Hunter family. The Canberra was officially unveiled on 2nd June 1974 thus inaugurating the Queensland Air Museum.

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Almost exactly one year later, the collection doubled in size with the arrival of Meteor WD647. The Museum's second aircraft acquisition was in complete contrast to the first in that it was an outright gift from the British Government, whereas the Canberra had to be purchased from the Australian Government. The Meteor was destined never to join the Canberra at Kuraby, for sadly "Pioneer Valley Park" closed, and QAM found itself thrust into a nomadic existence which was to last for another 10 years! It is a lasting tribute to the members involved that the Museum survived the tribulations that followed.



In May 1977, the Canberra was moved to a leased site at Lower Nudgee where it was later joined by the Meteor, Sea Venoms WZ910 and WZ898 and Vampire A79-828. With the development of the new Brisbane Airport floodway, QAM had to go and after much anguish and lobbying, the aircraft were moved to a "temporary holding area" on Brisbane Airport in April 1980. During QAM's occupancy of this site, the Canberra featured in a much-publicised [extortion attempt against Trans-Australia Airlines](#). Although local Department of Aviation officials were sympathetic towards QAM, the Minister of the day had an apparent personal vendetta against the Museum and exorbitant rental demands effectively led to QAM's eviction from Brisbane Airport.

The resultant publicity came to the attention of Landsborough Shire Councillor, John Harrison, who persuaded the Council to facilitate QAM's relocation to Caloundra. The offer of a modern hangar type building on Caloundra Aerodrome was too good to refuse, and the Canberra, Meteor and two Sea Venoms were transported to Caloundra on 14 June 1986. By this time, only the Meteor was ready for display, so a band of local volunteer members set about preparing the collection for an opening ceremony on 4 April 1987. The fact that a respectable display was ready on schedule is a tribute to the members involved. The official opening of the Museum was performed by Mrs. Ly Bennett, wife of the late Air Vice-Marshal Don Bennett of "Pathfinder" fame who had been QAM Patron until his death in September 1986. Ly Bennett graciously agreed to assume the role of her late husband until her own death in October 2000.

The road leading to the Museum has been officially named Pathfinder Drive in honour of the Pathfinder Force founded by Don Bennett.

A second, much larger display building (Hangar 2) was officially unveiled on 3 July 2004 and an extension to Hangar 2, The Allan Vial Path Finder Force Annexe, was officially unveiled on 16 August 2006.

The Museum is open every day except Christmas Day, from 10.00am to 4.00pm and is definitely worth a visit.

The F-111 on display, (A8-129) was delivered to the RAAF in June 1973 and was flown by 1 Sqn at Amberley.

It was retired in December 2010 and delivered to the Museum in May 2013.

Mal had arranged for the local "Meals on Wheels" people to provide a snack in one of the hangars for the troops, which of course was very well received.





Then, after a good look around, it was back into the cars and head south again, in readiness for the big dinner that night.

KWSC had once again worked their magic on the Kittyhawk Room, transferring it from last night's Meet and Greet into a setting for a formal dinner.



The evening was opened by Greg Peake, the President of the RSL Sub-Branch who welcomed everyone to the evening and who read the Ode at 7.00pm

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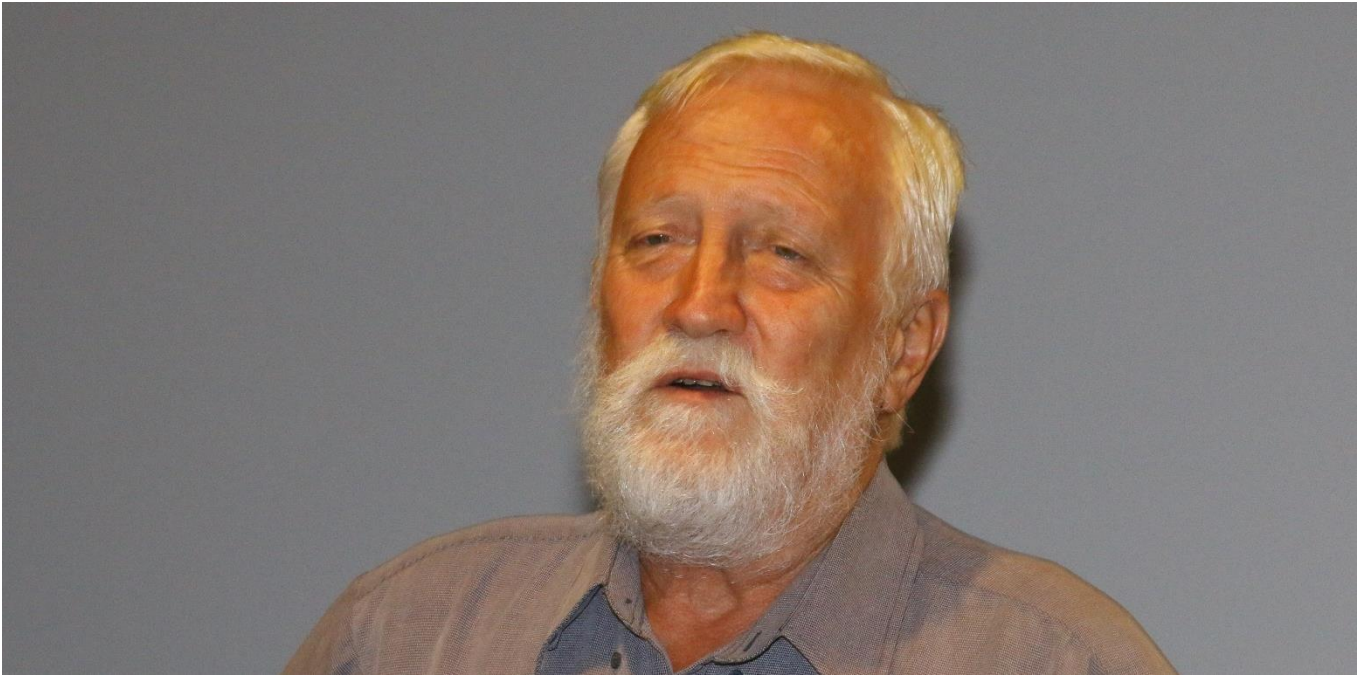


Then the evening was handed over to John Broughton who MC'd the night and who, I'm sure everyone would agree, did a fabulous job. Anyone who knows John knows when ever he's around there's never a dull moment and this night was no exception. He kept the night flowing with all sorts of events and before you knew it, it was time to call it quits.

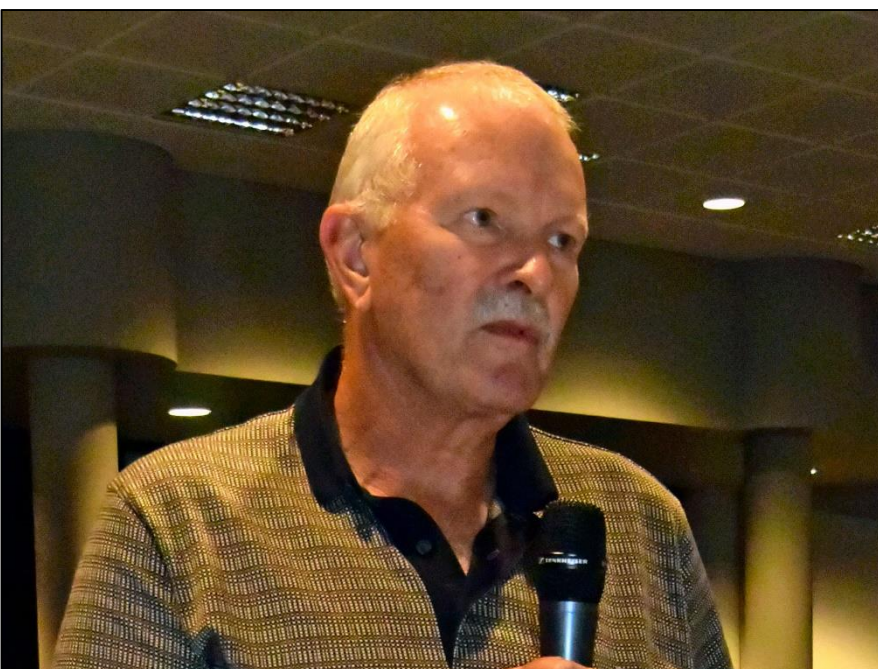




He'd arranged for one person on each table to stand for a few moments and relate an amusing, and in some cases, embarrassing, moment of their time in the RAAF. That went down real well.



Kev Rosser unloading on his time in the RAAF.



Adrian Heinrich related an amusing story of when he was a young poolie at Laverton and had to polish the boss's floor with one of those cantankerous old floor polishers.

Being a young bloke, fresh onto pool, he wasn't all that clued up on the tilt steer method of driving the beast and it seems the Boss's carpeted area suffered quite a bit of a damage, after which Adrian did what any smart young bloke would do – he dumped everything and bolted.



Some of the sought after prizes which were donated by [Jaycar](#) and [Inspirations Paint](#).



A man was telling his neighbour, 'I just bought a new hearing aid. It cost me four thousand dollars, but it's state of the art. It's perfect.' 'Really,' answered the neighbor. 'What kind is it?' 'Twelve thirty'.

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Sue and Dave Muir-McCarey with Keith Beardsmore eyeing off the prizes.



The reunion dinner in full swing.

Some of the tables:

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Got caught having a pee in the local swimming pool today.
The lifeguard shouted at me so loud I nearly fell in.

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"Jesus Loves You."
Nice to hear in church but not in a Mexican prison.



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Then it was time for dinner and the Club excelled once again, the food was magnificent and plentiful with “*some people*” lining up a second time. You couldn’t have done that at Richmond many moons ago.



Some faces in the crowd.



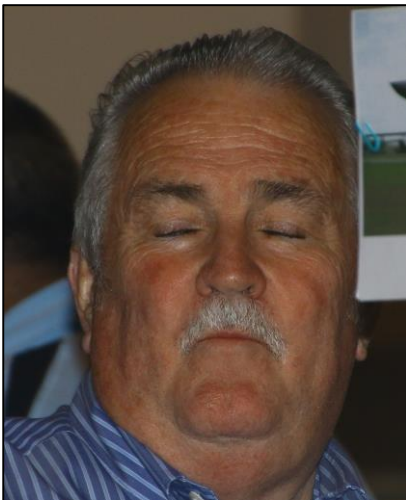
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John Broughton, Dave Muir-McCarey.

2 old ex-5RMT bodgies,
whose memories are far
better left untold.



And what do they say – no show without Punch!!



Sheryl and Trev Benneworth.

I saw my mate Charlie this morning, he's only got one arm bless him.
I shouted - "Where you off to Charlie?"
He said, "I'm off to change a light bulb."
Well I just cracked up, couldn't stop laughing, then said,
"That's gonna be a bit awkward init?"
"Not really." he said. "I still have the receipt, you insensitive bastard."

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And it's obvious the bloke who said "Age shall not weary them" didn't have a clue what he was talking about!

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On Sunday morning, at 9.30am, those whose heads weren't thundering, headed for the Chermside Bowls Club for a spirited game of lawn bowls.



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Anne Van Der Linden showed the blokes how it's done.

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All those who fronted for the bowls game, none of whom had regularly played the game, really enjoyed themselves and were pleasantly surprised how hard it is. Those damn balls have a mind of their own and tend to wander off to the left or right which makes it very hard to hit that little white ball at the other end and if you give it a bit of oomph, it tends to over-run the green and drop into the ditch at the other end.

That morning just might have attracted a few converts.....

'That damn wife of mine is a liar,' said the angry husband
to a sympathetic pal seated next to him at the bar.
'How do you know?' the friend asked. 'She didn't come home last night,
and when I asked her where she'd been,
she said that she had spent the night with her sister, Shirley.
And I know that's a bloody lie because I spent the night with her sister, Shirley.'

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John Laming. Aircraft and other stuff.

Captain Eric 'Winkle' Brown – Obituary.

Captain Eric “Winkle” Brown, born January 21 1919, died February 21 2016

A record-breaking Royal Navy test pilot who contributed immeasurably to the advance of naval aviation



Eric “Winkle” Brown



Captain Eric “Winkle” Brown, who has died aged 97, flew 487 different types of aircraft, made 2,407 deck landings at sea and 2,721 catapult launches, world records unlikely ever to be broken.

Brown flew every major combat aircraft of the Second World War including gliders, fighters, bombers, airliners, amphibians, flying boats and helicopters and his contribution to aviation research covered transonic flight, assessment of German jets and rocket aircraft, rotary wing flight, and the first carrier deck landing of a jet aircraft.

Eric Melrose Brown was born in Edinburgh, where he attended the Royal High and excelled both in the classroom and, despite his pint size, on the sports field. His father was a Royal Scots who had transferred to the Royal Flying Corps and then to the RAF when it was formed in 1918.

In 1936 Brown’s father took him to the Olympics in Berlin, where they met Herman Göring and Ernst Udet, both First World War fighter aces. Udet took young Brown flying in a two-seat Bucker Jungmann from Halle airfield and, after throwing the aircraft around the skies, declared that Brown had the temperament of a fighter pilot and must learn to fly. In 1938 Brown again visited Germany, where he witnessed a Focke-Wulf 61 helicopter being flown by the aviatrix Hanna Reitsch. Brown was a student teacher at Schule Schloss Salem in Germany when he was woken one morning in 1939 to be told: “Our countries are at war”; he was arrested by the SS and escorted to the Swiss border. An SS officer allowed him to keep his MG Magnette motor car, telling him: “We have no spares for it.”



Brown had learnt to fly in the University Air Squadron and on reaching Britain he volunteered for the Fleet Air Arm. His first operational appointment was the 802 Naval Air Squadron, flying the Grumman Martlet from the escort carrier Audacity, providing fighter protection to North Atlantic convoys. He was twice involved when his squadron shot several German long-range bombers and was awarded the DSC for his bravery and skill in action against enemy aircraft and in the protection of a convoy against heavy and sustained air attacks. Audacity was torpedoed and sunk in December 1941: Brown was one of only two survivors among the aircrew.

Though never a formally qualified test pilot, Brown’s flying ability was so outstanding that he was sent to the Royal Aircraft Establishment, Farnborough, to trial the newly naval versions of the Hurricane and Spitfire. He also trialled the landing arrangements in new carriers, suffering a rare mishap when in September 1943 he crashed a Fairey Firefly on the deck of the carrier



Pretoria Castle. He hit the crash barrier, sheared off the undercarriage and shredded the propeller but was unhurt.



Eric Winkle Brown in later life.

By December 1943 he had already clocked up some 1,500 deck landings on 22 ships. In 1944 he was appointed MBE for outstanding enterprise and skill in piloting aircraft during hazardous aircraft trials.

Between 1944 and 1950 Brown was successively chief naval test pilot at Royal Aircraft Establishment, commanding officer Enemy Aircraft Flight and commanding officer Aerodynamics Flight, the zenith of experimental test flying. In the Enemy Aircraft Flight he renewed his pre-war acquaintanceship with Germany and he pithily observed the characters of those he met: Werner von Braun and Hellmuth Walter (impressive), Raeder (very mellow), Dönitz (cold fish), and Göring (quite charismatic), Udet (second only to Richthofen in flying ability but out of his depth as head of a technical department), and Hannah Reitsch (complex and a personal follower of Hitler). Of Josef Kramer and Irma Grese, the commandant of Bergen-Belsen concentration camp and his assistant, Brown commented: "Two more



loathsome creatures it is hard to imagine”, adding that Grese was “the worst human being I have ever met.”

He summed up aircraft in the same way: the captured German Me 163 rocket plane was suicidally dangerous in his view, and the ME 262 jet (right) was the most formidable aircraft of the war. Among British aircraft the twin-engined Hornet was “the hotrod child”, the de Havilland 108 a killer, and the Seafire IIB was “simply the best.”



In 1948 Brown was awarded the Boyd Trophy – for the finest feat of aviation during the previous year – for his work on trials of a rubber deck.

Only in 1949 was Temporary Acting Lieutenant Commander RNVR (Air) Brown granted a permanent commission in the Royal Navy. That year he also suffered one of his rare accidents, when a prototype jet-powered flying-boat fighter, known unaffectionately as the Squirt, struck flotsam in the Solent and sank beneath him.

Brown was responsible for many important “firsts” in carrier aviation, including the first carrier landing using an aircraft equipped with a tricycle undercarriage, which he thought one of the greatest advances in naval aviation, on the trials carrier Pretoria Castle on April 4 1945. He also performed the first landing of a jet aircraft on a carrier, a de Havilland Sea Vampire on the carrier Ocean on December 3 1945. When he reported, however, that only pilots of exceptional skill like himself would be able to repeat the operation safely, the Admiralty immediately ordered repeat trials by others which were also carried out safely.



In the 1950s during the Korean War, Brown was lent to the US Naval Test Centre at Patuxent River, Maryland, where he introduced to the US Navy the then new British concepts of the angled flight deck. It was during this period that he achieved a very large proportion of his world record number of land-ons and take-offs. The first catapult assisted take-off was while Perseus was still alongside, the wind on the day being so slight that the British decided that they would risk their pilot if the Americans would risk their aircraft.

In 1954 Brown was given command of 804 Naval Air Squadron, flying the Sea Hawk fighter-bomber (right) and in 1957 he returned to Germany to train up the new German naval air arm to NATO standards, and was asked to help the Focke-Wulf company as a test pilot.



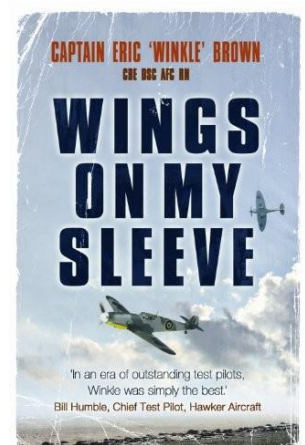
Promoted to captain in 1957, Brown served in the Admiralty as deputy director Naval Air Warfare, where he played a key role in the development of CVA01, a new large carrier which was eventually cancelled by the Labour government. He thought Denis Healey, the defence secretary, was personally motivated to destroy the Fleet Air Arm because he wanted to save money; Brown challenged Healey at a briefing in the Ministry of Defence: “Are you still a Communist?”

He also helped obtain the McDonnell Douglas F-4 Phantom fighter and Blackburn Buccaneer low-level bomber for the Fleet Air Arm. He served as naval attaché in Bonn from 1965 to 1967 and commanded the RN Air Station Lossiemouth (1967-70), but Brown’s asperity and his single-minded advocacy of naval aviation meant there was no room for him on the flag list and he retired in 1970 when he was appointed CBE.

He became chief executive of the British Helicopter Advisory Board, where he thought his achievements were overlooked compared to his work as a test pilot. His vision included a nationwide network of heliports, the first of which was at Blackfriars, and he promoted the air ambulance and police helicopter services, as well as advocating the acquisition of all-weather helicopters and of simulators, and he helped found the European Helicopter Association.

He received the King’s commendation for valuable service in the air and the Air Force Cross, was president of the Royal Aeronautical Society, honorary fellow of the Society of Experimental Test Pilots, a Master Pilot of Russia, and was inducted into the USN’s carrier test pilot hall of honour.

Brown enjoyed a third career as an aviation author and lecturer and at aged 90 was still a much sought-after lecturer on cruise liners. In 1962 he had been ordered to write a short autobiography that would help recruitment for the Fleet Air Arm and in 2006 this was revised and published – free, he claimed, of petty censorship and security concerns, as *Wings on My Sleeve*. Among his numerous other books and articles





were Wings of the Luftwaffe (2002) which sold more than 100,000 copies.

Brown reckoned few among his equals, recognising only Adolf Galland, Frank Whittle and Denis Campbell (inventor of the angled flight deck for aircraft carriers) as having contributed almost as much as him to the advance of aviation. His diminutive size earned him his nickname, Winkle, which he said naturally devolved on him after the death in action in 1942 of Lieutenant Commander Eugene Esmonde VC DSO.

He retained his Scots burr and his sense of purpose throughout his life, answered hundreds of letters by hand, spurned computers, and lived for 30 years at Crawley under the Gatwick flight path.

Eric Brown married Evelyn (Lynn) Macrory in 1942; she predeceased him in 1998 and he is survived by their son, and his companion Jean who would “come on visits”.

Losing skills and losing control.

Dave Unwin
Pilot's Flight Test Editor.



On the 28th December 2014, an Indonesia Air Asia Airbus A320 departed Surabaya for Singapore and around fourteen minutes after take-off levelled out at its cruise altitude of FL 320 in Day IMC. Less than twenty minutes later the aircraft crashed into the Java Sea, killing all 162 passengers and crew. Astonishingly, when the cockpit voice recorder and flight data recorder were recovered from the sea, they revealed that the only abnormality had been a series of four identical ‘cautions’ flagged on the master warning panel, concerning the status of both RTL (rudder travel limiter) units.





The accident investigators noted that these warnings were generated by a known fault on this particular aircraft; a cracked solder joint that was causing a loss of electrical continuity to both RTL channels. While in response to the first three cautions the captain had reacted correctly by following the appropriate drill, after the fourth he did not reset the two flight augmentation computers (FACs) as he should have done, but instead tripped and reset the circuit breaker for each one in turn. Using this unapproved procedure in flight meant that neither FAC returned to normal functionality: instead the flight control system reverted from 'normal law' to 'alternate law' and both the autopilot and auto-throttle disconnected automatically. Although the aircraft remained eminently controllable - the flight controls and instruments were all still functioning, the pilot flying (the first officer) lost control almost immediately with excursions in roll and pitch peaking at 1040 left wing down and 450 nose up respectively,

After initially climbing at 11,000fpm the aircraft stalled (incredibly the IAS dropped as low as 54kt) and then descended at up to 20,000fpm. From the autopilot disconnecting to impact with the sea took barely four minutes.



During the descent both pilots continued to make side-stick inputs. but as control had not been passed, either verbally or by the captain pressing and holding his side-stick take-over button, their inputs were summed. (The captain would have needed to hold the button down to override the first officer's side-stick, and press it continuously for forty seconds to take full control). The pros and cons of side-sticks verses yokes aside - or even the fact that when you're



descending at 20,000fpm forty seconds might be all the lifetime left to you - one question is inescapable: why weren't two commercial pilots with over 22,000 hours of flight time between them able to hand-fly in IMC?

Intrigued, I asked some very experienced jetliner pilots of my acquaintance for their views. One 747 Skipper felt that part of the problem was an over-reliance on 'the automatics', and that where once a pilot was expected to disengage the automatics and hand-fly if the autopilot was struggling to cope, these days the situation is reversed. and if the pilot is struggling they engage the automatics! Several felt that many modern airline Pilots lacked basic airmanship skills, a deficiency exacerbated by the quality and quantity of their training, both initial and recurrent. This paucity of skill is then compounded by the fact that many airlines actively discourage hand-flying. When cruising at say Mach 0.8 even just half a degree of pitch can generate rates of climb or descent of around 500fpm, and delicate touch is required - a touch that can only come with practice.

Along with 'good hands', you would think that an adequate understanding of the aircraft's systems would also be a prerequisite, yet it is apparent from reading the report that both pilots' knowledge of their aircraft was woefully inadequate. And it seems to me truly astonishing that even that most basic requirement of actually knowing who is in control at any given moment was missing.



Commercial Air Transport remains one of the safest ways to travel, but nevertheless there is a worrying, increasing trend of entirely avoidable accidents. As with most accidents, this one features a chain of causal links (from inadequate maintenance to improper procedures) and the removal of any one of them could have prevented disaster. Indeed, there are so many issues to be considered, from cultural differences to systems knowledge, that there simply isn't room to address them all here. However, there is one lesson that is relevant to all pilots and that is simply to 'fly the wing'. Why weren't two commercial pilots able to hand-fly in IMC?

Irrespective of all the mistakes they made, if this crew had simply got the wing flying again they would have had a chance of recovering the aircraft. Note that power isn't always your friend, and particularly in the situation they found themselves in. Underslung jet engines have a tendency to pitch the nose up when power is applied and this is far from desirable when you already have (as they did) a huge angle of attack of 48°. "Unload for control" was a maxim drummed into me at the start of my flying career and it is increasingly apparent that this and far too many of the other 'basics' are being either ignored or simply forgotten.

On my very first flight (in an ATC T-21 glider, some forty years ago) it was made perfectly plain to me that if the instructor said "I have control," then that was exactly what he meant — and I

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was expected to reply "you have control" and remove my hands and feet from the stick, rudder pedals and spoiler lever immediately. Some airlines are belatedly looking at including 'upset training' for their pilots, but we all know that to be truly proficient at anything not only requires good initial and recurrent training but also practice and this included hand flying.

Unfortunately, even in the simulator the emphasis is on the correct use of the automatics and I have heard that on some aircraft the quick access recorder will flag up any instances where the autopilot is disengaged for more than three minutes in the cruise. And this is the real tragedy, in the modern world it is easier for an airline pilot to fly their aircraft the way his company asks him to rather than to risk his career improving his flying skills.



...AND IN THE EVENT OF AN EMERGENCY, SWIPE YOUR CREDIT CARD AND FOR A \$10 FEE AN OXYGEN MASK WILL DROP.

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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..

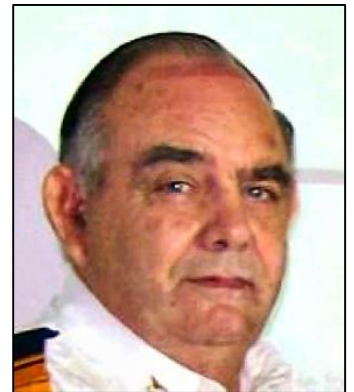


Ron Tyler.

Wing Commander (ret'd) Ron Tyler MBE is not doing all that well at the moment.

Ron is very well known in the radar community, being a WOff radio (ground) with 114 CRU before being commissioned.

After a distinguished 35-year career in the RAAF he retired to Gympie, but soon found himself heavily involved in the Australian Volunteer Coast Guard Association and it wasn't long before he was awarded an Emergency Services Medal. He was raised in Gympie, where his father worked for the Southern Electricity Authority (now Energex), and after he left school he did an apprenticeship with the SEA. In 1958, at the conclusion of his apprenticeship, he joined the RAAF, was trained as a Radtech Ground and stayed in the service until his retirement at age 55 in 1992. During this time he rose to the rank of Wing Commander



At the time of his retirement from the RAAF, he was chief executive officer of the message switching centre in Sydney for the Defence Department.

He was appointed as a Member of the Most Excellent Order of the British Empire in 1978 while serving as an RAAF officer, for work he undertook as part of the multi-national exercise Kangaroo 1.

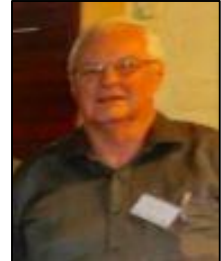
Ron turned 79 back in January and recently suffered a severe stroke and is being cared for in the Gympie hospital.

We all wish you the best Ron and hope for a full recovery.



John Carruthers.

Mick Lawson advises that John recently suffered his third stroke in 4 years and is in rehab at Brighton (Brisbane). He is suffering memory loss and has regained some movement in his left hand. His eyesight has also gone.



Jane George.

Allan advises this wife Jane has been a bit off colour recently. On Friday the 27th May she was admitted to Moruya hospital but she deteriorated overnight and had to be rushed by helicopter to the Nepean Hospital at Penrith the following morning.

The good doctors soon had her on the mend and on Wednesday she was well on the way to normal health. On Saturday morning 4th June, she was released and allowed to go home. Allan says he is very relieved as the washing, ironing, cleaning cooking etc was really piling up.





Where are they now?



Barbara Edgecumbe.

We heard from Kaye Johnston, she said, "I am searching for information on my aunty, Barbara Edgecumbe, who was on 33 WRAAF recruit course and then posted to Frognall. She was in the WRAAF from 1952 to 1958 as a teleprinter operator". Please send any info to Kay at kayecj@westnet.com.au or you can ring her 02 4465 1240



Bill Fewster.

Chloe Phippen writes, re Volume: 24, Page 9. She says "I am writing to you regarding the Late Mr William Fewster who was on number [12 Pilot's Course](#). I am an Advocate with Sydney Legacy and I am trying to assist Bill's widow in getting the War widows pension. I came across Bill's name on this site and in an article written in the Radschool Association Magazine ([Vol 24 by Frank Alley](#)) where he talked about some of the antics Bill got up to on service.

I am looking for someone who would have served with Bill while he was in Singapore during 1955-1956. (No1 Bomber Squadron, Tengah, RAAF Singapore) (*With Lincolns – tb*) Please feel free to contact me either via Ph 02 9248 9021 or email, cphippen@sydney-legacy.com.au

Any information you can provide would be greatly appreciated."

Kind Regards,

Chloe Phippen

You can either get in touch with Chloe direct or via us and we'll pass on the info. – tb

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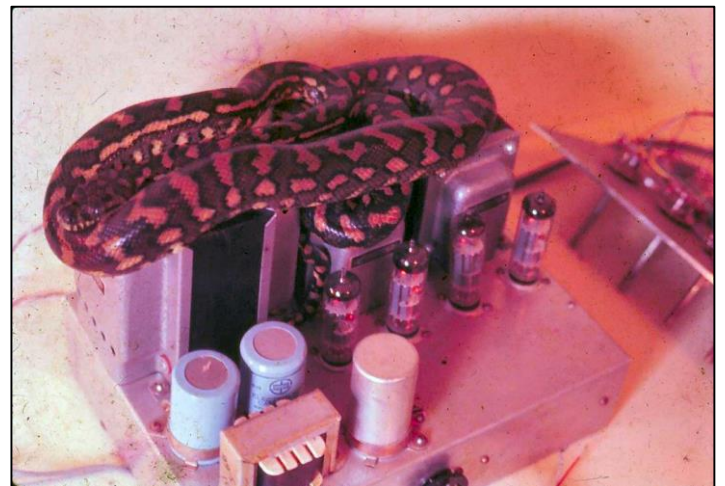
Your say!



While the Association does not necessary agree or disagree with everything on this page, we do respect the right of everyone to have their say.

Kev Rosser wrote, he says I made this, I think it was a "Radio, Television and Hobbies" project called Playmaster. It utilised four 6GW8 valves which are triode/pentodes, so that you had a preamp and driver in the one valve. My python used to sleep on the transformers, however if a coil slipped down and touched a red hot valve it woke up in a hurry!

You can see the story and also get the circuit [HERE](#).



Clarrie Stjernqvist sent us this:

THE PILOT!

You think you have lived to be 80 plus and know who you are, then along comes someone and blows it all to hell! An old Marine Pilot sat down at the Starbucks, still wearing his old USMC flight jacket and ordered a cup of coffee.

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As he sat sipping his coffee, a young woman sat down next to him. She turned to the pilot and asked, Are you a real pilot? He replied, 'Well, I've spent my whole life flying planes, first Stearmans, then the early Grumman... flew a Wildcat and Corsair in WWII, and later in the Korean conflict, Banshees and Cougars. I've taught more than 260 people to fly and given rides to hundreds, so I guess I am a pilot, and you, what are you? She said, 'I'm a lesbian. I spend my whole day thinking about naked women. As soon as I get up in the morning, I think about naked women. When I shower, I think about naked women. When I watch TV, I think about naked women. It seems everything makes me think of naked women.

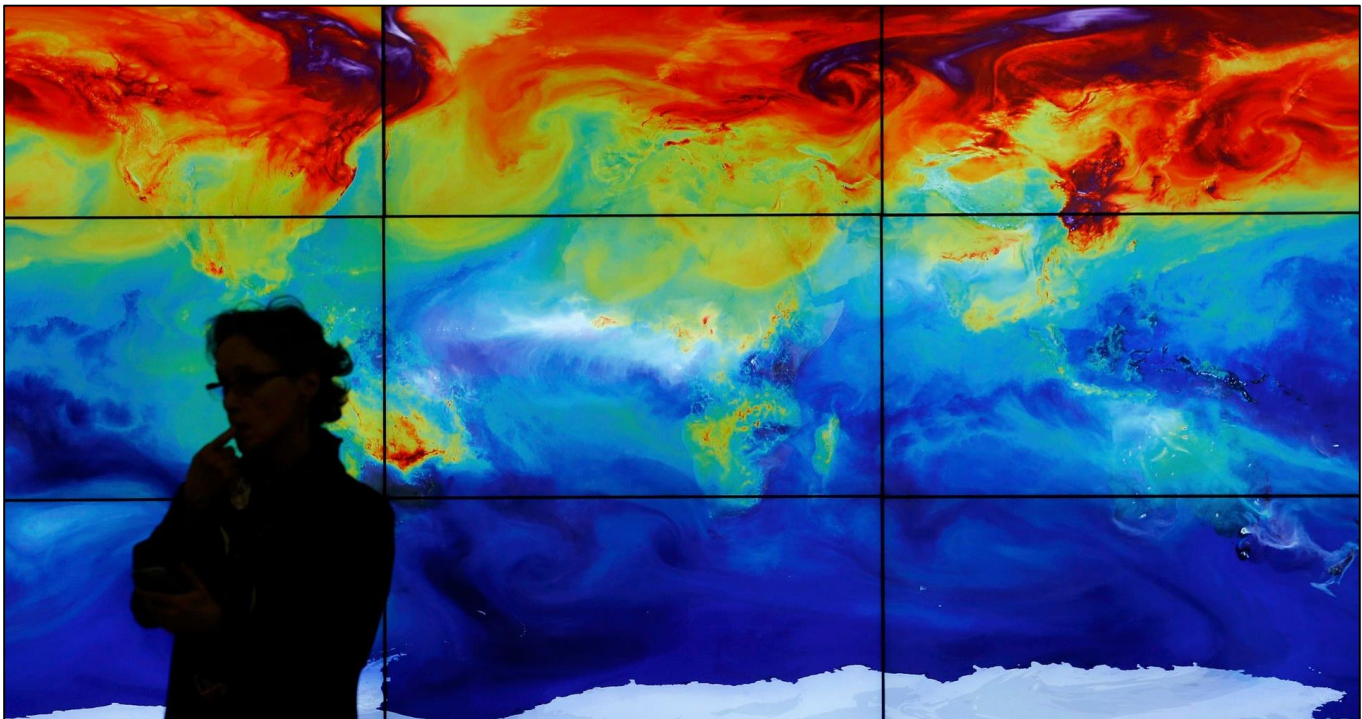


The two sat sipping in silence.

A little while later, a young man sat down on the other side of the old pilot and asked: "Are you a real pilot?" He replied, 'I always thought I was, but I just found out I'm a lesbian.'

Anthony Element sent us this:

April breaks global temperature record, marking seven months of new highs





Global land and sea temperature was 1.11C warmer in April 2016 than the average temperature for April during the period 1951-1980.

Last month was the hottest April on record globally – and the seventh month in a row to have broken global temperature records. The latest figures smashed the previous record for April by the largest margin ever recorded. It makes three months in a row that the monthly record has been broken by the largest margin ever and seven months in a row that are at least 1C above the 1951-80 mean for that month. When the string of record-smashing months started in February, scientists began talking about a “climate emergency”. Figures released by Nasa over the weekend show the global temperature of land and sea was 1.11C warmer in April than the average temperature for April during the period 1951-1980.

The current blast of hot air around the globe is being spurred by a massive El Niño, which is a release of warm water across the Pacific Ocean. But it's not the biggest El Niño on record and that spike in temperatures is occurring over a background of rapid global warming, pushing temperatures to all-time highs.



“The interesting thing is the scale at which we're breaking records,” said Andy Pitman, director of the [ARC Centre of Excellence for Climate System Science at the University of New South Wales](#) in Australia. “It's clearly all heading in the wrong direction. “Climate scientists have been warning about this since at least the 1980s, and it's been bloody obvious since the 2000s. So where's the surprise?” said Pitman.

Pitman said the recent figures put the recent goal agreed in Paris of just 1.5C warming in doubt. “The 1.5C target, it's wishful thinking. I don't know if you'd get 1.5C if you stopped emissions today. There's inertia in the system. It's putting intense pressure on 2C,” he said. The record temperatures were wreaking havoc with ecosystems around the world. They've triggered the third recorded global coral bleaching, and in Australia 93% of the reefs have been affected by bleaching along the 2,300km Great Barrier Reef. In the northern parts of the reef, it's expected the majority of coral is dead, and on some reefs over 90% of the coral is dying.

We wonder if it was by caused by [THIS](#) though. Be interesting to see next year's figures. tb

Two blondes are filling up at a petrol station and the first blonde says to the second,
"I bet these awful fuel prices are going to go even higher."
The second blonde replies, "Won't affect me, I always put in just \$10 worth."



Evan deCourcy got in touch, he says: Re [Volume: 31, Page: 7](#) and Col Price's memories. Under photo Cadets Mess Laverton, re the paragraph that said 11Sqn operating older P-2v Neptunes out of Raaf Base Edinburgh. Not true 11 Sqn operated from RAAF Base Richmond until it received P3Bs at Edinburgh in 1968. All Instructors were posted back from USA (I was one) in March 1968. to await the first arrival of P3s

Thanks for a good magazine Evan

Jack Cade writes: Do you remember our Army, Navy and Airforce?

Long ago in the land down under men were called to action and were proud to show their commitment to Britain. Some 16,000 Australians volunteered to fight against the Dutch-Afrikaner in what was to become known as the Boer War. That was the page in history that defined the Australian identity.

By 1911 the Royal Australian Navy was formed along with the Australian Aviation Corps. Then in 1914 the AVC became known as the Australian Flying Corps and in August 1921 the Royal Australian Air Force came into being.

The great feats of outstanding bravery and the tough no-nonsense attitude of the white Anglo-Australian males displayed throughout the Boer War, World War I, World War II and later conflicts resulted in the Australian fighting men becoming much admired and respected, sometimes begrudgingly, throughout the world. Equal respect and admiration was awarded to the brave women of our fighting forces who supported the soldiers, sailors and airmen in their deadly endeavours.

Each year on Anzac Day our surviving warriors proudly pinned on their medals and awards for all to see and joined the throngs of equally proud Australians to honour our brave dead from battles past. Instead of honouring our war dead and surviving veterans the ADF hierarchy commissioned a report that said that those very same Anglo-Australian veterans were what is wrong with the armed forces today.

Today we witness the death throes of what were once our proud and respected armed services as they are transformed into the cheapened, divisive, tainted and embarrassing government social engineering organisation called the Australian Defence Force.

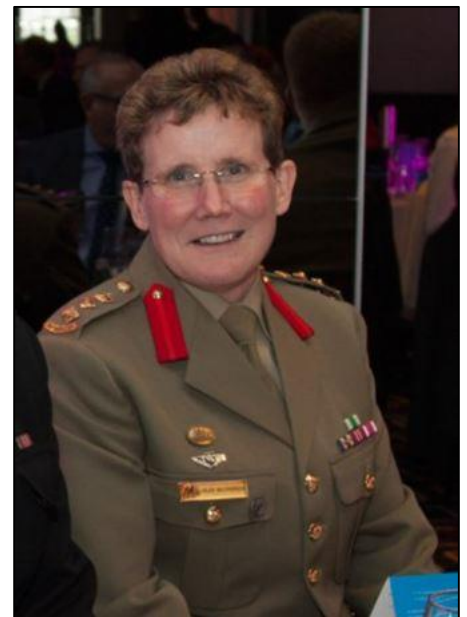
I don't know of any of my fellow veterans of the old school who would want to be part of this embarrassing circus that celebrates its senior officers wearing dresses and pretending that they are women. Nor do I believe that they would want any part of an ADF that encourages the homosexuals in its ranks to march in uniform at the perverse politically driven Homosexual and Lesbian Mardi Gras.



The following is yet another indication of the depths to which the government and the ADF's so-called 'Chiefs' have allowed our armed forces to descend:

Another silver lining for LGBTI (lesbian, gay, bisexual, trans, and/or intersex.)

DEFENCE has achieved LGBTI employer silver tier status in the Australian Workplace Equality Index (AWEI) for the [second year in a row](#). The announcement was made on April 20 at the annual awards ceremony hosted by Pride in Diversity, founder and sponsor for AWEI. Director Organisational Development Unit Colonel Helen Macpherson accepted the recognition on behalf of Defence. She said Defence had many programs that supported diversity within the workforce. "I'm incredibly proud of the progress we have made and continue to make. Participating in the AWEI provides us with tangible areas of focus for our LGBTI policy and practice."



President of DEFGLIS (an ADF sponsored homosexual information service) Sqn Ldr Vince Chong said achieving workplace equality in a large organisation was not something that could be achieved overnight. "Achieving silver tier status shows that Defence is continuing to move in the right direction when it comes to LGBTI workplace inclusion and evolving culture. The AWEI is held annually by Pride in Diversity and evaluates and benchmarks LGBTI inclusiveness in Australian workplaces."

Of course there were homosexuals in the services in my time but they kept their private leanings to themselves and saw no reason to publicly flaunt it. These days the homosexuals, the lesbians, the cross dressers, the gender confused, the Minister for Defence, Defence Bureaucrats, ADF 'leaders' and assorted politicians don't seem to see anything wrong in turning the defence forces into a sheltered workshop for "deviates".

Now that they have made a laughing stock of our defence forces the next step in the process is well under way with the perverted Safe Schools program being forced upon our children. What next? Well may you ask.

One day, Jill's husband came home from the office and found her sobbing convulsively. "I feel terrible," she told him. "I was pressing your suit and I burned a big hole in the seat of your trousers." "Forget it," consoled her husband. "Remember that I bought an extra pair of trousers for that suit." "Yes, and it's lucky for you that you did," said Jill, drying her eyes. "I used them to patch the hole."

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News and Reunions!

Speedie Sahariv writes:

The 2nd June 2016 was a day of remembrance for two separate occasions. Firstly; Australia has returned 25 of those of our mates who died overseas on Service to this Nation. They were received home by our Governor General Sir Peter Cosgrove, (he of course being a former Commander of the Australian Defence Force and now, in his present roll he is again the leader of our Armed Forces) and Family and friends of those being repatriated. LEST WE FORGET



In deference to the family and friends of those repatriated, the following YouTube link commemorating these men has been delayed for publication until today.

<https://youtu.be/yXfGclcrdaY>

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<iframe width="800" height="600" src="https://www.youtube.com/embed/yXfGclcrdaY?rel=0&showinfo=0" frameborder="0" allowfullscreen></iframe>
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Secondly; 2nd June is the day that Her Majesty the Queen of Australia was crowned in 1953.

All in all, a very solemn and eventful day

An old man lay sprawled across three entire seats in the movie theatre. When the usher came by and noticed this, he whispered to the old man, "Sorry sir, but you're only allowed one seat." The old man didn't budge. The usher became more impatient. "Sir, if you don't get up from there I'm going to have to call the manager." Once again, the old man just muttered and did nothing. The usher marched briskly back up the aisle and in a moment he returned with the manager. Together, the two of them tried repeatedly to move the old dishevelled man, but with no success. Finally, they summoned the police. The officer surveyed the situation briefly then asked, "All right, buddy, what's your name?" " Eric," the old man moaned. "Where you from, Eric?" asked the police officer. With a terrible strain in his voice and without moving, Eric replied, "The balcony above".....

Switchie reunion.

The Switchies (TPhoneops) intend to hold a reunion in Brisbane on the 24th September at the Kedron-Wavell Services Club located in Chermside. The event will be a luncheon with the option to continue into the evening at the Gallipoli Bar located within the Club.



More info when it comes to hand.

East Sale Reunion 2016.

East Sale people will hold a get together at the Perigian RSL Club (Sunshine Coast – Qld) over the weekend 18th to 20th November 2016. A “Meet and Greet” on the Friday evening will kick off the weekend. A Reunion Dinner will be held on the Saturday night with other Saturday activities of choice to be advised later. A “Farewell Breakfast” will be held on Sunday morning, at the club.

Click [HERE](#) for a flier.



THE FIGHTER SQUADRONS' BRANCH

Of The RAAF Association NSW Division

Patron: Air Vice-Marshal W.H. Simmonds, AO, MID



Save the date!

The Centenary of
Numbers 1, 2, 3 and 4 Squadrons

'Parade and Family Day'

28 October 2016

RAAF Base Williamtown

A special invitation is extended to VIPs, Ex Service Organisations, Veterans and their families to join with Squadron and RAAF Base Williamtown personnel, staff and their families to celebrate this significant milestone in Air Force history. Details regarding base access, parking and official program information will be provided closer to the event date.

The Centenary 'Parade and Family Day' is an event that will not be open to the general public and is by invitation only.

• Email contact: WLM.Centenary@defence.gov.au 

You only get one chance to notice a new haircut.



IT'S ON



THE FIRST EVER! (as far as I know)

EDPOP REUNION

WHERE?

WHERE IT ALL STARTED OF COURSE

CANBERRA

WHEN?

WELL, SOMEONE THREW A DART AT THE CALENDAR JUST LIKE DPA DID FOR OUR POSTINGS AND IT LANDED ON

15 OCT 2016

DETAILS?

THE REUNION WILL BE HELD IN A FUNCTION ROOM AT THE DICKSON TRADIES

ACCOMODATION IS AVAILABLE AT THE DICKSON HOTEL CONTACT ME FOR YOU BOOKING

WHAT DO I HAVE TO DO?

COME ALONG, PUT THE WORD OUT TO ALL YOUR OLD MATES THAT THE EVENT IS ON, OFFER ANY SUGGESTIONS TO THE ORGANIZERS YOU MAY HAVE, AND PUT YOUR HAND UP TO BE PART OF THE ORGANIZING TEAM ☺

EXPRESSION OF INTEREST AND DEFINATE DECISION TO PARTICIPATE:

THE SAGS

steve.sagnol@ozemail.com.au or the Facebook Page I Served (Am Serving) as an EDPOP/CISCON in the RAAF

FURTHER DETAILS CAN BE VIEWED

<https://sites.google.com/site/ulyssesclubcapricornibranch/coming-events-2/edpopreunion>

RAAF and Ex-RAAF members Reunion. (living in Northern Tasmania):

A reunion for all serving and ex-RAAF blokes and blokettes currently living in Northern Tasmania, will be held in the Flanders Room of the Launceston RSL, Wellington St, Launceston, on Saturday the 9th July 2015.

Further information can be obtained from Ken McNeill (03) 6383 4677 or from Michael Shipp raafaLaun@bigpond.com. There is some info on a web site [HERE](#).



When you marry someone, remember you marry their entire family.



Vietnam to Australia 2016 - The Long Ride Home - 10,000 kilometre ride.

Australia Leg.

31st August 2016 Perth to Canberra for Remembrance Day (11th of November) – the intention is to present the Australian flag to the Prime Minister at Parliament House and also to Australian War Memorial and Russell Offices. Then ride to Sydney finishing on the 20th November 2016.



Purpose.

“To create awareness and secure funding for the support and care of our military veterans; for those who, through military service to their country, have suffered death, or physical and/or psychological trauma.”

The Event.

‘The Long Ride Home’ bicycle ride is part of the 50 Years Anniversary of the commitment of the Australian Task Force to the Vietnam War.

‘The Long Ride Home’ bicycle ride starts at the Australian Embassy in Hanoi, Vietnam with the lone amputee rider SAS Laurie ‘Truck’ Sams SC collecting the Australian Flag and continuing the 10,000 kilometre Long Ride Home through Vietnam, Cambodia, Thailand, Malaysia, Singapore and Australia. The Australian leg starts at Perth’s Campbell Barracks and then across the Nullarbor to Adelaide, Melbourne, Canberra and Sydney.



You can read more [HERE](#) and visit us on [Facebook](#)

Under no circumstances should you ask a woman if she is pregnant.

InterAsia.

Dan Nebauer, Director of InterAsia Tours, advises he is planning to escort a group tour to Vietnam in August. He says he has had to revise the prices slightly due to a change in the fare structure by Vietnam Airlines – the revised flyer is attached. (See [HERE](#)).

Any questions at all, please do call or email Dan as below.

InterAsia Tours

4/33 Heatherdale Road
Ringwood VIC 3134 Australia
T: 03 9873 7466 F: 03 9873 8470 M: 0413 611 541
E: dan@interasia.com.au W: www.interasia.com.au
ATAS Accreditation No A10633



How we're failing our Australian veterans left with PTSD and homelessness.

Paul Toohey

News Corp Australia Network.

Forty-five years after the lessons of Vietnam, our young veterans are still struggling.



Former soldier Marty and his wife Ness from WA. He suffers from PTSD.

WHAT happened on Marty's third tour of Afghanistan is shrouded in operational secrecy and too painful for Marty, a former SAS operator, to discuss. The hurt that almost destroyed him stays close.

His wife, Ness, thought she'd lost him many times.

"There's three reasons I'm still alive," says Marty, 37, who wants to go by his first name. "The first is I had determination. The second reason is Ness. The third reason is this little dog here, who licked tears off my face when I was lying, crying on the floor." Australians are indoctrinated to a belief that those who serve will be embraced by Defence and the Department of Veterans Affairs long after they leave. Cradle-to-the-grave, they call it.

Across Australia, the faces of those who have known homelessness, PTSD and suicide attempts, tell a different story. The government's affairs when it comes to looking after young veterans remain badly out of order. Defence cannot shake a culture that sees those with mental injury sidelined and drummed out of service.

DVA, which processes veteran claims, is plagued by a system so archaic it has not yet arrived in the digital age. Files are sent snail mail, city to city, to sections within DVA for lengthy processing. They get lost or stalled on the desks, adding to the distress of young vets who may be homeless or contemplating suicide.



In March, a Senate committee inquiry found veterans were “being discharged into homelessness” from psychiatric wards. It considered this a “significant dereliction of duty” by



DVA and the hospitals concerned. Such was the case with one young vet we encountered: he'd been in Adelaide's Ward 17 suffering acute PTSD. Upon discharge, several weeks ago, Rowhan Weatherell, 27, from Victoria, had nowhere to go. Had he not come to the attention of the Adelaide's Homes for Heroes, he says: “I'd be homeless.”

Housing is not DVA's responsibility but the committee said that “does not discharge DVA of its obligation to support

veterans and assist them to access one of the most basic human needs, stable housing.” Nor did it accept DVA's excuses that digitising records would take time: “[It] must be made a priority and should be funded accordingly.”

This was a thorough politically bipartisan caning. DVA is clearly struggling. So are many of the 70,000 Australians have deployed since East Timor in 1999. In this special investigation, journalist Paul Toohey and photographer Gary Ramage travel the country, talking to young veterans about the issues they should not be facing.

You can read more [HERE](#).

A man was looking for a place to sit in a crowded university library. He asked a girl: "Do you mind if I sit beside you?" The girl replied, in a loud voice "NO, I DON'T WANT TO SPEND THE NIGHT WITH YOU!" All the people in the library started staring at the man, who was deeply embarrassed and moved to another table. After a couple of minutes, the girl walked quietly to the man's table and said with a laugh: "I study psychology, and I know what a man is thinking; I bet you felt embarrassed, right?" The man responded in a loud voice: "\$500 FOR ONE NIGHT? I'M NOT PAYING THAT MUCH!" All the people in the library looked at the girl in shock. The man whispered to her: "I study law, and I know how to screw people".



Tour of France.

Phil Brookes writes, he says, could you insert our flyer for our 2018 Anzac tour in your newsletter, I've also attached an article on our 2015 France trip. By the way, I'm still enjoying reading your newsletters and as an old *Bones Day* participant, it's always good to catch up on what our RAAF cousins have been up to.

Our group tours comprise mostly Vietnam veterans and I've been organising and leading quality tours since 2009 to Vietnam, China, Cambodia and France. For the 2018 France tour, our agent has donated international airfares for two year 12 students from the Murray Bridge High School (South Australia) as part of an Anzac Scholarship program and the Murray Bridge RSL is donating \$2,000 toward the trip together with corporate sponsorship.

It will be an exciting tour for the students.

You can see the flyer [HERE](#) and the story on the 2015 France trip [HERE](#).

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