

THE RAM

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

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

See Page 2

Our lovely Page 3 girl this issue is Sheena Millar and we have lots of old-time pics.

See Page 3



What is Paywave, is it safe? and what is HDCP error. Why are the Kiwis so far ahead of us in fibre optics (the NBN).

See Page 4

114MCRU had a reunion. 25 Years ago, one of the RAAF's Boeing 707s crashed into the ocean near Sale and we have some old time pics.

See Page 5





Here are the latest pension figures – and how do auto wind-screen wipers work. We have a look at the problems at Long Tan this year.

See Page 6

Angus Meikle joined the RAAF during WW2. This is his remarkable life. The F-111 aircrew had a reunion – we went along.

See Page 7



1, 2, 3 and 4 Squadrons celebrated their 100th anniversary at Williamstown.

See Page 8

Electronic warfare is on the march, Nations are spending heaps on the technology and why is the earth rotating. See Page 9



The RAAF's lovely switchie girls had a reunion, we sucked in the gut and went along. The ex-Sale people also had a reunion.

See Page 10

How to prevent prostate cancer and how to support a family member with depression.

See Page 11



More of Geoff's book *Wallaby Airlines*. DVA Qld had their Christmas get together, we went along.

See Page 12

Remembrance Day was commemorated throughout Australia and we have a look over Anglesea Barracks Hobart.

See Page 13





2 Sqn Assoc members gathered at Williamstown with current serving members to celebrate their 100th anniversary
See Page 14

On the Saturday current and past 2 Sqn members got together for a celebratory dinner.

See Page 15



John remembers his childhood living in London during WW2. Back in 1956 one of 11 Sqn's Neptunes crashed not far from the base at Richmond. Sadly, all on board were killed. Bob Hoover passed away.

See Page 16

A couple of our mates have been crook. We wish them a speedy recovery.

See Page 17



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

Page 18

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

Page 19



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

Page 20

Index.

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

Alan Jones - Dan Tehan. TPI. (Continued)

In Vol 54 and Vol 55 we reported that Minister Dan Tehan had been interviewed by Alan Jones and had promised to look into the inadequate payment paid to TPI's. You can hear an edited version of that interview [HERE](#)."



We wrote to Minister Tehan asking him what were his intentions and we reported last issue that Minister Tehan hadn't bothered to reply.

Shortly after Vol 55 was released, we received a hard copy letter from Minister Tehan, apologising for the lateness of his reply and in which he said 'in effect' no way Josey! It was a very "motherhood" type of letter, telling me all the wonderful things DVA do for TPI's. He said:

"Arguments about the perceived erosion of TPI were addressed in the 2003 Report of the Review of Veterans' Entitlements (Clarke Review). It found that those arguments did not take into consideration the total package of support available to TPI recipients, including the Gold Card and its associated benefits, and the Service Pension for those with levels of private income and assets that enable them to meet the eligibility requirement for the pension."

You can read his full letter [HERE](#).

I wrote back to the Minister advising him of a few facts and you have to, at least, admire him for replying. From his letter, it looks like a bit of a back-flip from what he said in that interview and it seems the status quo is as good as it's going to be for a while, until perhaps the next election when I think there will be a major shake up. You can read the Minister's reply [HERE](#).

Opinion.

Back in October, I was down at Williamstown for the 100th anniversary celebration of 1, 2, 3, and 4 Squadrons. It was a typical military event with a parade, troops marching, aircraft flying around, bands playing, lots of people looking on and a sausage sizzle – and it included a Welcome to Country ceremony.

A Welcome to Country ceremony?? WHY??

This particular ceremony was performed by John Ridgeway OAM, who was introduced as the Traditional Custodian of the [Worimi People](#) (he is given the title of "Uncle," ??) who I did meet and with whom I had a brief chat and who seemed a real nice bloke – but why do I need to be welcomed by him to a country in which I was born?? in fact, I was born before he was.

**John Ridgeway (left) and Neville Lilley
Traditional Custodians of the Worimi People.**



This "Welcome" ceremony seems to have become a bit of a fad, a ritual and it's being performed at more and more events – but is it healthy?? I think it is a very divisive ceremony and although it might make some feel all warm and fuzzy, I bet it offends more than it pleases.



I think it has the real possibility of dividing us into a “them and us” nation and that would be very unwelcome. We are a one land, one people country, made up of hundreds of different ethnic backgrounds and religions and what we have works well. Cook landed here in 1770 – nearly 250 years ago, and although the land was then occupied by a people who we call Aborigines, those that came after Cook settled in and made Australia the wonderful country it is today. 200 years ago, atrocities were committed by both peoples, things weren’t all that smart for the Aboriginal people, but they weren’t all that smart for a lot of people who came by boat either. In time though, things settled down and we all got on with it.

Like John Ridgeway, I was born here, as was my father and as was his father, I have fought for this country – so as far as I’m concerned, that makes me a native and I don’t need to be welcomed.

Another ritual that is equally as divisive is the “Acknowledging” ritual. You hear this more often these days, on TV, radio, at our Parliament, even in schools: *“I would like to respectfully acknowledge the (insert tribe here) people who are the traditional owners and custodians of the land on which we stand.”* What’s the purpose of this?? Irrespective of all injustices that happened in the past, I was under the impression that all of Australia belonged to all Australians – we judge people by who they are and what they’ve done, not by their ancestry – surely?.

All these “feel good” rituals have the distinct possibility of regressing us back into tribes, back into Feudalism, though I think the tide is changing, I think the so called “silent majority” is close to the “had enough” point and there will be some major surprises come the next election.

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 (now \$6 till 30 June 2017)
- Life (5 year’s) full membership for \$50.00 to 30 Jun 2021.

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:

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.

Though no one can go b ack and make a brand new start
Anyone can stat from now and make a brand new beginning.

Rubbish.

There's an email going around saying: *Headline News: "A flood of doctors" are abandoning bulk billing. According to a report in the Herald Sun, more GP practices are ending bulk billing as the Turnbull Government refuses to lift the freeze on the GP Medicare rebate. And new Medicare statistics show bulk billing rates dropping in recent months.*

That means patients who normally bulk bill can now face a \$40 gap fee — much worse than the \$6 co-payment in the 2014 Abbott Budget. Non-bulk billing patients could pay a higher price too, as their gap fees increase. But this hurts pensioners, the chronically ill and people on low incomes the most."





This email is being peddled by that left wing organisation Getup – and as usual it's rubbish, it's a political statement. They are frightening people and asking them to sign a petition to get the Gov't to lift the Medicare rebate freeze. The ABC, another left wing leaning organisation, reported recently that bulk billing rates have actually increased. See [HERE](#).

Merry Christmas everybody, I hope Santa is good to you.



See you all next year.

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 Chester-Master.

The Queensland Courier Mail reported back on the 5th August that Robert Chester-Master OAM (aged 92) had passed away on the 18th July in Brisbane (see his story [HERE](#)). Robert was well known across the Air Force and Defence Community and was a proud member of the [Caterpillar Club](#), he had to parachute out of a severely damaged aircraft in WW2 and successfully evaded being captured by the enemy hunting for him. A truly brave and heroic gentleman.



Born on the 30th November 1924, Robert attended schools in the inner city of Brisbane and completed his scholar-ship year. In 1939, aged 15, he trained in subjects required to join the RAAF where he ultimately became a rear gunner. Enlisting in 1942, he departed Melbourne in 1943 bound for Britain, where he was posted as a rear gunner with RAF Lancaster bomber Squadron No. 514 at Waterbeach in Cambridgeshire. On the 12th August, 1944, while on his last mission in Europe, his plane was shot down over Belgium. He climbed from the rear gun turret, clipped on his parachute and opened an escape hatch door as the crippled bomber was at 700 feet. He bailed out and landed with a thud in a field. He buried his parachute and hid in a haystack. The Belgium Resistance helped him evade capture and at the end of the war in Europe, he joined an elite group known as the World War II Evaders.



Standing L-R: SGT George Durland, FSGT Tom Young, FSGT John Lawrie, FSGT Reg Orth, and SGT Martin Carter. **Front row:** FSGT Sam Burford and FSGT Robert Chester-Master.

He discharged from the RAAF on the 1st November, 1945 as a flying officer before joining the RAAF Reserve in 1950 and serving with 10 Squadron, Townsville and Base Squadron, Amberley until his discharge in 1957. A keen golfer, he was also an active member of the RSL for 70 years and a member of the RAAF Escaping Society. Among honours that were bestowed upon him were the 45 Star with Clasp "Bomber Command", France and Germany Star, The Defence Medal, The Australian Service



Medal, The Australian Defence Medal, The Returned from Active Service Badge, Normandy Star and the French Legion of Honour.

After leaving the RAAF, he worked in the pharmaceutical industry before retiring in 1987 as state manager of Schering Pharmaceuticals. He was then involved with Expo 88, the Sydney Olympics and Brisbane Tourism Bureau. Chester-Master and his wife Margaret travelled later in life and he returned to Brussels 10 times to reconnect with the people of the Resistance. In 2005, he was awarded the Medal of the Order of Australia for service to the community.

Frank Jordan.

Richard Orr advises: "It is my sad duty to advise you that Frank Jordan an RAAF Engineer (Radio) and Pilot passed away on Tuesday, 04 Oct 16. A funeral service was held at the W D Rose, Funeral Parlour, 339 Warrigal Road BURWOOD, VIC on Friday 07 Oct 16. FO Jordan was Signals Officer with 78 Fighter Wing RAAF, which was stationed in Malta for garrison duty where he flew Lancaster aircraft.



Geoff Bucknell.

"Dick" Tracy advises: "Geoff Bucknell, formally a FSgt Instrument Fitter and an ex-Bratt who was on 13th Intake 'Oysters,' passed away on the 7th of October, aged 73. Unfortunately, we have no further details".



Bruce Russell Spencer-Gardner

Garry Jesser advises that Bruce Spencer-Gardner (BSG) passed away quietly at home with family and friends on Friday 21Oct16. A memorial service was held for Spence on Tuesday 08Nov16 at 11.00am at the Alice Springs Golf Club.

Peter Waters

Mick Stade advises that Peter Waters of 20 Elec and who was with 2 Sqn at Amberley, died peacefully in his sleep on Tuesday 01 November. He also served with 35 Sqn in Vietnam from 04 June 1969 to 02 August 1969.

Peter's funeral was held at the Centenary Memorial Gardens, in Sumner, Qld. 4074 on Thursday 10th November.

Derek Clarke.

Neil Hunter advises the passing of Derek Clarke (3TTC 56/57) in August - no other details are available.

John Richards.

Neil Hunter advises: "It is my sad duty to inform you of the passing of John (JR, 'I still have my screwdriver') Richards, at the Canberra Hospital on the 11th November 2016. John's funeral was held on the 18th November at the Woden Cemetery in Canberra. He was 71 years old."



John Woods.

Neil Hunter also advises the passing of John Woods (5TTC 57/58) – sorry, no further information available.

THE RAM

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



Vol 56

Page 2

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Page 3 Girl.

Our lovely Page 3 girl this edition is Sheena Millar.



Sheena says: "I was born and raised on a dairy farm in Victoria. One of seven kids we were never short of company, it was a great life until one got older and then realised there was more to farm life than fun and games. A couple of my siblings went on to make their lives on farms but it was not for me.



An Aunt and Uncle of ours lived in Tasmania so I took advantage of their invitation to go visit with them and stayed. We had heaps of fun together. I had obtained employment, first at a frozen food factory then as waitress at one of the local pubs, that was where I met my lifetime partner who a lot of you would know as Deefa. Way back then he was known as Daryl, we spent a couple of years between his folks' place and my Aunts. They were pretty laid back times until Daryl won the lottery, (names in the barrel) and as he was doing an apprenticeship he was able to finish that before going to the Army. In the meantime he decided to apply to join the Airforce and was accepted. So then we decided that perhaps we should maybe get married which we did in Victoria in my home town. That was seen as a big event as the boys wore their RAAF uniforms which was out of the norm for a small town.



Daryl went off back to SA to finish his training then when he moved on to Wagga where I joined him and so our partnership began. We had our first child, a son, in Wagga in the middle of the night in the middle of winter. We spent some time there then off to Richmond for a short time then back to Wagga where Daryl finished his framie training and was posted to Newcastle, hardly time to get to know the area and he was posted to Butterworth with 3 Squadron. We spent three years living in Penang. While there we had our second child, a daughter.

Because of the help that we had in the house, it gave me a lot of free time so played a bit of sport and lots of silly games. You would have to say we had it pretty good, then back to the real world, the years passed by, the children started school, Deefa has changed to a flying job and we get another trip back to Butterworth, the kids are happy with this as they will get to enjoy the different cultures after hearing about it and seeing all the pics. We finished our Airforce life at Richmond after 21 fabulous years, the kids had the best of both worlds and have gone on to family lives of their own giving us six wonderful grandchildren who have all grown into lovely adults.

When Deefa said he was ready to retire from the force I was disappointed, anyway it really was his choice. Our son had chosen his career in the Airforce and was settled and our daughter was doing an apprenticeship in hairdressing, so off we went and settled in Qld. Deefa started in real estate, then we started a new business with his boss and wife. It was hard yakka, we worked our butts off but had lot of fun also, after a couple of years doing that our partner got crook and had to retire so we sold the business but stayed on with the new owners part time, bought a truck and went to work with Boral concrete, then one truck turned into two, the second one we put a tipper on the back and got a driver, I became house wife again, Boral took us to Brisbane for a couple of years and in the year 2000 we retired to try our hand at

caravanning, so sold everything up as well as the house and bought a unit, then went on to a converted bus, back to a caravan, then we found out about Cruising and apart from the odd camping holiday the cruise is the life for me.



We have made so many fabulous friends over the years both in service life and civilian, I wouldn't change a thing.

Our lives today, we live in a little town, Pomona Qld and have a full life with Family and local friends with Raafies often dropping in. Lawn Bowls, reunions and cruising fill in the rest of our time. Life is good."

Getting Caught is the Mother of Invention.



Correction.

We had the pick below in [Vol 46, Page 3](#) back in July 2014. The pic was titled: "Fred Holtman and Radschool Brats, Laverton" John Lane got in touch and advised us it is actually RTU Edinburgh Course 1051 on graduation day and it was taken around June 1970. John says he's 100% certain of that, as he's the bloke 2nd from the front on the right side.



Thanks John – we've amended the earlier article.

Correction No 2.

In [Vol 42 on page 3](#), we had the following pic which Louise Connell saw, she said: "You posted a picture that you couldn't identify. It was a black and white group photo that was on the page about Chrissy Martin (as I knew her back when we worked together at 3 RAAF in Richmond.) So anyway, the picture is of a class of Medical Assistant trainees at 6 RAAF at Laverton. It was taken in 1988 when they went out on exercise to learn orienteering and bush first aid. I can't

THE RAM

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



Vol 56

Page 3

help with the names of the people. I remember them as my instructors and my colleagues, I just can't remember their names.



Yay for the internet! - It was fun to cruise down memory lane and recall my days at Laverton and Richmond. Thanks :-)

I'm glad I found your site. I'm now living in the US (Seattle) and it's great to look back on my RAAF days. Thanks for the very happy memories!

When a man steals your wife, there is no better revenge than to let him keep her.



21 RTC (1962)



Back Row L-R: Darryl Littleton, Phil Vinnecombe, Tony Bamberry, Bill Canniffe, Tom Wells, Mick Tatton, Bill Thorburn, Bill Scheske, Jerry Reedy, Wally King.

Front Row L-R: Jon Muller, Phil Mole, Peter Suna, Jack Khan, Nev Smith, Col Boulter, Jack Hancock, Mick Henry, Bruce Hurst, Ken Lucre.



WRAAF Christmas Party, Richmond. 1962.

L-R: Don't know, Lesley Nicholson, Joan Arbon, don't know, Jan Finn.

Can anyone fill in the blanks?



At an Air Show at Richmond, 1963.



L-R: Michael Finn, Robbie Gee, (the future) Jan Finn.



Base Squadron Darwin – 1983



Out the front : Flying Officer Wayne Rigoli, Squadron Leader John Leane.



Debbie Lowthorpe, on the board at Glenbrook, 1988.



WRAAF Rec Room, Richmond. 1970.



Lucille Thomas.

THE RAM

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



Vol 56

Page 3



Lue Thomas then,
(Richmond 1970)

and now!



Williamtown, 1968



1631 RTU Course (Aug81 – Oct 81).



Back Row L-R: Nick Mescher, Peter Belton, Dave Jeffery, Phil Donovan (Course Orderly), Kevin Lamb, Ron Mackay, Tony Lazaro, John Ansell.

Centre Row L-R: Chris Davey, Phil Moir, Mark Davis, Robert Vandercroft, Mark Mason, Ian Wade, arren Sharp, Peter Eldridge.

Front Row L-R: Murray Quant, Steve Lee, L Beresford, Mimmo Zagarelos, Cpl Paul Pettit (Course Instructor), Shaun McNamara, Andrew Blaylock, Greg Howard.



The old Switchie room, Glenbrook, way back!!

481 Mntce, Williamtown, 1984

Bob Lewis sent us this.

Group Captain John Connell out the front.





Taken a while back!!



Berys McEvoy and Patricia Watts.

THE RAM

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



Vol 56

Page 3

This photo was taken in the same place as that previous,
though we don't have any info on when and where.



We don't have any names either, if you can help, please do.

More people would live to a ripe old age if they weren't so busy providing for it.

Then and now!



L-R: Berys McEvoy, Heather Brooks, Patricia Symons.



THE RAM

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



Vol 56

Page 3

1639 RTU Course





Computers and Stuff.

Sam Houliston.

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

Four must-know secrets about Paywave.

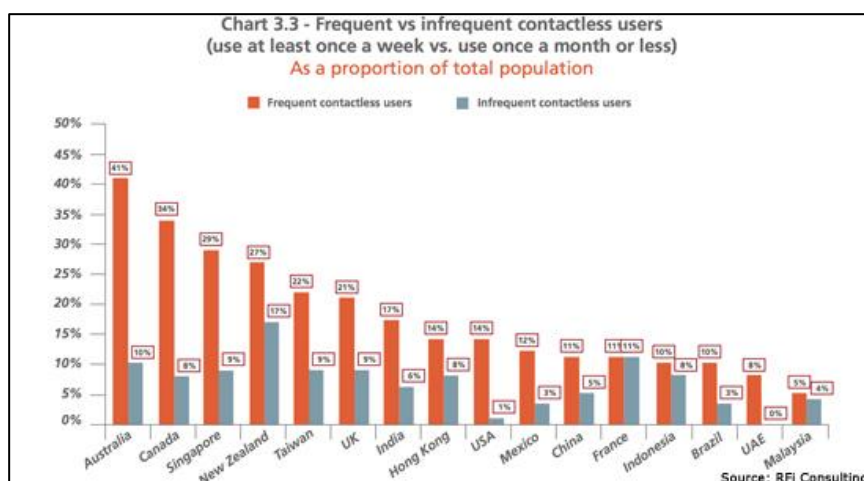
THE NEWDAILY

Australians are the world's most prolific 'tap and go' payers, but the intricacies of the system still seem to concern some of us. Almost 60 per cent have used a contactless card at least once, and 41 per cent use them frequently, according to a new study published this week by banking research firm RFi Consulting. That's the highest rate in the world — and is much higher than in the UK and the US.



The technology allows customers to pay for purchases by tapping or hovering their cards over a terminal, without the need to insert the card or enter a PIN number. And we seem to love it. More than three quarters (76 per cent) of Australians said it was their favourite payment method, according to research published this week by Beyond Bank.

In that survey, most rated the experience highly. But there was still a sizeable number, about 20 per cent, that rated contactless payments between 1-5 out of 10. This could have something to do with security concerns. When asked about the current limit of \$100 per transaction, a quarter of respondents told Beyond Bank it should be lower. Presumably they were concerned about theft.



Interestingly, the vast majority (82 per cent) agreed we are moving towards a cashless society. So let's allay some concerns, and perhaps reveal some secrets, about 'pay waving' before that future becomes reality.

1. 'Shields' are probably a waste of money.

You probably don't need one of these. A spokesman for [Beyond Bank](#) said there is a "lot of misinformation" about the security risks. It is a common misconception that thieves can 'clone' cards for later use. This is impossible because the computer chips in the cards send unique codes for each payment.

There is also a popular 'digital pickpocketing' theory that criminals can steal money simply by walking down the street with a special machine that charges nearby cards. Even if this technology exists, it would require thieves to receive the funds into an Australian bank account, making them easily trackable. Many companies are cashing in on these fears by selling 'protectors' or 'shields' that claim to prevent such attacks. The New Daily contacted several major banks to find out if these crimes had ever been reported to them. ANZ, Westpac and ME all said they had not received a single report of this happening in Australia. Ever. A spokesperson for regulator ASIC also said it had not seen any such incidents.



2. You can disable it.

You can ask for PIN-only. While 'digital pickpocketing' may be impossible, there is still the risk of the card itself being lost or stolen. Given the \$100 transaction limit, quite a few illegal purchases could be racked up before a customer can cancel the card. The banks cover the cost of these crimes but some Australians may still feel uncomfortable carrying around the technology. No problem, many customers can request that their cards require a PIN for every purchase. For example, ANZ confirmed that it offers this service.



3. Beware of hidden payments.

Your account balance, or amount owing, could be out of date. It can often take days for contactless payments to be deducted from your account balance. As explained by an ME spokesperson, this is beyond both the customer and the bank's control: "This is dependent upon the merchant as they are required to settle their facility." Not seeing the full deductions can trick you into spending more than you can afford, so keep a close eye on all your pending transactions.



4. Watch out for fees.

Just because you're tapping-and-going doesn't mean you get to avoid those pesky fees charged by many merchants. The banks charge interchange fees of between 0.3 and 0.5 per cent on most credit card payments, which often get passed down from merchants to consumers. For many customers, paywaving is always processed as a credit transaction, even for debit cards. So, ask your merchant what they charge before opting for contactless.

For more paywave tips, check out the [ASIC MoneySmart website](https://asic.gov.au/moneysmart/).

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence "balls to the wall" for going very fast.

HDCP Error. (High-bandwidth Digital Content Protection)

Unbeknown to most consumers there's an anti-piracy protocol built right into the HDMI cable standard. Not only does it have a poor track record when it comes to piracy prevention it deteriorates the viewing experience for many people. This is how it works, why it spoils your TV viewing experience, and how you can fix it.

HDCP: DRM for the HDMI Age.

Digital Rights Management (DRM) protocols are protocols designed to protect content creators and distributors against piracy. Different companies and industries use different protocols, but the basic premise is the same. The DRM generally performs one of two tasks (or both) to prevent piracy:

- a. it locks purchases to the purchase makers and,
- b. it locks content to authorized devices.

When you buy an album on iTunes and you can only listen to it on devices authorized by your account, you're experiencing DRM. When you buy an operating system or video game and they can only be installed on a single computer, you're experiencing DRM.

Content creators and distributors should be protected as it is expensive to create and distribute content and they should be compensated for that content. However, DRM typically makes life more difficult for honest paying consumers and in many cases, it can outright ruin the experience for those paying consumers. This is the kind of trouble you run into with games that require authorization servers to run, if the company goes under so does the authorization server and suddenly the game won't run.



In the case of the HDMI standard and digital video there's a DRM standard just like there is in other industries and that DRM standard causes headaches for regular consumers just trying to enjoy their televisions and engage in other legitimate activities.

HDMI's DRM protocol is known as High-bandwidth Digital Content Protection (HDCP). The protocol was developed by Intel and is used not just with HDMI but a variety of digital video standards like DisplayPort and Digital Visual Interface. It provides for an encrypted connection between a content outputting device (like a Blu-ray player, cable box, streaming stick like the Chromecast or Roku Stick) and a receiving device (an audio-video receiver in a media centre setup or the HDTV itself). HDCP is everywhere and is built into devices like Blu-ray players, cable boxes, satellite TV receivers and streaming video hardware like the Chromecast and Amazon Fire TV. It's also built into laptops and computer hardware, DVRs, and other modern HDMI devices.

Like other forms of DRM, such as the previously mentioned game authorization server, HDCP isn't without its problems and outright breaks the viewing experience for many consumers.

Blonde Interview. The executive was interviewing a young blonde for a position in his company. He wanted to find out something about her personality so he asked, "If you could have a conversation with any person, living or dead, who would you chose?" The blonde quickly responded, "The living one."

Where HDCP Breaks Down.

Although the underlying encryption and protocols are sophisticated and outside the scope of this article, the basic premise of how HDMI HDCP works is quite simple. There is a licensing body that issues licenses for HDCP devices. Each HDCP compliant device, like your Blu-ray player or Xbox, has a license and the ability to talk to the device it is outputting the signal to over the HDMI cable.



The outputting device says "Hey display! Are you HDCP compliant? Here is my license, show me your license!" and in turn the display (or other HDCP compliant device) returns with "I am! Here is my license!" When that process is working, it happens within a thousandth of a second and you, the consumer, never even notice. You power on your Blu-ray player or DVR, it shakes hands with your HDTV, and you live a happy life never knowing what HDCP even is. Unfortunately, however, there are a host of situations where HDCP gets in the way of consumers doing perfectly legal things with their devices and content. If any device in the chain is not HDCP compliant, the video stream will fail.

For example, if you have an older HDTV set that is not HDCP compliant then you cannot watch any HDCP compliant content on it. If you plug in your Blu-ray player, a Chromecast, or any other device that follows HDCP standards you'll either see a blank screen or you'll see an error message like "ERROR: NON-HDCP OUTPUT" or simply "HDCP ERROR."

So, if you want to turn that old monitor with integrated speakers into a cheap little video box with a Chromecast, there's a very good chance that the old monitor (despite having an HDMI port) is not HDCP compliant. You won't be streaming anything to it unless you want to dedicate a whole computer to the project.

Want to record your video game sessions or stream them live? It's hit or miss. Console makers are now better about recognizing that players want to record and stream their content but

HDCP is still problematic. The Sony Playstation lineup is a perfect example of this problem. While Sony did release an update in 2014 for the PlayStation 4 that unlocked HDCP lock while actually playing the game, they can't provide the same update for the PlayStation 3 because the HDCP output is locked at the chip level in the PS3. Their only advice is to buy a capture device that supports component cables and use those instead of HDMI.

Even when we're not actively watching TV or gaming, you could still find HDCP to be annoying and intrusive. There's nothing illegal or unethical about hooking a Blu-ray player up to an old TV, trying to recycle an old computer monitor into a little Chromecast-powered streaming station, recording and streaming your video game play, or trying to capture menus and screen shots to write tutorials and guides, but thanks to a flawed DRM protocol anyone who wants to any or all of those things is left in the dark.

So, can you fix this problem?

Absolutely no one should have to buy a new television set, upgrade their perfectly fine audio-video receiver, or otherwise spend significant piles of money to solve a problem that shouldn't exist in the first place, yet officially the only way to comply with HDCP is to buy a new HDCP-compliant device. The most absurd thing about the HDCP protection scheme is that there is no HDCP compliant way to circumvent it for legitimate use. There are zero methods endorsed or supported by the agency in charge of HDCP that help consumers in anyway if they have older equipment or a legitimate non-piracy need to interact in any way with an HDCP compliant device. To add further insult to injury, the HDCP standard has been compromised for years now and manufacturers continuing to pay for licenses and including it in their products has everything to do with not wanting to fight with the licensing agency and the anti-piracy lobby and very little to do with actually stopping piracy (or helping consumers). So what can you do to deal with the outdated and now compromised mess that is HDCP?

Short of buying a new television or giving up on your video game project the only way to deal with your HDCP compliance problem is to buy a cheap HDMI splitter that ignores HDCP requests. That's the secret media centre ingredient that has helped thousands of consumers.

One such device is the [ViewHD 2-Port 1x2 Powered HDMI Splitter \(Model: VHD-1X2MN3D\)](#)

which you can buy from eBay for about US\$25. There are a few of these on the market and unfortunately there is no consistency as to whether or not they will be HDMI compliant – the ViewHD model VHD-1X2MN3D is.





To use the splitter, simply put it between the device(s) giving you the HDCP error and the display device. For example, if you have a simple configuration like you just want to plug a Chromecast into an old monitor, you'd plug the Chromecast into "Input 1" on your HDMI splitter and use an HDMI cable to connect the splitter from "Output 1" to your display. If you have a new audio-video receiver that doesn't play nice with your old HDTV, plug all your HDMI devices into the receiver and then place the HDMI splitter between the receiver and the display.

You can imagine how absurd it is that the solution to a problem which shouldn't even exist is "buy an out-of-spec device that ignores the faulty protocol." Nonetheless, that's exactly the situation consumers find themselves in and thankfully, whether through poor or intentional design, there are products out there that get new media players talking to old HDTVs.

Energy-Efficient Batteries from Silicon in Diatomaceous Earth.

Researchers at the University of California have developed an inexpensive, energy-efficient way to create silicon-based anodes for lithium-ion batteries from the fossilized remains of single-celled algae called diatoms. The research could lead to the development of ultra-high capacity lithium-ion batteries for electric vehicles and portable electronics.



Lithium-ion batteries, the most popular rechargeable batteries in electric vehicles and personal electronics, have several major components including an anode, a cathode, and an electrolyte made of lithium salt dissolved in an organic solvent. While graphite is the material of choice for most anodes, its performance is a limiting factor in making better batteries and expanding their applications. Silicon, which can store about 10 times more energy, is being developed as an alternative anode material, but its production through the traditional method, called carbothermic reduction, is expensive and energy-intensive.

To change that, the UCR team turned to a cheap source of silicon, [diatomaceous earth](#) (DE), and a more efficient chemical process. DE is an abundant, silicon-rich sedimentary rock that is composed of the fossilized remains of diatoms deposited over millions of years. Using a process called magnesiothermic reduction, the group converted this low-cost source of Silicon Dioxide (SiO₂) to pure silicon nano-particles.



A significant finding in their research was the preservation of the diatom cell walls, structures known as frustules, creating a highly porous anode that allows easy access for the electrolyte. This research is the latest in a series of projects to create lithium-ion battery anodes from environmentally friendly materials. Previous research had focused on developing and testing anodes from portabella mushrooms and beach sand.

Batteries that power electric vehicles are expensive and need to be charged frequently, which causes anxiety for consumers and negatively impacts the sale of these vehicles. To improve the adoption of electric vehicles requires much better batteries. They believe diatomaceous earth, which is abundant and inexpensive, could be another sustainable source of silicon for battery anodes.

I bought the wife a hamster skin coat last week.
Took her to the fair last night, and it took me 3 hours to get her off the Ferris wheel.

New Zealand fibre uptake rate 10 times OECD average.

A "visionary" investment in fibre networks in New Zealand is propelling the country to the front of the OECD pack, network company Chorus told investors today.

Mark Ratcliffe, the Chief Executive of Chorus New Zealand, said the rate of fibre adoption in New Zealand is "comfortably" the fastest in the OECD and more than 10-times the OECD average. Chorus is a provider of telecommunications infrastructure throughout New Zealand. It is listed on the NZX stock exchange and is in the NZX 50 Index. It is the owner of the majority of telephone lines and exchange equipment in New Zealand and is also responsible for building approximately 70% of the new fibre optic Ultra-Fast Broadband network. It has received a government subsidy of \$929 million to build the new fibre network.



The company was demerged from Telecom New Zealand in 2011 (now Spark), as a condition of winning the majority of the contracts for the Government's Ultra-Fast Broadband Initiative. By law, it cannot sell directly to consumers, instead it provides wholesale services to retailers.

2015 was the year that fibre went mass market in New Zealand, and that change has come about remarkably rapidly. Describing fibre as "the fourth utility", chairman Patrick Strange said, in contrast with New Zealand, Australia's fibre rollout was "awash in cost over-runs and red ink". British Telecom has been building out a fibre-to-the-cabinet network and Australia was now looking to do likewise, he said. "We completed our fibre-to-the-cabinet network in 2011, covering around 80 percent of the population."

Fibre use was taking off "massively", Ratcliffe said, outstripping the take-up of copper broadband at the same stage of availability. After four years of availability, copper broadband was used by about 8 percent of customers who could buy it, he said. Fibre adoption is already pushing 20 percent while availability was now "nudging ahead" of the OECD average. Ratcliffe said he had just returned from the Broadband World Forum in Europe and concluded they were not likely to catch up for "decades at least". Therefore, New Zealand needed to benchmark itself against the progressive broadband nations of Asia, not Europe and the US.

"We are the envy of many, they want to do what we are doing but haven't figured out how yet. I firmly believe that the fibre network we are building today will be a visionary investment that future generations will thank us for."



But it's not all good news!

While Chorus is clearly pleased with progress on the fibre rollout, it continues to struggle with regulation that has seen the price it can charge for legacy copper access, still the bulk of its revenue, slashed. "We are waiting on the final copper pricing decision from the Commerce Commission in December," Strange said. "The cost of this uncertainty is a cost to New Zealand. That final price will have a significant bearing on our ability to fund ongoing investment in broadband."

Chorus has slashed costs, postponed non-essential maintenance and cancelled dividends while the regulatory issue is being settled.

How to beat ransomware: Prevent, don't react.

Malwarebytes LABS

Picture this: You've spent the last few weeks working on a tribute video for a friend's 30th wedding anniversary. You collected photos and video clips and edited them together, laying over a soundtrack of their favourite songs. It was a real labour of love. When you finally finish the project, you go to copy the file onto a DVD and—what the?—a strange message pops up.

"Unfortunately, the files on this computer have been encrypted. You have 96 hours to submit payment to receive the encryption key, otherwise your files will be permanently destroyed."

You've been hit with ransomware.

You didn't back up the anniversary video. In fact, you haven't backed up any of your files in months. What do you do? Unfortunately, when it comes to ransomware, once your files are encrypted, there's not much you can do—besides cut your losses or pay up. And even if you do pay up, there's a chance you won't get your files back, so you're out the files and your cash.

That's why it's so important to prevent ransomware attacks from happening in the first place.

Types of ransomware.

The first step in ransomware prevention is to recognize the different types of ransomware you can be hit with. Ransomware can range in seriousness from mildly off-putting to Cuban Missile Crisis severe.



Scareware.

Yes, it's called scareware, but in comparison to other types of ransomware, not so scary. Scareware includes rogue security software and tech support scams. You might receive a pop-up message claiming that a bajillion pieces of malware were discovered and the only way to get rid of them is to pay up. If you do nothing, you'll likely continue to be bombarded with pop-ups, but your files are essentially safe. A quick scan from your security software should be able to clear out these suckers. For simple instructions on how to clean an infected computer, check out our step-by-step guide later in this page. Remember, a legitimate antivirus or anti-malware program would not solicit customers in this way.

Screen lockers.

Upgrade to terror alert orange for these guys. When lock-screen ransomware gets on your computer, it means you're frozen out of your PC entirely. Upon starting up your computer, a full-size window will appear, often accompanied by an official-looking Government Justice Department seal saying illegal activity has been detected on your computer and you must pay a fine. In order to reclaim control of your PC, a full system restore might be in order. If that doesn't work, you can try running a scan from a bootable CD or USB drive. Remember, Governments will never freeze you out of your computer or demand payment for illegal activity.

If they suspect you of piracy, child pornography, or other cybercrimes, they would go through the appropriate legal channels.

Encrypting ransomware.

This is the truly nasty stuff. These are the guys who snatch up your files and encrypt them, demanding payment in order to decrypt and redeliver. The reason why this type of ransomware is so dangerous is because once cybercriminals get hold of your files, no security software or system restore can return them to you. Unless you pay the ransom—they're gone. And even if you do, there's no guarantee you can get those files back.

So what should you do about this kind of ransomware? Get out in front of it. "If any attack in the history of malware proves that you need protection in place before an attack happens, encrypting ransomware is it," says Adam Kujawa, Head of Intelligence at Malwarebytes. "It's too late once you get infected. Game over."



Ransomware prevention.

The first step in ransomware prevention is to invest in awesome cybersecurity. Start with an antivirus with active monitoring and layer on other applications that are specifically designed to thwart advanced malware attacks such as ransomware.

Next, as much as it may pain you, you need to create secure backups of your data on a regular basis. You can purchase USBs or an external hard drive where you can save new or updated files—just be sure to physically disconnect the devices from your computer after backing up, otherwise they can become infected with ransomware, too. Cloud storage is another option, but we recommend using a server with high-level encryption and multiple-factor authentication.

Finally, stay informed. One of the most common ways that computers are infected with ransomware is through [social engineering](#). Educate yourself on how to detect phishing campaigns, suspicious websites, and other scams. And above all else, exercise common sense. If it seems suspect, it probably is.

10 easy steps to clean your infected computer.

You log onto your computer and it takes forever to boot. When it finally does, a few unfamiliar applications litter your desktop, and your browser immediately sends you to an ad for hair loss products. Sounds like your PC has a problem with malware.



So what should you do? Before you flip out, try these simple steps to clean up your infected computer.

1. Computer acting suspect?

- Do a little digging and check for symptoms.
- Look for issues characteristic of a malware infection:
- Does your web browser freeze or become unresponsive?
- Do you get redirected to web pages other than the ones you are trying to visit?
- Are you bombarded with pop-up messages?
- Does your computer run slower than usual?
- Do you see new icons on your desktop that you don't recognize?
- Unfortunately, even if you see nothing wrong with your computer, there may be trouble brewing under the surface, sneaking around and screwing with your files undetected. So it's a safe bet to move on to Step 2 even if you can't find a symptom.

2. Use protection: Enter safe mode.

- Remove CDs and DVDs, and unplug USB drives from your computer. Then shut down.
- When you restart, press the F8 key repeatedly. This should bring up the Advanced Boot Options menu.
- Select Safe Mode with Networking and press Enter. Only the bare minimum programs and services are used in this mode. If any malware is programmed to automatically load when Windows starts, entering safe mode may block the attempt.



3. Back up your files, including documents, photos, and videos.

- Do not back up program files, as those are where infections like to hide. You can always download these programs again if files are lost.

4. Download an on-demand malware scanner such as [Malwarebytes Anti-Malware](#).

- Follow set-up instructions and install the program.

5. Disconnect from the Internet. Then run a scan.

- If you truly believe you are infected, do not pass go, do not collect \$100. Just go directly to the scan. If you do have an infection, your on-demand scanner should let you know that [you in danger, girl](#). A list of scan results tells you what malware was found and removed.

6. Restart your computer. After all, everyone deserves a second chance.

7. **Confirm the results of your anti-malware scan by running a full scan with another malware detection program.**
 - Restart again if the program found additional infections.
8. **Update your operating system, browser, and applications.**
 - If there's an update available on any of your software, go ahead and do it. Some of the most dangerous forms of malware are delivered by "exploits" that take advantage of out-of-date software.
9. **Reset all of your passwords.**
 - Before being deleted, malware could have captured your passwords and forwarded them to hackers. Change each and every password you can think of, and make sure they're strong. None of this 1, 2, 3, 4, 5 business.
10. **If, after all of these steps, you're still having problems with a possible infection, feel free to post your question in [the Malware public forum](#).**

We've said it before, but should probably say it again - keep your operating system software up to date - apply updates as soon as is reasonably possible. Not such an issue with Windows 10 which tends to annoy people by doing updates whether or not they want them, more of an issue with Win7/8 and IOS. An IOS bug fixed earlier this year corrected a security hole where hackers could access your stuff simply by sending you a message which you ignored. Not something Apple gave a lot of publicity to, considering that IOS is the operating system that runs iPhones and iPads. Frightening!!.

With Windows, change the option to suppress the file extension for known file types so that the extension is always shown. (Click [HERE](#) to see how to do that). A friend a while ago got a scam email supposedly from the NSW RTA advising of a traffic infringement, as described in the attached PDF it said. The attachment was called infringement.pdf.exe but it displayed as infringement.pdf - after attempting to open it ransomware set in. Free version of Malwarebytes removed the malware, there were backups of all encrypted files, so they were lucky that time.

I very quietly confided to my best friend that I was having an affair.
She turned to me and asked, "Are you having it catered?"

And that, my friend, is the sad definition of "OLD"!



The Marconi Myriad.

Geoff Mayhew wrote:

Forty years after last being together at 114 Mobile Control and Reporting Unit when the RADAR was based at Amberley, a few of the Radtechs organised themselves and met up at their old watering hole the Walloon Pub, which is just down the road from the original RADAR site.



Everyone was amazed at how well the intervening years had treated the troops and Mud Anstiss even managed to fit into his 1A jacket proudly adorned with his LAC prop. The wives too had a great catch-up because the unit had a very active social club during its time at Amberley, so strong friendships were formed. 114MCRU, which was originally formed during WW2 on the 23 May 1943 at Camden NSW, had served throughout the Pacific before being disbanded after the Malayan Emergency and was then re-formed and re-equipped in the late 60's. It was distinguishable by its huge radome and was like a country club, away from the base at Amberley and well set up with a volleyball court, a practice putting green, BBQ etc. The only downside was once every so often those on duty had to attend the O.C's parade down at the

THE RAM

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



Vol 56

Page 5

base. The state of the art system, which had the codename Hubcap, was built by Plessey and used a Westinghouse 3D RADAR housed within an inflated fabric/rubber radome, connected via a microwave link to the operations centre housed within 6 shipping containers. Here, a dozen Plessey display positions manned by Plotters and Battle Controllers were driven by 2 Marconi Myriad computers, which at the time were amongst the world's fastest machines.



The Myriads, situated in the computer cabin, were each the size of a large desk but containing just 16kb of ferrite core memory, with extra memory contained in a fridge sized cabinet holding another 64kb of 24 bit RAM. Large rolls of punched paper tape held the program which was reloaded each day using high speed readers which would fling the tape many meters at incredible speeds. The computer cabin also contained a system of 6 bar-fridge sized boxes just to generate the characters A-Z, 0-9 and the icons to represent planes etc for displaying on the screens. Another fridge sized interface unit connected everything together and delivered the data serially via scores of cables which snaked between the cabins. More shipping

container sized cabins housing Microwave, VHF and UHF comms, a workshop and storeroom for spares whilst several large power generators, (50hz and 60hz for the British and American systems) completed the site and made for a very interesting piece of infrastructure. The whole system was designed to be transportable by Hercules, all very well except the RAAF had insufficient numbers of Hercs to move the behemoth in one go and it took several sorties just to get the whole thing to Darwin for an exercise. 114MCRU has since been re-equipped with more easily transportable hardware, has served in Afghanistan and is now based in Darwin.

RAAF ATC.

And Mike Gahan writes:

I've been meaning to contribute to RAM for a while but I've been a bit busy for the past months with a project in Changi and some other work in Asia. Bit more relaxed in the project out here mid Pacific, "where the equator crosses the dateline" as the tourist brochure says. Interesting place, lovely people and a very rewarding task as my local counterparts really want to "get it right", unlike the counterparts in Kabul and Jakarta in previous projects who merely wanted someone to do it all for them and to then take the blame – as most consultants will attest.

A bit of background on this paradise, it was the scene of the bloodiest battle of WW II - 6000 killed in 76 hours on an island 700 metres at the widest, 35 metres at the causeway and just over 2km long – look at the Wikipedia entry on [Battle of Tarawa](#).

I was commissioned into the ATC category in May, 52 ATC course, posted to Amberley, Butterworth, CFS C FLT, Williamtown, SATC, Russell, Tindal (SATCO/XO), [Staff College](#), SATC, Training Command (SOATS) and retired in 1993.

WGCDR ATC 6 months before turning 40 does not bode well for a future 15 years (in those days). Been consulting around the globe since: Malaysia, Indonesia, Nigeria, Kenya, Kyrgyzstan, Mongolia, South Africa, Somalia, Singapore, Fiji, Afghanistan, Maldives, Thailand, Korea, Nepal, NZ, UK, US, UAE, Oman, Saudi Arabia and a few others and now Kiribati. Been a ball, most of the time; Kabul was a little rough for a year.

The attached photos might spring a few memories for some of the "old and bold". We called it CPN/4 but I've been corrected a number of times by UK and US folk who tell me our version was actually an MPN/11. At an Air Traffic Control Association convention and exhibits (5 acres of them) a few years ago in Washington I was shown an Operator's Manual on the Lockheed Martin stand and the details certainly matched those I remembered from my hours in Bay 15 risking future male progeny and hearing in my left ear. Perhaps some of your readers could offer some clarification before the memory fades.



CPN-4 at East Sale. 1961.

The pictures were sent to me by Geoff (Redbo) Reddish who also sent a couple of course photos of his, also attached. When I was an ATC instructor at CFS, Geoff was the GCA instructor, using the FPN/36 (Quadradar). That fine bit of equipment and the simulator target generators we used in those days are now outside the SATC HQ and in the foyer.

L-R: (17 GCA Controller) Geoff Reddish, Marshall, McPhie, Dickie

A year or so later I relaced Geoff as the GCA instructor. At the time the RAAF was transitioning to the new phased array GCA system ???/802 so there was no need to have the students manipulate the





72 operator controls found in various trays below waist level and difficult for students to find in the dark.



CPN-4 at Williamtown, 1965

In their wisdom DPO sent me a course of four females for my first course. It may be difficult to imagine but I managed (or perhaps they ignored any problems in those pre PC days) to get through 40 runs each with me manipulating the controls under the shelf and between their legs in a small dark room. Techs and controllers who worked on the Quad will understand!!

B-707 lost in training accident

A Boeing 707-368C of Richmond-based No 33 Squadron was lost on the 29th October 1991 (25 years ago) in a training accident off the Gippsland coast of Victoria. The aircraft (A20-103) was one of six former civil airliners operated by the RAAF for VIP and long-distance military

transport, and also for inflight refuelling of F/A-18 Hornet fighters. While three kilometres from Woodside Beach, 43 kilometres south of RAAF Base East Sale, the aircraft stalled and crashed into the sea, killing all five men on board. A board of inquiry concluded that the crew was controversially carrying out an asymmetric handling exercise when the aircraft made a sudden and violent departure from controlled flight. A subsequent coronial inquest also identified systemic failures relating to a deficiency of documentation, inadequate research into the operating characteristics of the aircraft and a lack of sufficient training in the types of manoeuvre which resulted in the accident.



The Board of Inquiry concluded that the instructor devised a demonstration of asymmetric flight that was 'inherently dangerous and that was certain to lead to a sudden departure from controlled flight' and that he did not appreciate this. The Board noted there were deficiencies in the acquisition and documentation of 707 operational knowledge within the RAAF combined with the absence of effective mechanisms to prevent the erosion of operational knowledge at a time when large numbers of pilots were resigning from the air force. There was no official 707 QFI conversion course and associated syllabus and no adequate QFI instructors' manual. There were deficiencies in the documented procedures and limitations pertaining to asymmetric flight in the 707 and a lack of fidelity in the RAAF 707 simulator in the flight regime in which the accident occurred, which, assuming such a requirement existed, required actual practise in flight. 'The captain acted with the best of intentions but without sufficient professional knowledge or understanding of the consequences of the situation in which he placed the aircraft,' the Board said.

Click [HERE](#) to see the TV news reports of the day on the incident/

Just before the funeral services, the undertaker came up to the very elderly widow and asked, "How old was your husband?" "98," she replied: "Two years older than me" "So you're 96," the undertaker commented. She responded, "Hardly worth going home, is it?"



10 Sqn, 1956.

Laurie Edward send us this pic, it was taken in the 10Sqn hangar at Townsville back in 1956.



And in 1966.



THE RAM

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

Vol 56

Page 5

Laurie Gray (right) says: I was at 10 SQN May to Dec 1966 (as a Radmech) and according to my records the pic was taken about Oct '66. I titled my copy "I'm in there somewhere" I remember the pic being taken; the photographer having to move further and further back to get everyone in.



Geoff Phillips.



Geoff at the recent Townsville air show – it brought back a lot of memories, he'd worked there on 10 Sqn's Neppies 50 years ago.

Reporters interviewing a 104-year-old woman: "And what do you think is the best thing about being 104?" the reporter asked. She simply replied, "No peer pressure."

19 Appy (Wagga).

With a REAL Herc.



77 Sqn, Willytown, 1983.



THE RAM

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



Vol 56

Page 5



My memory's not as sharp as it used to be. Also, my memory's not as sharp as it used to be.



39 ATC Course.



Sorry – we don't have any names, perhaps someone can help!

Richmond 1987.



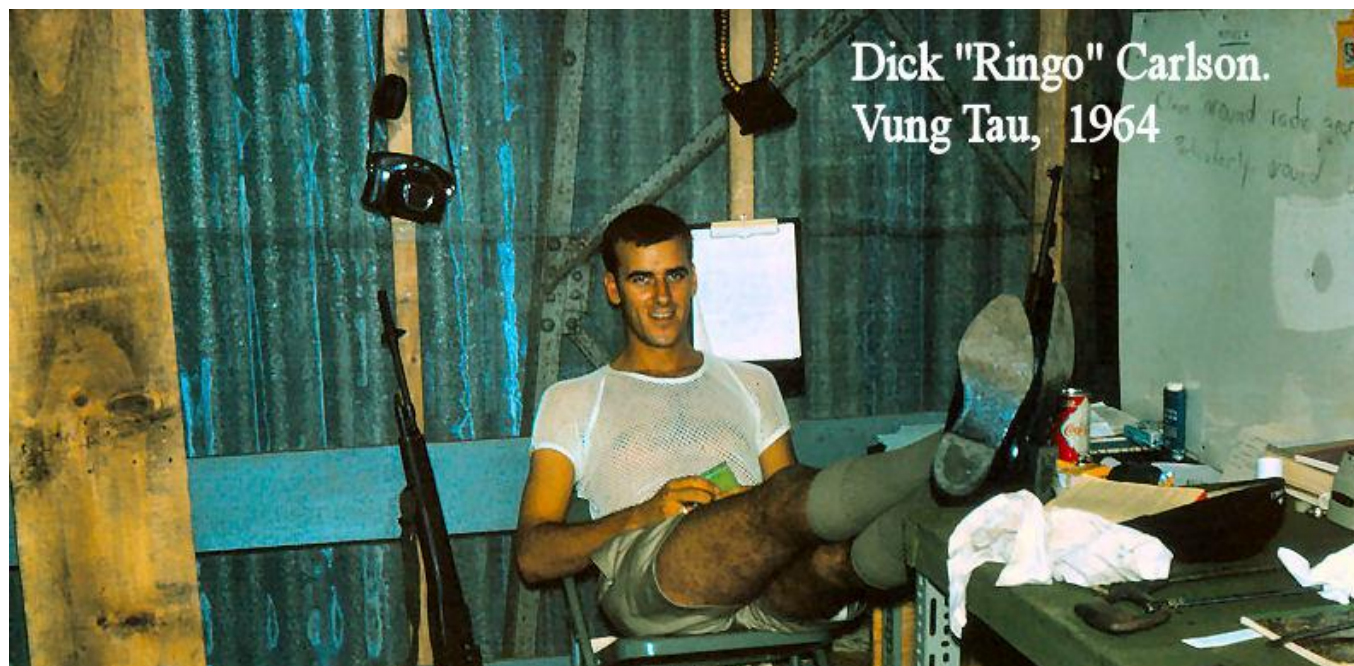
THE RAM

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



Vol 56

Page 5



A Radtech's life was a hard life!!

Geoff Mayhew sent us these pics.

They were taken at a recent 114 MCRU get together.



L-R: Ron Anstiss, John Mackie, Allison Anstiss, Geoff Mayhew and Marilyn Mackie.

THE RAM

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



Vol 56

Page 5



L-R: Kevin Collins, Ross Ginn, Mike Sheppard.



Allan Casalegno with Ron Anstiss proudly showing he can still fit in his uniform, with John Russell ignoring the spectacle.

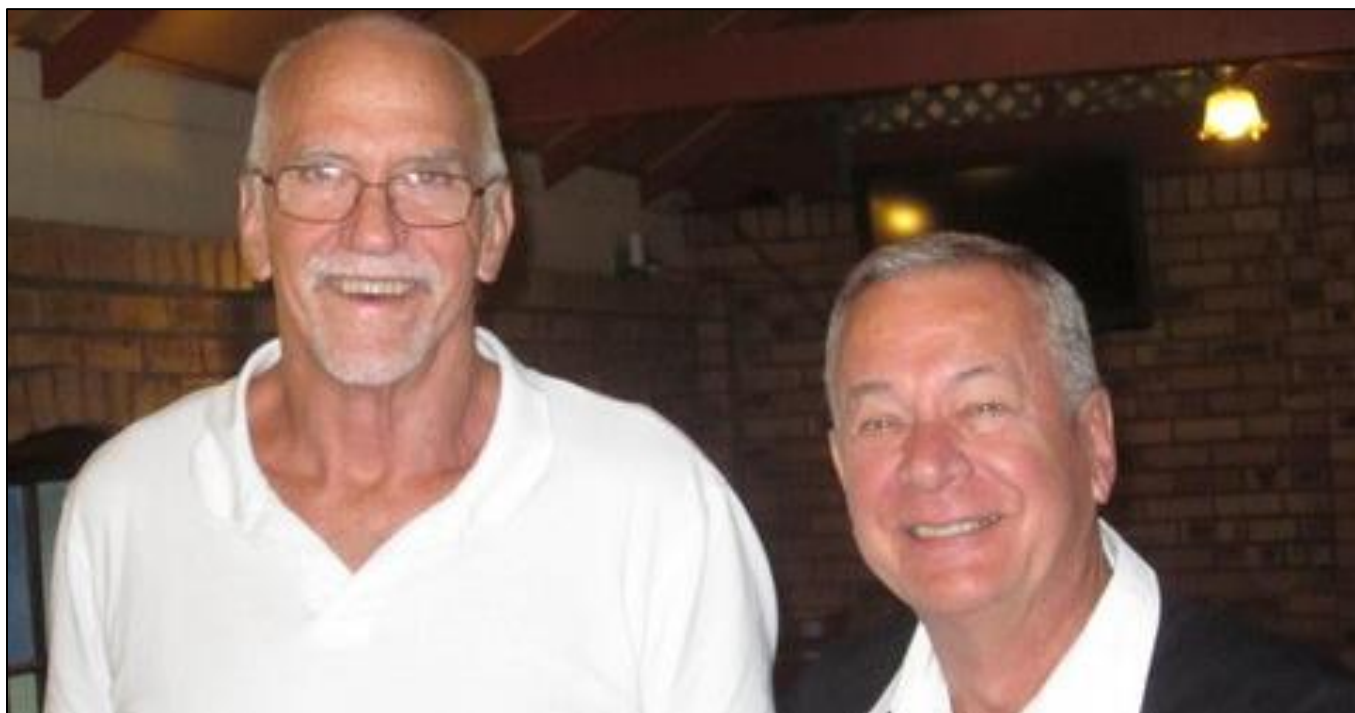
THE RAM

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



Vol 56

Page 5



"Casa" and John Russell proving age doesn't weary them.



Super fit John Dixon supporting John Ackfield



John Russell and John Mackie sharing some wares.

452 Squadron

452 Squadron RAAF was formed at RAF Kirton-in-Lindsey on 8 April 1941 under Article XV of the Empire Air Training Scheme and was the first Australian squadron formed in Britain during World War II. On 22 May, the squadron became operational as a fighter unit, flying early model Supermarine Spitfires. In July, it was moved to RAF Kenley, where it became part of No. 11 Group RAF.

The squadron rapidly developed a formidable reputation in operations against German forces; in one month it was credited with shooting down 22 German Bf-109 fighters and was involved in many different kinds of operations, including offensive patrols, convoy escort and bomber escort missions over Europe. One of the most unusual occurred on 19 August 1941, when the Kenley Wing—among others—was tasked with escorting a formation that included a Blenheim bomber that—with the co-operation of the Germans—dropped an artificial leg by parachute for British ace Douglas Bader, who was a prisoner of war. The bombers then flew on to bomb the Gosnay power plant. In the dogfighting that took place during the operation, No. 452 Squadron was heavily engaged, shooting down one aircraft and scoring "probable" victories over two others; several of its aircraft were damaged.

Another notable operation was the attack on the German warships Scharnhorst, Prinz Eugen and Gneisenau, which were attempting the "Channel Dash" from their French harbour on 11

THE RAM

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



Vol 56

Page 5

February 1942, damaging one of the escorting destroyers. One of the squadron's best known pilots during this time was Keith "Bluey" Truscott, who was credited with 16 aerial victories between April 1941 and March 1942, and was awarded the Distinguished Flying Cross (DFC) while serving with No. 452 Squadron in Britain.



L-R: SqnLdr Keith "Bluey" Truscott, Paddy Finucane (RAF), SqnLdr Raymond Thorold-Smith.

Although nominally an Australian unit while it was in Europe, No. 452 Squadron also had some British personnel as well as personnel from British Commonwealth countries and other nationalities. One of these was the Irish ace Paddy Finucane. A number of Polish pilots also flew with the squadron.

The squadron moved to RAF Redhill in October 1941, remaining there until March 1942, when No. 452 Squadron replaced its sister, No. 457 Squadron, at RAF Andreas, Isle of Man, where it remained until it withdrew from operations in Britain in June of that year to return to Australia.



Its final aerial victory came that month and the squadron's final tally in Europe was 70 enemy aircraft shot down and 17 damaged, for the loss of 22 pilots killed. It sailed for home on 21 June, arriving in Melbourne on 13 August and re-assembled at Richmond, New South Wales, on 6 September. The squadron began a refresher training at Richmond, using a varied collection of aircraft because its Spitfires had been commandeered in transit by the Royal Air Force in the Middle East.



452 Squadron, Kirton, UK. 1940.

452 Squadron became operational again on 17 January 1943, having received Spitfire MK V aircraft in October the previous year. Based at [Batchelor Airfield](#) in the Northern Territory it became part of No. 1 Wing RAAF, which defended Darwin from Japanese air raids. The squadron was relocated to [Strauss Airfield](#) on 1 February and, with the exception of a brief period between 9 and 27 March 1943 when it was deployed Pearce to reinforce the air defences of Perth, it remained at Strauss, protecting Darwin, until 30 June 1944.

THE RAM

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



Vol 56

Page 5

The previous April, the squadron had received more advanced Mark VIII Spitfire. In May, it had become part of No. 80 Wing RAAF. Throughout this period, the squadron was involved in significant actions during which it shot down several Japanese aircraft; its first large-scale battle took place in early March.



On 1 July 1944 the squadron relocated again, this time to [Sattler Airfield](#) in the Northern Territory. Responsibility for defending Darwin had been handed over to two Royal Air Force squadrons; as a result, No. 452 Squadron was reassigned to ground-attack missions. The squadron began attacking targets in the Dutch East Indies and on the 11th December 1944 it was sent to Morotai, where it was assigned to the 1st Tactical Air Force to support the Australian operations in Kalimantan, flying mainly ground attack missions and anti-shiping strikes.

Tim Goldsmith, 452 Sqn pilot. Darwin.

The ground staff were sent to Juwata airfield on Tarakan in May 1945, but operations did not start immediately as the landing field



was not ready. The squadron undertook missions against Kelabaken and Simalumong on 2 July; further attacks occurred on Tawoa on 10 July. A detachment of the squadron's Spitfires moved to Balikpapan on 15 July, and began operations to support Australian troops there. The detachment remained there until the end of the war, flying its last sortie on 10 August 1945; its final aerial victory of the war came on 24 July when a Japanese bomber was shot down in a night-time raid over Balikpapan.

Operations continued after the war, albeit limited to defensive duties only. In October, 452 Squadron's aircraft were returned to Australia and the unit disbanded at Tarakan on 17 November 1945. Australian casualties amongst the squadron's personnel during the war amounted to 49 killed.

On the 16th February, 2011, 452 Squadron was re-raised as an air traffic control and it now forms part of No. 44 Wing and is headquartered at Darwin. It maintains subordinate flights at Darwin, Tindal, Amberley, Townsville and the Oakey Army Aviation Centre which provide air traffic control for these bases.

When you stop believing in Santa – you get licorice and underwear!



This was the last cash pay at Amberley, 10th October, 1987.

THE RAM

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



Vol 56

Page 5



Jillian Pollen and Jenny Richardson – in Darwin.



Out in the shed with Ted.

Ted McEvoy

Pensions.

Below are the new DVA pension rates for those eligible. These rates came into effect on the 20th September and will be amended again on the 20 March next year.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,341.50	\$1,346.90	\$5.40	0.4%
Extreme Disablement Adjustment	\$741.00	\$744.00	\$3.00	0.4%
100 per cent General Rate of Disability Pension	\$476.90	\$478.80	\$1.90	0.4%
50 per cent General Rate of Disability Pension	\$238.45	\$239.40	\$0.95	0.4%
Intermediate Rate Disability Pension	\$910.70	\$914.40	\$3.70	0.4%
Service Pension - Single	\$873.90	\$877.10	\$3.20	0.4%
Service Pension - Couples	\$1,317.40	\$1,322.40	\$5.00	0.4%
War Widows/ers Pension	\$887.90	\$891.30	\$3.40	0.4%
Income support Supplement	\$262.00	\$263.10	\$1.10	0.4%

DVA administers two distinctly different pensions, (1) the Disability Pension, and (2) the Service Pension. If you served in the ADF you could be eligible for one or both. DVA has a website ([HERE](#)) which sets out the eligibility criteria for each and if you think you're eligible, first thing to do is have a look at the site and if the cap fits, go and see an advocate and have him/her submit your claim. Don't try it yourself as a majority of DIY claims fail.

DVA Concessions.

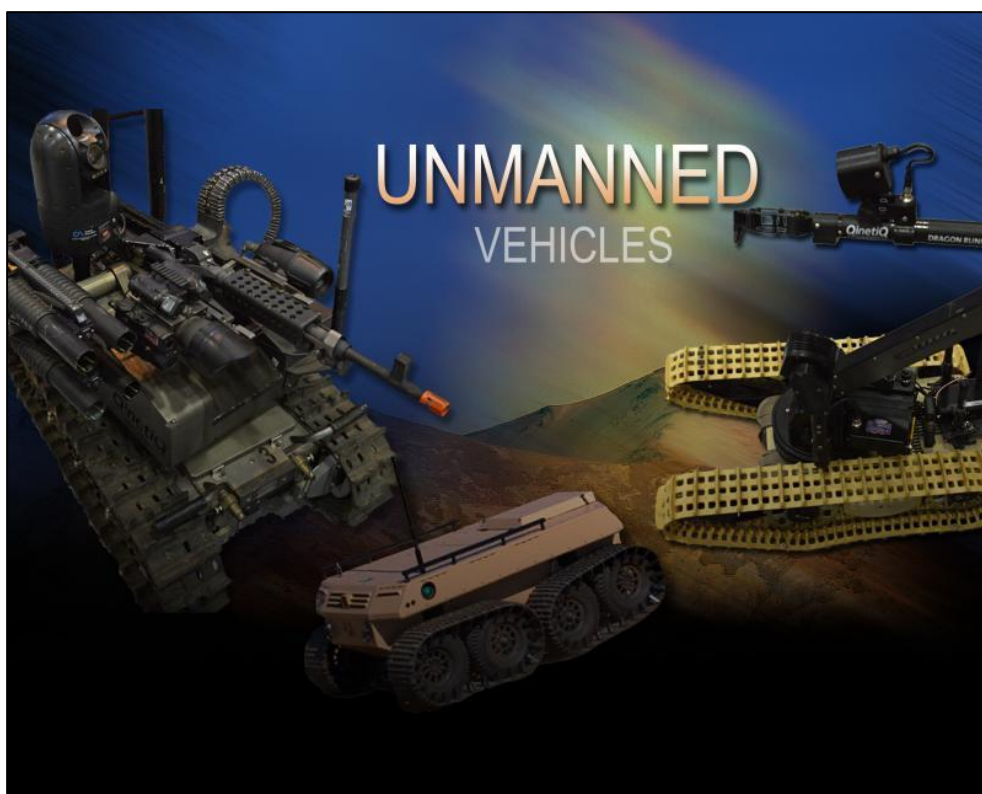
Some concessions available to holders of DVA and Pensioner Concession (PCC) cards are made available by the Commonwealth but the majority are provided by individual States and in some cases, by some local councils.

We have prepared a list of what concessions are available, on a State by State basis and it is available [HERE](#). You will be able to print it out using your browser.

Robots: Eliminating the First Contact with an Enemy Force

Things are changing, going to war is going all hi-tec, it seems to us they are trying to make that most dangerous of past-times - safe. Why should commanders send their troops out front, at huge personal risk, when robots and/or drones could do the job just as well? And if the drone gets blown to bits, most probably by another drone, who really cares? No humans were harmed and a blown to bits drone has to be replaced which is a good thing as it keeps some poor soul in a job making replacement drones – it keeps the economy ticking over, drone warfare looks like being a financial savour.

The people who make these sorts of momentous decisions say "We should be thinking about having a robotic vanguard, particularly for manoeuvre formations, there's no reason why the first contact with an enemy force should be with a man-platform, because it means that platform is at the greatest risk."





The US Army's chief roboticist recently said, "A robot doesn't feel pain and suffering if it gets blown up, we want it to be the bullet catcher who takes those rounds. Besides taking the hit, robots could pinpoint and uncover the direction from which the enemy is firing".

Over the last 10 years, the US Army has focused on logistical challenges in Iraq and Afghanistan. A lot of Soldiers were lost in convoys that encountered improvised explosive devices and the funding and research went into stopping that. The Army's demonstration of driverless vehicles took place in May 2014 at the Department of Energy's site in South Carolina, where a convoy consisting of seven different tactical vehicles drove completely unmanned at speeds exceeding 65 kph. Once that technology matures and is fielded, the problem arises, "if you replace 16 drivers with 16 autonomous vehicles, you've just lost 16 M-16s that the drivers would be carrying to protect the convoy so you'd need to consider arming the autonomous vehicles, with a Soldier being the remote triggerman."

Today, the effort is still in logistics, but current thinking and doctrine is that robots should be more than logistics; they should be in the fight as well. The Marines tried this with a robot in Afghanistan, a mule-like device that followed a patrol dismounted. It was rated to carry 500 kg but the Marines loaded it up with 1,000kg. Then they complained it was too slow. So in the future perhaps robots need to be able to talk back and say, "Sir, I can't carry that."

Currently, testing of vehicles is being done on-road, but off-road is where Soldiers fight. Future robotic development may go to warp speed by using modelling and simulation, saving time and money by plugging scenarios into computers and testing vehicles in dirt, mud, snow, sand, rain and so on.

To get a peek at the future, look at what's being done already. The Army teamed with Sikorsky and Lockheed Martin to rig a Black Hawk helicopter to fly autonomously carrying a robot as its payload. It flew without the aid of a pilot to its destination, dropped off the robot and flew back. Had it had problems



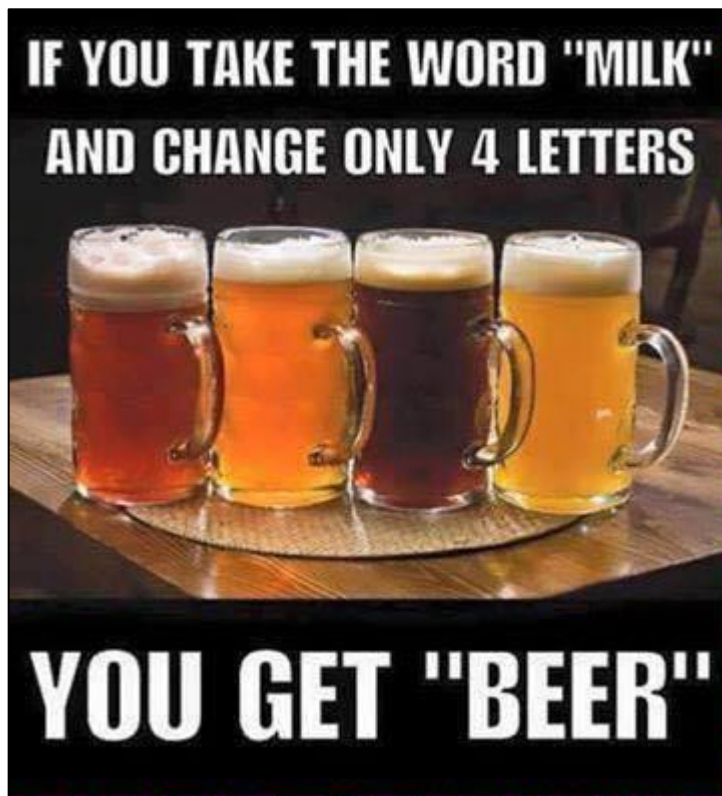
along the way, say with its engine, a sensor was programmed to look for possible landing sites along the way. As well, the robot payload, which was sling-loaded, was balanced by the computer, which gave it even more stability in-flight than a pilot could have done. Robots will someday interact with other robots like that.

In Australia, an experiment will soon take place where an operator in the U.S. will remotely guide a robot through the outback with just a second of latency from control to action using satellite technology. It will also be red-teamed, meaning that operators will try to hack into it to take control away from the "friendly" operator.

Robotics isn't new! For example, in the 1950s, the Army developed a robot called Little David, which was driven by remote control. It had a TV camera on it, a machine gun and even a flame thrower. Other nations, including the Soviets, had similar systems. The problem back then was taking it off road, especially in tough terrain like Korea and Vietnam.

That's the problem that the US Army's looking to solve currently, it will eventually get solved, but it will take some time.

Amazing!!



Old Father Time!

Where has the time gone? The older we get the faster time seems to go. Does everyone feel that or is it only me?

For instance, it was a mere 50 years ago that these came along:



It was a time when Ward Pally Austin was king on the New UW in Sydney and Don Lunn was on the Greater 3UZ in Melbourne, and it was when [THIS](#) great old song came along.



The secret to a long life.

A doctor on his morning walk, noticed a little old lady sitting on her front step smoking a cigar, so he walked up to her and said, "I couldn't help but notice how happy you look! What is your secret?" "I smoke ten cigars a day, she said. Before I go to bed, I smoke a nice big joint. Apart from that, I drink a whole bottle of Jack Daniels every week, and eat only junk food -- on weekends, I pop pills, have sex, and I don't exercise at all. "That is absolutely amazing! How old are you?" he asked.

"Forty", she replied

Vets' entitlements.

There are alarmist emails circulating in the veteran community about possible new veterans' legislation being drafted. It is true that the Government intends to introduce a Bill to make a standalone version of the Safety, Rehabilitation and Compensation Act 1988 (SRCA) for current and former Australian Defence Force (ADF) members but this would only mean that the Minister for Veterans' Affairs would be responsible for all compensation Acts for ADF members. Currently, the Minister for Employment has responsibility for the SRCA.



Should the new Act be passed by Parliament, eligibility and benefits under the Act will be the same as those currently available to serving and former ADF members under the existing SRCA. The new Act (if passed) will be the same as the current SRCA, so there will be no change to existing entitlements or access to benefits. The Bill simply replicates the SRCA, there are no additions or any other changes.

This new Bill has been discussed for some time – it was referenced in a March 2015 media release of the former Minister for Veterans' Affairs.

The Veterans' Entitlements Act 1986 and the Military Rehabilitation and Compensation Act 2004 will remain in place and will be unchanged by the new Act.



Trailer safety.

With the Christmas holidays rapidly approaching, some of us are starting to think about hooking up the van or the boat and heading off for a few weeks. Thousands do it every year and thousands have a safe and wonderful time, but there are a some who achieve it through sheer luck and there are a few who don't. Not a lot realise that balancing the van or the boat trailer is just as important as balancing an aircraft. This doesn't mean you have to load up using a Loady's slip stick, all it takes is a little bit of sense though 4 wheel vans and trailers are inherently a lot safer than 2 wheelers.

When a caravan or trailer is connected to a vehicle, there is an inevitable addition of weight to the rear of the vehicle. Excessive weight can alter the handling of the vehicle due to the imbalance of weight from the front to the rear.

This can pose serious safety concerns, especially at high speeds. Less weight over the front axle reduces braking efficiency and steering control and combined with the added weight at the rear, can cause the vehicle to lose control. Additionally, head lamps are thrown out of alignment and fuel use and tyre wear can dramatically increase, though fuel and tyre wear are a secondary concern.

An out of balance rig can have significant sway problems. Factors that influence trailer sway include driver skill, speed, vehicle and trailer weight, vehicle and trailer load centres of gravity, number of trailer axles, aerodynamics, heavy-vehicle air turbulence, weather conditions, road surface undulations, wheel bearing condition, trailer brake adjustment, tow-ball to coupling clearances and friction, tyre pressures and the suspension dynamics of towing vehicle and trailer.





A well maintained 4 wheel trailer, with electric brakes, provided it does not exceed the towing vehicle manufacturer's towing weight restrictions and is driven at a safe speed is a pretty safe rig. Depending on the driver's skill, the only problem the driver could face is backing the thing. A trailer like that in the pic above is a different story altogether. If properly balanced, does not exceed the towing vehicle manufacturers' maximum towing weight, has, at least, over-ride brakes and is driven at a safe speed, should not cause a problem.

But, the temptation is always there to overload it. Sometimes a motorbike or spare wheel/s is/are attached to the back of the van, food and water, clothing etc is usually loaded into the van, and if the door is behind the axle, that's where all the provisions are dumped. Skis, jackets, food, extra fuel etc is nearly always loaded into the boat before leaving and as most of the clear floor space is at the back of the boat, that's where it gets stowed. The rule of thumb weight distribution objective is to have the weight on the tow ball equal to about 10% of the total trailer weight – that is, in the pic above if the boat and trailer weigh 800 kg, the downwards weight on the tow ball should be about 80 kg.

Any less and the trailer is usually tail heavy and can be a huge problem. Have a look at [THIS](#) video which demonstrates what happens to a balanced 2 wheel trailer when some of the load is moved to the rear. If this happens when you have a van on the back, it can flip you over.

Manufacturers make weight distribution hitches which have been designed to address these problems by restoring even balance across all axles of the vehicle and trailer. Their aim is to enable the vehicle to be driven at the maximum legal speed while not compromising on safety and although these do work to a degree, it is far better to balance your load before leaving.



Weight Distribution Hitches work by changing the point at which the load of the trailer is transferred to the vehicle. Traditionally, the entire tow-ball weight of the trailer is transferred and carried at the tow ball but the hitch corrects this by redistributing the weight across all axles of the vehicle and caravan, much like the lifting action of a wheelbarrow.

If you're hooking up and heading off, have a happy, healthy and save Christmas, see you all next year.

The first day of retirement is the first day of the rest of your life savings.

Auto windscreen wipers.

Nowadays automatic windscreen wipers can be found in lots of new cars, but wipers that activate themselves when it rains and adjust their speed when it gets heavier or lighter weren't always commonplace—nor did they work as seamlessly as they do today.

In the past, car manufacturers tried all sorts of schemes to control the wipers. Some involved detecting the vibrations caused by individual raindrops hitting the windshield, applying special coatings that did not allow drops to form, or even ultrasonically vibrating the windshield to break up the droplets so they don't need to be wiped at all. But these systems were plagued by problems and either never made it to production or were quickly axed because they annoyed more drivers than they pleased.

General Motors has a historical link to the automatic wiper blade. In 1996, the Cadillac STS, Eldorado, and DeVille featured Rainsense, the first system that could see rain and activate without driver input. It hit the Buick brand months later with the debut of the 1997 model year Park Avenue. Earlier attempts at automatic wipers, like on



the 1970 Citroën SM, weren't so sophisticated. The Citroën system adjusted the intermittent wiper delay based on the electrical current draw of the wiper motor. A wiper blade glides more smoothly over a wet windshield, using less energy and a control circuit in the SM used that to indirectly determine if rain was present. But the SM was an expensive and relatively rare car, and there were few other attempts at improving upon the basic intermittent wiper.

GM still calls its automatic system Rainsense and its basic function hasn't changed much since 1996. Back then their system sensed rain from a module mounted which was on the inside of the windscreen, behind the rearview mirror. It contained eight LEDs and a set of light collectors. When the weather was dry, the LED light bounced off the windscreen and into the collectors. But when a raindrop landed in front of the module, some of that light would refract away from the collectors, and the system would trigger the wiper blades to swipe.

Twenty years ago this was incredibly high tech. Early versions of the GM system required the driver to activate the automatic mode and the wiper blades would move up from the parked position. It worked, mostly. Conditions like fine mist from road spray wouldn't always trigger the sensors and a trip through the car wash could result in hilariously disastrous consequences. These days the basic components and hardware haven't changed much, but with faster computer processors and more accurate sensors, automatic wiper blades work almost flawlessly. Some cars still require the driver to activate the automatic wiper mode, but many can be left on all the time.

Today's systems reflect an infrared beam off the outside surface of the windscreen to an infrared sensor which is mounted in contact with the inside of the windscreen, near the rear-view mirror. The sensor projects the infrared light into the windscreen at a 45-degree angle. If the glass is dry, most of this light is reflected back into the sensor by the front of the windscreen. If water droplets are on the glass, they reflect the light in different directions -- the wetter the glass, the less light makes it back into the sensor.



The electronics and software in the sensor module turn on the wipers when the amount of light reflected onto the sensor decreases to a pre-set level. The software sets the speed of the wipers based on how fast the moisture builds up between wipes. It can operate the wipers at any speed. The system adjusts the speed as often as necessary to match with the rate of moisture accumulation. This module also usually contains a light sensor which is used to automatically turn on the car's headlights.

This might sound like a lot of trouble for something as trivial as flicking a switch to get the wipers to move. But then again, the same argument can be made for headlights, shifting gears, and locking your doors, all systems where automatic operation is commonplace. And just like with automatic headlights, automatic wipers reduce distraction and improve visibility. Plus, as anyone that owns a Roomba vacuum cleaner knows, we could do work like this ourselves. The nice thing is that we can choose not to.

The Hi-5

It's always been thought that the high five was a form of greeting invented by the male. We now have irrefutable proof that that is indeed the case, see [HERE](#).

50th Anniversary of Long Tan – 18th August 2016



This pic was taken at North Beach (WA).

Problems at Long Tan this year.

ABC journalist Bruce Atkinson.

The blokes who went to Vietnam to celebrate Vietnam Vets Day this year were disappointed. Prior to the 17th August there had been warning signs from all sides concerning arrangements, or lack thereof, for the approaching “50th Anniversary” commemorations. These problems were disappointing but not surprising. On the morning of the 17th, their Vietnamese tour guide advised that Hanoi had voiced concern at the prospect of 3000+ Australians who were anticipated in the Vung Tau and Long Tan areas over the next few days.

Their fears were in three parts:

- (1) The sheer numbers were a potential problem, the largest crowd previously had been around 1000 in 2014 and 15 and that had been handled with some difficulty. Apparently, the Australian Embassy on those occasions had agreed to compensate the local farmers for loss of crops around the cross. But 3000...? The infrastructure does not exist at the Long Tan cross site – there are no loos, no running water, no electricity, no wet-weather options, no separation between site and crops.
- (2) There was increasing apprehension that the ANZACs were coming to “celebrate” the victory at Long Tan rather than to respectfully “commemorate” the sacrifices made by both sides during the 10-year war. This was exemplified when it was found that a concert was being planned which featured artists and musicians who had entertained the troops during the war – and they were coming back to entertain those at Vung Tau again – an entertaining “celebration” rather than a respectful “commemoration”.
- (3) The sensitivities of the local population were thought to be a huge consideration in the Vietnamese government’s attitude. It was stressed that many of the Vietnamese dead at Long Tan were the fathers and brothers and sons of local (Phuoc Tuy) people. How would they feel with all these visitors “celebrating” their victory over them?

Despite these fears, they understood that while visiting numbers might be restricted, the planned 3:40pm memorial service had not (yet) been cancelled. But they also understood that things were very brittle and they would be well advised not to do anything to make the situation any worse.

About midday on the 17th August, the Channel 7 news team, including camera and sound men, took visiting Keith Payne VC to the Long Tan cross and recorded an interview, which was



streamed to the news services shortly afterwards. Whenever people visit the cross they need to go to the Long Tan police station and register their visit. For the registration fee, they are loaned the Long Tan cross plaque, which, when hung on the cross, indicates official approval for the visit. A still from the recording shows the plaque was not on the cross, leading to the conclusion that the visit was not authorized. As an aside, the choice of Keith Payne VC, our most highly decorated Viet Vet, as the person to represent the occasion of the 50th Anniversary of Long Tan surely reinforced the impression held by the Vietnamese that Australia was “celebrating” a military victory rather than commemorating the war dead.



Both the D/6RAR Company Commander at the battle, Harry Smith SG MC and one of the platoon commanders, Dave Sabben MG, had been asked to speak at the cross but both had declined due to the wrong perception it would have encouraged.

Once the Vietnamese locals and authorities realized that the TV recording was happening / had happened, they reacted swiftly. Hanoi immediately issued a statement that all visitors to the cross site would be stopped. One of the Tour members received the news via an SMS – hardly an “official channel”! The reason Hanoi gave was that “there has been an ISIS bomb scare at the cross.”

While the TV recording was happening, the Long Tan Trek Tour group was having lunch in the rubber plantation some 1000 yards to the west of the cross. They had earlier been approached by the media to be with them on the battlefield but had rejected the requests on the basis that they had obtained permission (and paid for) a specified number of Tour people, had provided the names and passport details as required, and knew that others would not be permitted to accompany them.

It would appear that the locals reported the TV activity at the cross to the police. As they were finishing lunch, the same news camera team arrived at the lunch site. After they had filmed Payne and saw that the locals were making phone calls and knowing they were still inside the police cordon on the access road, they came to the Vets. They were not invited. Given the state of sensitivity, the Vets certainly did not want to bring attention to themselves and jeopardise their visit. But Channel 7 wanted an interview and would not listen or take “No” as an answer. Not having any authority to evict them, the Vets answered their questions on camera until the police arrived. When the police arrived, they sent the camera crew away but also forbade the



Trek Tour to proceed to the cross. The damage they'd feared had now been done!

Despite this, the Tour moved through the Western part of the rubber plantation to the place on the North-South Road where the first shots of the battle were fired – when 11 platoon's Sergeant Bob Buick fired on an NVA

clearing patrol at about 3pm. There, while the 1966 events were being explained to the Tour group, the police arrived and stopped them from proceeding into the rubber plantation East of the North-South Road.

The Tour spent a further hour at that location, able to distantly see the cross about 500 yards away to the East, as the further development of the battle was explained. The plans (and the permissions obtained and paid for) were for the Tour to go to the place in the plantation where



CHQ had gone, go to where 10 Platoon had gone and to where 12 Platoon had gone before going to the cross which was where 11 Platoon spent most of the battle.

The Trek Tour had done this on eight previous occasions, taking various Vietnamese authority reps without previous problems. It was most unfortunate that on this occasion – the 50th Anniversary – they had been stopped because they had in the Trek Tour group of 62, six men who had fought under the rubber at Long Tan, plus two more of Delta/6 who had not been under the rubber, plus two who had supported the action from Nui Dat, plus nine family members and next-of-kin of people who had fought at Long Tan.

For almost all of these, this was their first visit after 50 years and none of them expect to be able to get back again in the future. Not to forget that each had paid for access to the plantation and conformed to the authority's need for names and passport numbers. In other words, the Tourists had done everything right and nothing wrong.

After leaving the battlefield on the afternoon of the 17th, and with the news of the bomb scare and the total closure of the cross area, the Tour group returned to Vung Tau to attend the Concert featuring Little Pattie, Lucky Starr and others. Unfortunately, it was marketed as the "50th Anniversary Long Tan Concert" – a name once again drawing attention to the Long Tan action for which the Vietnamese authorities feared a "celebration" rather than a "commemoration". Arriving at the Concert venue, we found that the banquet had not been cancelled but the entertainment HAD been – there would be no music or singing or entertainment. There was no talk of a \$refund for what had been a very significant outlay by each person attending.



It was also thought that the Concert event had been organized without the formal and necessary approval of the appropriate officials.

On the morning of the 18th August, they received news that the bomb scare had been cleared overnight and that the site was again open – but for very limited numbers. The 3:40 pm service was still supposed to be "on". BUT, the media was banned from filming at the Long Tan cross site – obviously due to the media activities on the 17th and was restricted to only filming people in Vung Tau getting onto the buses to go to the cross site.



The Trek group bussed to Long Tan, arriving at the turnoff to the Long Tan cross to find a police presence again, preventing entry to the cross site.

As they waited, an Australian Federal Police officer boarded the bus and told them to “abide by the rules or the local officials will shut the commemoration down”. That was good advice because they were later told at least one bus of visitors had bribed their way to the cross site (“money changed hands”), and, when discovered, the decision was made to stop all access. How simple can the selfish actions of a few result in damage to the plans of the many!



Unaware of this, they waited for three hours but were denied entry. At first they were told that 100 people at a time were permitted for brief visits but, as they saw no traffic at all, they began to suspect a stall-job. They then sent a local man with a camera to motorbike to the cross and take a few photos of whatever activity might be occurring there. He arrived back with the report that the cross was deserted but for a single police or military guard... and no preparations for a 3:40pm service.



Understanding that there would now be no service, the Tour group returned to Vung Tau where they hired the hotel's meeting room and prepared their own impromptu memorial service.

Mike Rogers (6RAR, and present when the cross was put in place) was one of the Trek Tour members and had brought with him the order of service held on that day 50 years ago. They



then adapted the same service to their our service, with members of the Tour group reading the same Scriptures and saying the same prayers.

Under the circumstances, as a make-shift stand-by, it was well received. The evening of the 18th was to have been the “Friendship Dinner” where they expected to mix with their former enemy over a lavish buffet dinner in a relaxed meet and greet atmosphere. The Australians had hoped to get an insight into what were the intentions of the former enemy at Long Tan and get a more accurate assessment of the outcomes than had so far been the case from the “official histories”. This, of course, also failed to happen.

The Vietnamese authorities had cancelled permission for any former NVA or VC other than those from the 33rd Regt (who had not fought at Long Tan and had not been present in the Province until later in the 1960s) to attend the dinner. Amid this further disappointment, the intention of the dinner fizzled, made more disappointing by the presence of many plain-clothed police and the departure of the former NVA contingent as soon as the dinner had ended even though it was still early in the evening.

Again, as with the Concert, there was some talk of the correct permissions not having been sought or granted, and no mention of any \$refund consideration.

On the morning of the 19th August, the Trek Tour group took early-morning calls and were on the busses before full daylight. The intention was to get to the Long Tan cross early – before the police road-block was in place, visit the cross and get some photos (and a quick memorial service if possible) and then get on with the day’s events. They were met at the cross site by the Australian officials and were able to spend about half an hour at the cross to take photographs before we were warned to keep moving.....



So... why had it all happened...?

- (1) The numbers arriving were indeed daunting. With some three times as many arrivals as had been experienced previously, the infrastructure was not in a position to cope.
- (2) The Australian government, media and ex-service groups seemingly failed to make the distinction plain to the Vietnamese that the ANZACs were attempting to commemorate our part in a long war and to honour their part in the same war. The message received

by the Vietnamese (rightly or wrongly) was that it was all a “celebration” of the success at Long Tan.

- (3) The deliberate breaching of local media restrictions was taken as evidence of the “I don’t care” attitude of the visitors, and that apparent attitude was returned.

And what of the future...?

The Long Tan Trek Tour has obtained assurances that it will once again be able to walk the Long Tan battlefield in October 2017 and likely beyond. The Vietnamese authorities recognise that on at least 8 occasions previously, the battlefield had been “trekked” and memorial services held at the cross which have recognised both sides of the conflict. Indeed, the Vietnamese have been included in the short services.



11 Squadron’s new aircraft – the Poseidon.

The P-8A is a fundamental element of Australia’s future maritime patrol and response strategy. Together with the MQ-4C Triton Unmanned Aerial Vehicles (UAS), the P-8A aircraft will replace the AP-3C Orions which are due for withdrawal in 2018-19.

The P-8A Poseidon uses advanced sensors and mission systems, including an advanced multi-role radar, high definition cameras, and an acoustic system with four times the processing capacity of Air Force's current AP-3C Orions. The Government has committed to acquiring a total of 15 P-8A Poseidon aircraft. 12 x P-8A Maritime Patrol Aircraft have been approved for acquisition with an additional three aircraft subject to normal Government Defence acquisition approval processes, including the timeframe for delivery.



The first aircraft arrived in Canberra on 16 November 2016, with the remaining 11 aircraft to be delivered by March 2020. Initial Operational Capability (IOC) for the first eight P-8A's is scheduled for the period 2017 - 2020. Like the AP-3C Orions preceding them, the P-8A Poseidon's will be based at RAAF Base Edinburgh.

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

The P-8A aircraft have an extensive communications suite that includes radios and data links across the VHF, UHF, HF and SATCOM spectrums. An internal fuel capacity of almost 34 tonnes, gives the P-8A the ability to remain on station conducting low level anti-submarine warfare missions at a distance of greater than 2,000 kilometres from base. The P-8A will be compatible for air-to-air refueling with the KC-30A MRTT.

Australia has fully qualified aircrew and maintenance instructors on the P-8A working side by side with the US Navy at Naval Air Station Jacksonville, Florida. The first cadre of three maintenance teams and three aircrews commenced training in April 2016 and are expected to graduate in November 2016, to align with the first aircraft delivery. The first Australian pilot flew a P-8A on 14 April 2015, undertaking a four-hour sortie around the Naval Air Station Jacksonville in Florida, USA.



Plan Jericho is the Chief of Air Force's plan to transform the Air Force into a fighting force that capitalises on the high technology systems that are being introduced in the next few years. Under Plan Jericho, the Air Force will develop and evolve new operating concepts, support arrangements and sustainment processes to best exploit the P-8As capabilities when operated with the [MQ-4C Triton](#) UAS as part of an integrated Maritime Intelligence, Surveillance and Reconnaissance Family of Systems.

Plan Jericho will deliver an integrated system for the P-8A to operate within that is more agile, has an extended reach, hits harder, gathers more information and distributes that information more quickly than ever before.

Click [HERE](#) to see the arrival of the aircraft in Canberra and for a sneak peek inside.

THE RAM

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



Vol 56

Page 6

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.

Angus Meikle

This story is not one of derring-do although as one of many who earned the right to wear the 1939-45 Star as well as the France and Germany Star, I had my moments. Having reached the time of life at which the award of the OBE (Over Bloody Eighty) is due, I have long since learned not to dwell on past sadness in wartime memory. So what follows is a broad-brush treatment of some of the day-to-day aspects of life during my World War II military service from the age of eighteen to a few days short of my twenty-third birthday.

During World War II there were four types of service - Air Force, Navy, AIF and Citizen Military Force (CMF). If you were under twenty-one, you had to have your parents' permission to join the first three mentioned as these automatically included overseas service. On the other hand all males eighteen or over but not in the first three services were called-up in the CMF if not in a 'Reserved Occupation'. My mother would not consent to my joining the Air Force so in to the Army I went. When riding a Harley Davidson from Townsville to Charters Towers, I had an accident which resulted in my being medically classified as Army "B" Class and I found myself manning the telephone switchboard in Townsville. One day, an Air Force Recruiting Unit arrived in Townsville and I asked my C.O. if he would release me if I could join the RAAF as Aircrew. To cut a long story short, the RAAF gave me a medical examination which I passed as they were not worried about a damaged leg. So it was back to Brisbane and my first RAAF posting to No. 3 Initial Training School (ITS) at Kingaroy.

At the outset we were told that the top six out of a course of thirty-two would in all probability be categorised as pilots. I made up



my mind to be one of them. Like most other pilots of the day, my flying started on the Tiger Moth, a well-known biplane which is still flying. My training took place at No 5 Elementary Flying Training School (EFTS) at Narromine in western New South Wales. First built in 1934,

the Tiger Moth is arguably the safest aircraft ever built, but one of the most difficult to fly well. It has a wooden frame covered with fabric. A joy stick which controls the ailerons and elevator is extremely sensitive. On the other hand, if the motor packs up, the plane is like a glider. Despite its frail appearance it is fully aerobatic. I hope readers have an opportunity to fly in a Tiger Moth, it is a wonderful experience.

After my initial pilot training, I was posted to No. 8 Service Flying Training School (SFTS) at Bundaberg, Queensland flying twin engined Avro Ansons. The old Anson had a metal frame which was fabric covered although the wings were all metal. It was a wonderful aircraft to fly as it had no vices or bad habits. The aeroplane had a retractable undercarriage which had to be wound up and down by hand. The winding handle was located on the right-hand side of the pilot's seat and it took something like three hundred turns to retract the undercarriage. So you can imagine what it was like doing solo circuits and bumps. It was such a safe aeroplane that after the war, fitted with an hydraulic undercarriage, it was used as a civilian passenger aircraft.

Graduating from Bundaberg as a Sergeant Pilot I was posted to No.1 Air Observer School (AOS) as a staff pilot training navigators. After six months, I boarded the 'Mariposa' in Sydney for a non-stop run of 16 days to San Francisco. There were only a few Australian airmen on board the 'Mariposa', but there were millions of lice. The ship was on its way back to America for a refit after bringing several thousand Italian prisoners-of-war from the Middle East to Australia. We stayed in San Francisco for about ten days followed by a wonderful train trip to New York. From there, it took us four days to cross the Atlantic Ocean in the 'Queen Mary'. There were four thousand on board and the kitchen staff took all day providing us with two meals a day.



Arriving in UK I had a short stay at the Grand Hotel holding camp Brighton then I was posted to No. 20 Advanced Flying Unit (AFU) for a refresher course flying Airspeed Oxfords. That was followed by a posting to No. 11 Operational Training Unit (OTU) situated next to Maryborough Castle just outside Oxford. The unit was equipped with Vickers Wellingtons - more about them later. Our first task was to 'crew up'. Something like twenty of each Pilots, Navigators, Wireless Operators, Bomb Aimers and Air Gunners all arrived at the station around the same time. Being an RAF outfit, there were only two Australians there (both pilots) all the rest being English. For the first two weeks we all mingled and at the end of that period the pilots, by mutual agreement were expected to have selected their crew. Our crew consisted of myself Pilot, Flt Sgt Fred Jacobs - Navigator; Sgt Jim Whitehouse - Wireless Operator; Sgt John Utting - Bomb Aimer; and Sgt Don Cherry - Rear Gunner.

So the time came to fly the beast. The Wellington was both a unique and a shocking aircraft to fly. It was underpowered with 2 x 850 horsepower Pegasus engines and it glided like a brick. I vividly remember one night when I bounced it on the runway so hard that, when at the top of the rebound, I could not see the runway lights. So with full power on and throttles wide open, the Bomb Aimer sitting in the co-pilot's seat and the Wireless Operator standing between us looking out into blackness, we flew over the countryside at about 100 feet at approximately 120 knots (220 kph). The problem was that we did not have enough height to raise the flaps with safety. However, after missing several church steeples we returned to base some twenty minutes later, relieved but with very rapid heart rates.

The unique aspect of the Wellington was that it was the only aircraft built by [geodesic construction](#). The fuselage was constructed of round aluminium tubes criss-crossed all the way along. This frame was then



covered with fabric. The Wellington was designed and built before the war and was used for many purposes other than bombing raids on Germany. For example it was used by Coastal Command on anti-submarine patrols and in the Middle East for long-distance courier services. I can truthfully say that I never once landed a Wellington correctly. After leaving Wellingtons behind, we next went to a Heavy Conversion Unit to learn to fly Lancasters.

From one extreme to the other! As soon as I flew a Lancaster we were as one. It handled superbly, had no vices and was easy to fly. It had power to spare. In fact, at about 5000 feet and fully laden, it could maintain height on any two engines. It was, without doubt, the finest heavy bomber used during World War II. It was powered by 4 x 1500 hp Rolls Royce Merlin engines and could climb to 21000 feet. Our crew was the same except that we added two more members, Sgt John Palmer - Flight Engineer and Sgt Bill Nunn - Mid-upper Gunner. So now we had a total crew of seven.

Up to this time we had all been NCOs and at 21 years of age, Fred and I were the old men of the crew. All the others were 18 and 19. At the end of our conversion training, we were posted to No. 15 (RAF) Squadron to fly Lancasters on operations. As was the custom upon arriving at a new unit, the Pilot reported to the Commanding Officer. As soon as I walked into his office his first comment was "Meikle, why aren't you a commissioned officer"? My reply was that I didn't know. "Well" he said "As of now you are a Pilot Officer". When I was leaving his office an hour later he added "You are now a Flying Officer so you must take this memo to the Adjutant". This was the first time our crew had been split up in living conditions.

No.15 Squadron celebrated its 75th birthday in 1990, having been formed in 1915. It is the oldest RAF Squadron still operational. The stone buildings at Mildenhall are magnificent and when I was there the station also housed Headquarters of No. 3 Group with an Air Commodore as Commanding Officer. The administrative style was traditionally RAF to the point that even in wartime we had to 'dress' for dinner in the Officers' Mess and we were paid an extra two shillings and sixpence per day because we did not have a batman. Each bedroom had its own fireplace and that was absolute heaven after spending my previous time on wartime aerodromes sleeping in Nissan huts. One particularly good point about Air Force conditions was that if you came back from an operational sortie, you came back to a degree of comfort.



Now to actual operations. Firstly, let me say that every time we headed down the runway with a fully laden 'bombed-up' aircraft I was terrified. Most of the time the weather conditions were shocking, flying through cloud and storms on most sorties. We had no modern navigation or radio aids so all navigation was done on a 'dead-reckoning' plot with the possibility of a position fix being made by the Navigator using a bubble sextant during a break in the cloud or by the Wireless Operator using a loop aerial. With a bit of luck the Pilot may catch a glimpse of the North Polar star. About an hour before take-off the Pilot and Navigator attended a briefing conducted by the C.O., giving us details of target, heights, speed, tracks, fuel load and the like. We then worked out our course, having been provided with the known or estimated wind speed and direction. The Pilot made a small copy for his own use as a back-up in case anything happened to the Navigator. Then out to the aircraft.

If it was covered with ice or snow, you would wait for the glycol tanker to arrive to spray the aeroplane. Then it was away as soon as possible. On our return, the aerodrome could be covered in cloud from 0 to 20 000 feet. We were fortunate at Mildenhall in that we had 'Fido' which was a fog dispersal device. Fido consisted of pipes running down the side of the runway with burners, similar to blow torches, at regular intervals. When lit and in full operation, the fog/cloud base was raised to about 500 feet, sufficient to permit a visual landing. I remember one night when our airfield was completely fogged-in, an aircraft called up on radio requesting Fido be lit as he was running out of fuel and could not return to base. That particular request was unusual because the aircraft was a massive Sunderland Flying Boat which, of course, did not have wheels. The pilot was instructed to land on the grass which he did impeccably with hardly a dent in the aeroplane. Naturally, it had to be taken to pieces for removal.

I mentioned before that all flight times and courses were calculated at the briefing before take-off. There was one unforgettable occasion when the information was very much in error. We were heading for Kiel, with a forecast wind of something like 60 knots from the south-west. A



few minutes before we were to turn south at Point X onto the final leg to the target, we saw in front of us a city all lit up. It could only be a major city in neutral Sweden, a long way past our turning point. We calculated that instead of experiencing the predicted wind effect the actual wind was westerly at 120 knots. I immediately descended to a lower altitude to get away from the high level wind effect, otherwise we would not have sufficient fuel to get home against such a strong wind. On the way home we found and bombed Kiel, then descended to sea-level, cutting out the planned northern triangle and flying straight home on dead-reckoning navigation, having no radio beacon to guide us.

The average duration of those operations was approximately five hours during which time the pilot and rear gunner were strapped to their seats with their parachutes acting as seat cushions. The remainder of the crew could move about as they each wore only a parachute harness. Their clip-on 'chutes were stored in a readily accessible rack. Only once were we hit by anti-aircraft fire, losing our starboard engine. Another occasion which initially scared the pants off us was the first time we carried a mid-under gunner. When he opened fire the noise inside the aircraft was horrific and everybody's blood pressure went through the roof. The introduction of mid-under gunners in selected aircraft came into being after the Air Force had suffered many casualties as aircraft were coming in to land at home base with wheels and flaps down. The German Air Force had modified a number of twin-engined night fighters with upward-firing cannons and they were very effective against 'sitting duck' targets.



Just being part of a bomber stream at night carried its own risks. External lights attracted night fighters so we operated in darkness. Our only signal that we were too close to one of our own was when one of the crew reported seeing a red hot exhaust. After 'D-Day' we began to operate in different fashion. No.3 Group was put on a crash course of daylight formation flying - the only Group in the RAF to do so. The aim, with fighter cover, was to bomb bridges and like targets in support of our advancing Armies. Formation flying in fast manoeuvrable aircraft was very different to formation flying in slower heavily laden Lancasters. The worst experience in that type of operation was when an aircraft ahead was blown up and you had to continue in formation through where he had been. During the closing stages of the war, the Germans opened the dykes and flooded Holland with sea water. The whole Dutch population was confined to the major cities on high ground. In a life-saving operation, Bomber Command sent in over a thousand aircraft daily, each carrying 15 000 pounds (6 800 kg) to Holland. The food, including flour, sugar 5 and tinned commodities, was packed in jute sugar bags and stacked in the bomb bay. We dropped our loads on race courses and on playing fields at exactly 500 feet in height at a speed of exactly 150 knots. It was a very exciting and satisfying exercise from a pilot's point of view to fly a four-engined aircraft at low level.

The reason for the precision flying was that at the point of impact the bag would have lost its forward momentum and did not have time to gather great downward speed. The plan worked and the bags did not break. Within an hour there was quite a mountain of food at any one drop zone and crowds of people would be waving and cheering. From our point of view it was a great humanitarian experience.

Toward the end of hostilities, some Lancasters were modified by removing the bomb doors to carry a 20 000 pound armour-piercing bomb (they were known as 'Ten Ton Tessies') across the Channel to the submarine pens in France. The Lancaster was an extremely strong aircraft yet at the same time, very responsive. You could fling it from one wing tip to the other in a matter of seconds, but you needed to warn your crew first! The Lanc was capable of diving at a speed in excess of 500 m.p.h. and I believe that there were recorded instances when the aircraft survived rolling through 360 degrees during storms. There are also stories about individual Lancasters - the hardware in which we flew. For example our No. 15 Squadron aeroplane, Lima Sierra Juliet in today's phonetic alphabetic parlance, was 'The Greatest Survivor' of World War II Lancasters, carrying its crews through 142 operational missions.

Immediately after the war we were sent to all parts of Europe to fly back prisoners-of-war. We would land at a variety of aerodromes, most of which were well spotted with bomb craters. Something like 200 Lancasters would line up one behind the other and wait for trucks to bring in POWs. Usually we loaded each aircraft with 25 passengers. I still do not know how they were fitted in. It was not all flying and no play. In fact we enjoyed quite liberal leave and I was fortunate enough to see a great deal of the UK including Cornwall and Scotland and most parts in between. I got to know my father's family and I spent a lot of time with them and with families of my crew. It is worth mentioning here that the RAAF had taken over the Strand Palace Hotel as an Australian leave hostel in London. Australia House is adjacent and if you were going to spend leave with a family, you could call at Australia House and collect half a kit bag of Australian produce such as tinned butter, fruit and meat as a gift to your host.



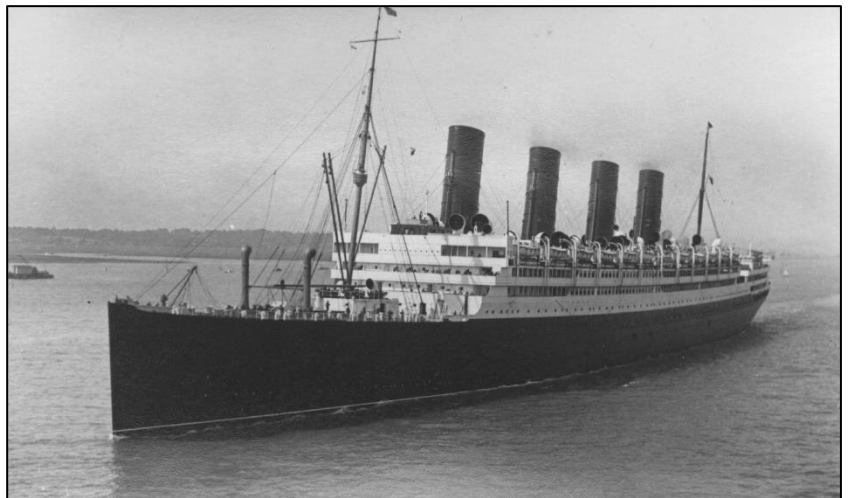
With the drastic food rationing in the UK we were naturally welcomed with open arms. One night I will always remember was the celebration of VE Day - the end of the war in Europe. I was in a little town called Kilmarnock. Everybody was dancing in the main street, the whisky was flowing and the kilts swirling, but I was not allowed to dance as I was in uniform and not in a kilt. Someone loaned me a kilt which I wore over my uniform trousers and a great night was had by all. During some of my leave in London I visited all the famous landmarks. On those occasions, I was introduced to live theatre, ballet and orchestral



music which I immediately loved. Let me say also that I met some delightful English girls and enjoyed their company but I did not get involved in any serious attachments for two good reasons. Firstly, none of us knew when our number could be up and secondly, I could never live in a cold climate.

In any case, all I ever wanted to do was to return to Australia in one piece. That return was on the old 'Aquitania' which was similar to the ill-fated 'Titanic'. So the war period of my life came to an end. I joined on 10th February 1942 and was discharged on 18th January 1946.

I loved the exhilaration of flying. In fact, I still do. In retrospect, I look at that segment of my life as a memorable experience of which I concentrate on the positive, pleasurable aspects. Several years ago, in company with my wife Shirley, I visited Mildenhall on a nostalgia trip organised by my late Bomb Aimer's brother, Patrick Young. R.A F. Mildenhall is now



an American base for Airborne Refuellers. The Commander of the base, U.S. Lieutenant Colonel Robert Lyle, gave us the red carpet treatment for a full day. One which will live long in our memories.

My crew and I corresponded ever since WWII. The close relationship between us and the raw emotions we shared, I might say, could not occur in peace time. Due to the passage of time, Don Cherry my former Rear Gunner is the only surviving crew member apart from myself. He lives near Seville, Spain. Shirley and I visited him during our trip to Europe.

As a postscript, I would like to add that former ACA Branch President and current Archivist Eric Cathcart was a fellow member of my flying training courses at Kingaroy, Narromine and Bundaberg where we both graduated as pilots. Until we came together seven years ago in our ACA Branch, we had not seen each other since 1943. Neither of us has changed one iota !!





F-111C Aircrew Reunion Annual Dinner.

The F-111C Aircrew Association was formed on the 3rd December 2010, the same day the RAAF retired the aircraft type. Current office holders are Geoff "Shep" Shepherd – President and Mike "Boggy" Smith - Secretary (right).



The aim of the Association is to provide a structure where all those who flew in the mighty Pig in RAAF service can get together, even if only in cyberspace and hold an annual dinner to keep the spirit alive by telling some old and very bold stories - as well as downing the odd one or two as it was ever thus. Retirement being the great equaliser that it is, all members are equal in the Association and anything done since a member's time on the "Pig" is of passing interest only.

Old wounds are banned, Left or right hand seat doesn't matter and there is no retained rank, everyone's hours are equal in quality and everyone's stories are worth listening to – more hours in the log book means nothing more than the member should have more stories to tell.

The RAAF purchased the F-111 from General Dynamics in 1963, but because of many setbacks the first aircraft was not accepted until 1973, some years after many of those who had gone to the US to learn the aircraft had in fact left the RAAF. Once here though, it proved to be an extremely capable aircraft and those that flew in it and those who worked on it - loved it.

This year's reunion was the seventh to be held since the Association inauguration and was once again held at the United Services Club in Brisbane.

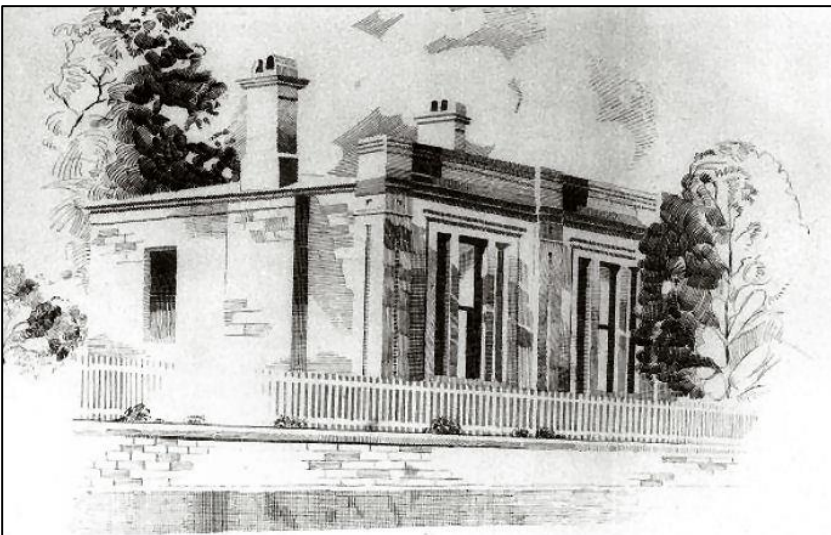
The United Services club is situated at 183 Wickham Terrace, in Spring Hill, and overlooks the city of Brisbane. It was formed back in 1892 and opened by Major General John Owen, the Commandant of the Queensland Defence Force.



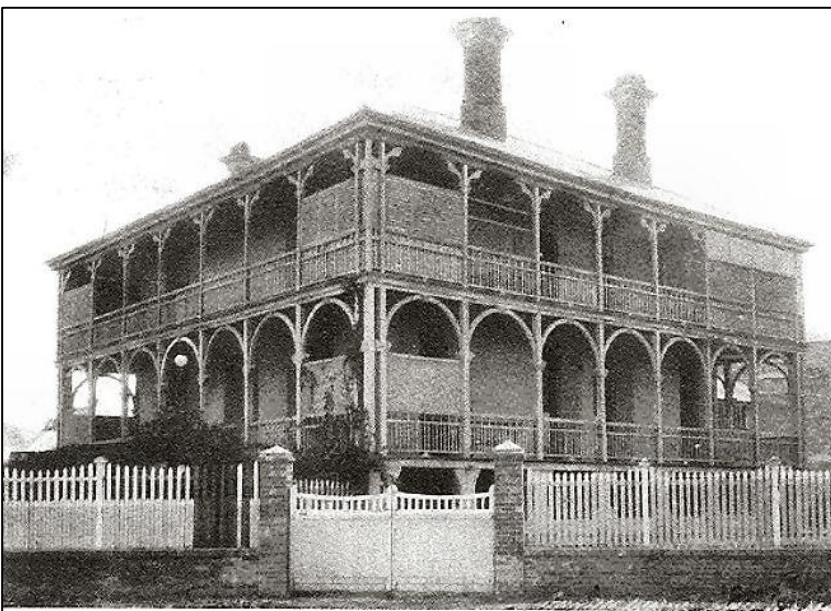
Towards the latter part of the nineteenth century, in the Colony of Queensland, the Brisbane based officers of the Defence Forces used to gather in rowdy taverns, one of the first meeting places was the Shakespeare (later renamed Cecil) Hotel in George Street, long since gone. For some time the idea of forming an officers' club with its own



premises had been favoured and talked about, but the drive and initiative needed to bring it about seemed to be lacking, at least until Major General John Fletcher Owen arrived from England in 1891 to take over as Commandant of the Queensland Defence Forces. He approached the Home Secretary (as ministers for local affairs were then designated) and the Government responded with the offer of a building in William St (right) for the use of the proposed club and a grant of 50 pounds per year to be used as upkeep. The Club was officially opened on Thursday night the 22nd December and stayed open for 6 years until it was demolished to make way for the sandstone Government Executive Building. As a replacement, the Government provided temporary premises almost opposite the GPO in Queen St. Also about that time, the Club's name was changed to the "United Service Institution of Queensland". Why this was done is unclear.



Then in about 1900, the Club was given the two story building "Aubigny" which was situated at 293 North Quay where the Park Regis now stands. Then in 1904 it was up and move once again, this time to a new home at 21 North Quay which stood between Adelaide and Queen streets now the home of the Brisbane City Council.



In 1914 the Club purchased a block of land at 70 George St and plans were submitted to build a single storeyed brick building to be its new club house (also long gone, now the new Gov't Executive Building). The Club (below) stayed there for the next 33 years. This was an era when a drink (or 6) after work was considered to be a wise precaution before facing the rigours of the homeward journey, by tram or steam train and, of course, there was no more agreeable place for a man to honour this custom than at his club. Therefore it became a regular meeting place for many members around 5 pm.

After several years, it was obvious that the single story building was inadequate for the Clubs' needs and a second story was added. It is believed that 1929 was the year in which the Club acquired one of its most treasured trophies, the navigation lights from the cruiser HMAS Sydney, famous for vanquishing the German raider Emden at Cocos Island in 1914. They are now mounted on the port and starboard sides of the front door of the present building and add distinction to the Club entrance.

In 1935, at the annual general meeting, a proposal was put forward that the Club be converted into a residential Club with particular regard to reciprocity with other Clubs. In 1936 the committee started to look around for alternate premises which would include accommodation facilities.

As in all gentlemen's clubs at that time, generally, ladies were invited only on very special social occasions, such as dances. So when the Club's tenant, the Naval and Military Institute, sought permission to invite ladies to a lecture on the Great Barrier Reef there was a reluctance in the committee's granting of this request, subject to the proviso that it was 'not to be taken as a precedent'. In the event, the "privilege" was abused to the extent that some ladies were observed in the lounge. Expressions of displeasure were conveyed to the Institute.

Also, for many years previous to 1937, there had been poker machines in the bar but the profit from them had never been mentioned as a separate item which leads to the presumption that their legality was in question. The decision at the last committee meeting for the year that 'pending new legislation to be passed, the poker machines be removed from the bar, and stored for future action' suggests that a new law to put their illegality beyond doubt was imminent. The following year, after the committee had taken legal advice, they were placed in storage and never used again.



In September 1939, the Club went into war mode. Negotiations which were underway to purchase the building next door were shelved and a proposed squash court was cancelled. Experience gained from WW1 seemed to be behind the decision to stock up with 200 gallons (750 litres) of scotch whisky – just in case the conflict went beyond the predicted six months. This quantity was increased in May 1940 when things looked more dire than originally thought and the tally was increased to 370 gallons (1,400 litres). Whisky drinkers had an alternative to scotch in an Australian brand of firewater named Corio whisky, after the locality in Victoria where it was distilled; a perfectly wholesome drink lacking only palatability. As the war dragged on customers were obliged to accept an increasing proportion of this local product in their whisky orders, and some drinkers even developed a liking for it which lasted after the war; but only until scotch became freely available once more.



The war had wrecked havoc with the Club's clientele with most overseas fighting and things looked bleak - until the 7th December – Pearl Harbour. By the 22nd December, some American personnel had already arrived in Brisbane and the Committee resolved to send letters to all the American Units inviting them to become honorary members of the Club. The influx of allied service officers boosted the Club's treasury considerably.

When peace broke out in 1945, the Club was poised to rise to new heights as a first-rate Club, exclusive as always to gentlemen holding a King's commission in either the Navy, the Army or the Air Force. There were hundreds of eligible officers eagerly seeking admission to a place where old comrades in arms could meet in congenial surroundings to partake of a drink and a meal in each other's company and, perhaps, refight a battle or make plans for some future contest on a sporting field. The problem was how to enlarge the circle to accommodate all those newly demobilised young officers waiting to come in. Clearly the only answer was to acquire new premises adequate to the needs; a well situated building providing ample space, comfort, overnight accommodation and having a dignity befitting the status of the Club.

Then in July 1946, one of the Club's members, a Major Maldwyn Davies mentioned that his family owned a property in Wickham Terrace called Montpelier and which the family wanted to sell. The property was valued at £30,000 (\$60,000). As a building, 'Montpelier' had a fascinating background. William Davies, Major Davies' father, had made his fortune in Gympie during the gold mining years. He bought the site in 1897, on which stood an old timber lodging house, no doubt at an excellent price for the colony was then gripped by a severe depression and real estate values were extremely low. Then, in 1907, William Davies demolished the old house and erected a new brick structure of three stories, using first grade materials and good craftsmen. The contract price was £7000 and the building was designed specifically as a private hotel providing short and long term accommodation for gentlemen and their ladies. As a private hotel, 'Montpelier' had the highest standards for clientele, even decades later; the late Roderick S Colquhoun, the first Queensland manager for The Broken Hill Proprietary Company Limited, stayed at 'Montpelier' for a few weeks in 1938 while looking for a permanent residence. Colquhoun later recalled that his reservation was not accepted until he had arranged a

recommendation from a well-known businessman. During the war, it was requisitioned by the US forces as accommodation for officers of Field rank.

In September 1946, the Club's Committee decided to proceed with the purchase of the current building for the sum of £30,000 and also authorised a further £20,000 to be spent on alterations and furnishings. It was also decided to buy the timer building, known as the Green House, which was built in 1907 and is situated to the east of Montpelier. 26th May 1947 was the date set for the opening of the new bar. Membership had by then grown to 2168 persons.

Immediately following the Club's acquisition of the site, conversion teams of carpenters, bricklayers, electricians, refrigeration experts and others began to refurbish the two buildings.

The ground floor of Montpelier was "converted" to two lounges, a dining room, library, and kitchen, the second floor to residential rooms and the third floor for 3 billiard rooms, card room and bathing facilities. All levels originally had wide verandas facing the city but these were closed in on the 2nd and 3rd floor sometime later. The Green House was not utilised by the Club at this time but was rented to an exclusive ladies Club. Although the Club was a very early pioneer in having ladies as members, its members in 1960 still retained an old-fashioned, perhaps even



chauvinistic, attitude towards ladies. At a committee meeting in January, 1960, the president, Wing Commander Christensen, expressed his disapproval at the fact that ladies had been entertained at a function held by the Royal Flying Doctor Service. This, the president said, was not an 'authorised' ladies' night; the minutes record that 'the secretary was instructed to convey to the member responsible an expression of the committee's disapproval. However, soon afterwards the committee experimented with a mixed dining night, this time for members connected with the Mater Hospital. The first cracks had begun to appear in the facade of masculine domination.

(In our opinion there is nothing so boring as an all male event – tb)

By the middle of 1972 Australia's involvement in the Vietnam War had virtually ended. The last infantry battalions had returned home earlier in the year; logistics troops were packing up and leaving; in Australia the numbers of young men being conscripted were reduced and their term had been shortened from two years to 18 months; public support for the war was almost non-existent; everywhere, the military seemed to be on the defensive. In the media, in the schools



and universities, even in the public service, there were strong feelings against the war in Vietnam and against all matters military. Forced to bear the brunt of an unpopular war, the military seemed to retreat into a shell. This anti-war, anti-Vietnam veteran feeling permeated many aspects of society, even going so far as to affect the United Service Club

Unlike WW2, Vietnam did not produce a sudden rush of veterans who joined the club as members consequently the Club's Committee had to wrestle with the important issue of declining patronage.

It was about this time that Westfield and Civil and Civic came acalling, indicating they were both interested in buying the property but these offers were short lived and evaporated before any recommendations could be put to the committee. It was decided to stay put for the next 5 years and see what happens.

This proved a wise decision. In December 1972 the first Labor Government to hold office since 1949 led to huge increases in inflation. The club's trading position suffered severely, not just from the changed economic and political climate but from the differing attitude towards drinking in the community. In 1973, with profits dwindling, the decision was taken to allow ladies into the dining room at lunchtime.



In 1974, under the pressure of reduced usage and difficult trading, the controversial question of civilian membership was finally faced by the Committee. In its history, the Club had always prided itself on its military origins and on the military service of its members. In all its premises, it had much of the atmosphere of an Officers' mess or wardroom; the same, easy, gentle rules prevailed; the same polite but not obsequious deference to rank, the same feeling of belonging to an organisation with a common purpose and being with fellows of a common background. Yet by the late 1960s the proportion of the population that were potential members - those with commissioned service in one of the armed forces - was declining. The future of the Club was at risk. By the early 1970s, however, it became apparent that, were the Club to survive, it would have to open its books to members who might not have had the required service background. Now it was possible that the entire nature of the Club might change with the influx of civilian members. Many thought the Club had passed its heyday.

However, membership of the United Service Club had distinct advantages for the many professional men and women with their offices or surgeries in the area. The medical profession, with its close links to the armed services, was a clear source of potential members. So were the professions of architecture and engineering, as many firms had moved into offices in Spring Hill



where the rents were less steep than in the central business district. Accountants, lawyers and business consultants, often faced with long waiting lists to the other city clubs such as the Brisbane Club and Tattersall's, found advantages in seeking membership of the United Service Club. Indeed, during the 1970s, the area between Wickham Terrace and Gregory Terrace started to be transformed with both residential and office developments. Each new professional office that moved into the area provided some potential members for the Club.

But among some of the more traditional members, those who clung rigidly to the idea that the United Service Club should be only for officers and ex-officers, a fierce resistance to expansion of membership existed. At the bottom of this resistance was the fear - perhaps real, perhaps irrational - that the Club would somehow be 'taken over' by civilians of less than suitable background. The experience of the sister club in South Australia, which had welcomed civilian members from before World War II, was often put forward as an example of the changes likely to take place. With this kind of resistance, often expressed more loudly than representatively, it is understandable that successive committees were content to duck the question. And, of course, there were other issues to occupy the minds of busy committee men.

There was no doubt that the membership was aging rapidly and it became apparent that an examination of the possibilities of broadening membership was indeed necessary. The imperatives were no longer those of the preserving the character of the Club – rather the preservation of the Club itself.



Montpelier, the main Club building with the Green House on the right.



In July 1974 members of the Club voted overwhelmingly (more than 84%) in favour of introducing civilian membership. That year saw an improved patronage of the Top Bar, which an earlier Committee had thought about closing.

In 1978 Montpelier was certainly showing its age and over the next few years considerable redecorating and installation of better equipment was carried out in the bars, dining rooms and accommodation area but the Club moved slowly into the computer age. In October 1984 legislative changes by the Federal Government in the area of sexual discrimination meant that the Club had to examine closely its membership rules. This meant that both males and females would be eligible to be elected to service or civilian membership in accordance with their appropriate category. Changes were in the wind.

On the 18th August, 1988 more than 70 members and friends attended the Club's first Vietnam Veterans Day luncheon. That Vietnam Veterans Day luncheon was the first of what has become an annual and successful occasion.

The Club was listed on the Queensland Heritage Register on the 28 April 2000. If interested, you can read the history of the Club, which includes some background information on early Brisbane, [HERE](#).

**Some days
I amaze myself.**

**Other days, I put my
keys in the fridge.**

It was in this wonderful old building with its tons of old world charm, its abundance of stained glass windows and beautiful paintings that the F-111C Aircrew Association Committee had decided to hold their annual get togethers.

THE RAM

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



Vol 56

Page 7



Some of those that went along, seen here at pre-dinner drinks: (all names left to right, click each pic for the HD version)



Dave Millar, "Rocky" Logan.



David Clarkson, Al Blyth, Peter Growder.



Keith Oliver, John McCauley, Alan Curr, Jonny Wog.

THE RAM

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



Vol 56

Page 7



Greg Choma, Omar Rafei, Geoff Shepperd.



John Bennett, Greg "Fitz" Fitzgerald, Mike "Boggy" Smith, Rick "ROF" O'Ferrall.

THE RAM

THE MAGAZINE BY & FOR SERVING
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Vol 56

Page 7



John Tyrell, Barry Sullivan, Tony Stankevicius.



Kevin Paule, Peter Layton.

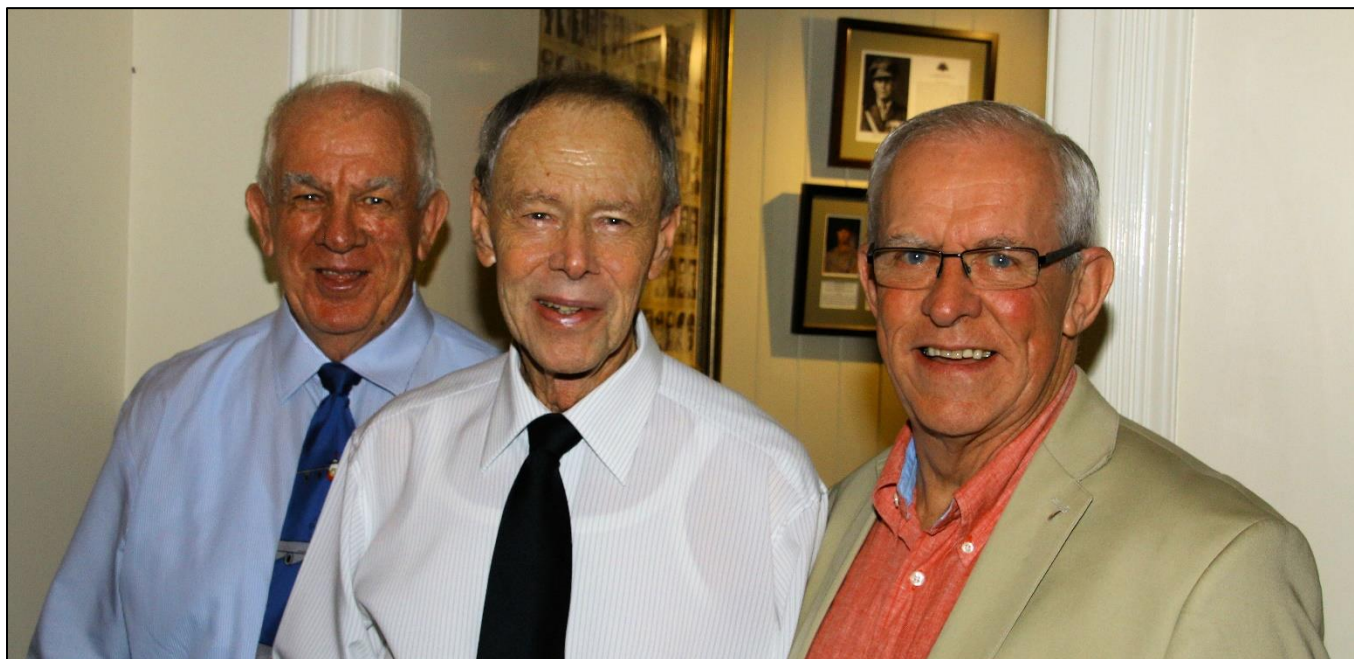
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Vol 56

Page 7



Lindsay Boyd, Bob Bruce, Dave Rogers.



Mark Streat, Geoff Ross, Peter Lloyd.

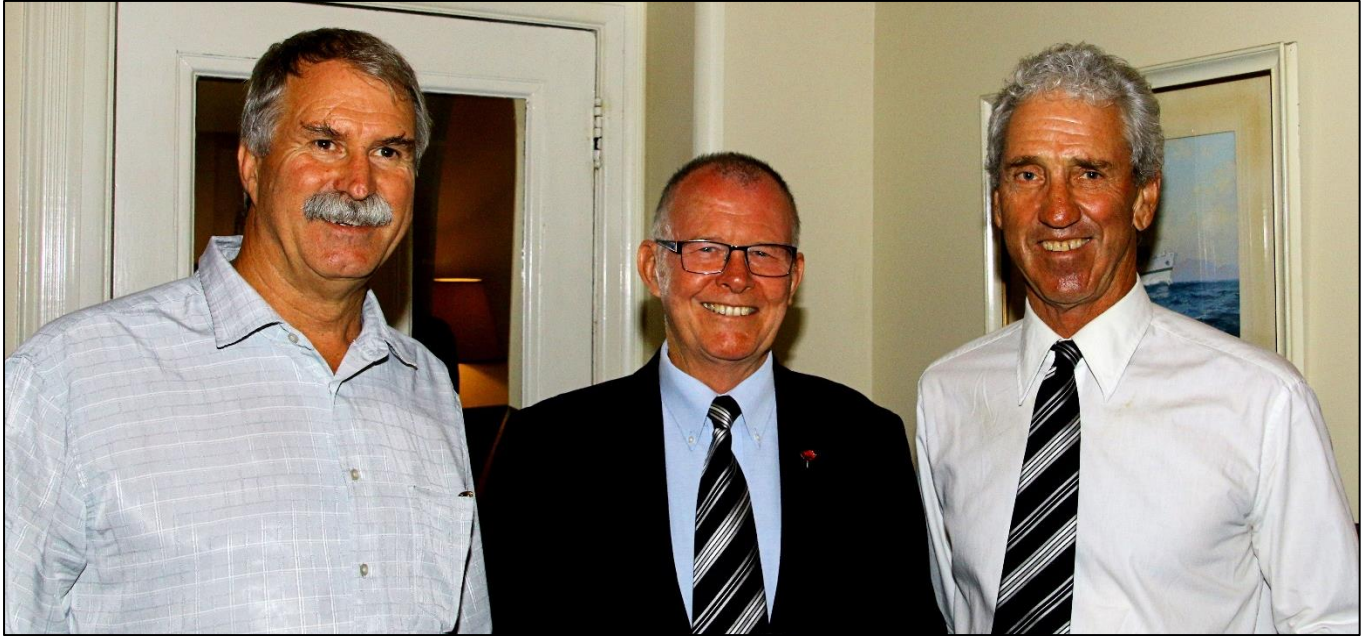
THE RAM

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



Vol 56

Page 7



Mike Maddox, Dave Dunlop, Alan Curr.



Mike Smith, Mike Maddocks, "Rocky" Logan.

THE RAM

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



Vol 56

Page 7



Steve Williams, Glen Ferguson, Shannon Hudson, Zalie Duffy, Adam Lovatt.



Stuart Cooper, Rob Montgomery.

THE RAM

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



Vol 56

Page 7

Soon it was time to move into the dining room....



Michael Smith, Kevin Paule – with the mighty Pig centre stage.

THE RAM

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

Vol 56

Page 7



The People I meet.



Just the other day I was at the gym keeping this immaculate and desirable Radtech torso of mine in its usual tip top nick and as always, tried to blend into the wood work and not attract attention to one's self. Being the shy and bashful masculine male that I am, I never flaunt the fact that I'm the only Radtech in the gym as this would normally mean I was automatically entitled to be honoured and revered by the gym's clientele, instead I keep to myself and try as much as possible to work-out in a far corner away from the prying eye.

After completing a solid hour of chin-ups on the horizontal bar, I decided to finish off by spending a strenuous 90 minutes on the bike.



Unbeknown to me, while I was peddling furiously, the delightful Danielle Parry, who lives a couple of miles from the gym, somehow realised that there was a Radtech working out close by and she just had to see for herself. She grabbed her scooter from the back shed and belted down the centre of the road hoping to get to the gym in time to capture some of that magic Radtechitis that she could see from afar, emanating from the roof of the building. Parking the chrome scooter in the car-park, she raced in, scattering all far and wide and as has happened on numerous occasions, draped herself upon one's person. Being the kind and gentle Radtech that I am, I allowed this draping business to continue for 45 minutes or so, then as I had a prior engagement, I was forced to extricate myself from the lovely Danielle who was visibly and very nearly uncontrollably distraught.

I was later advised by one of the gym's hard working Exercise Physiologists that Danielle had confided in him that although sad to be separated from the bearer of such Radtechitis and was hoping to have spent at least a full morning so draped, she did say she now felt at peace with her inner self – a fact she definitely attributed to being somewhat infected with Radtechitis.

Danielle joined the Army in 1994 and discharged in 2014, 12 of those years were spent full time and a further 8 spent in the Reserves. Danielle currently works for the Department of Human Services.

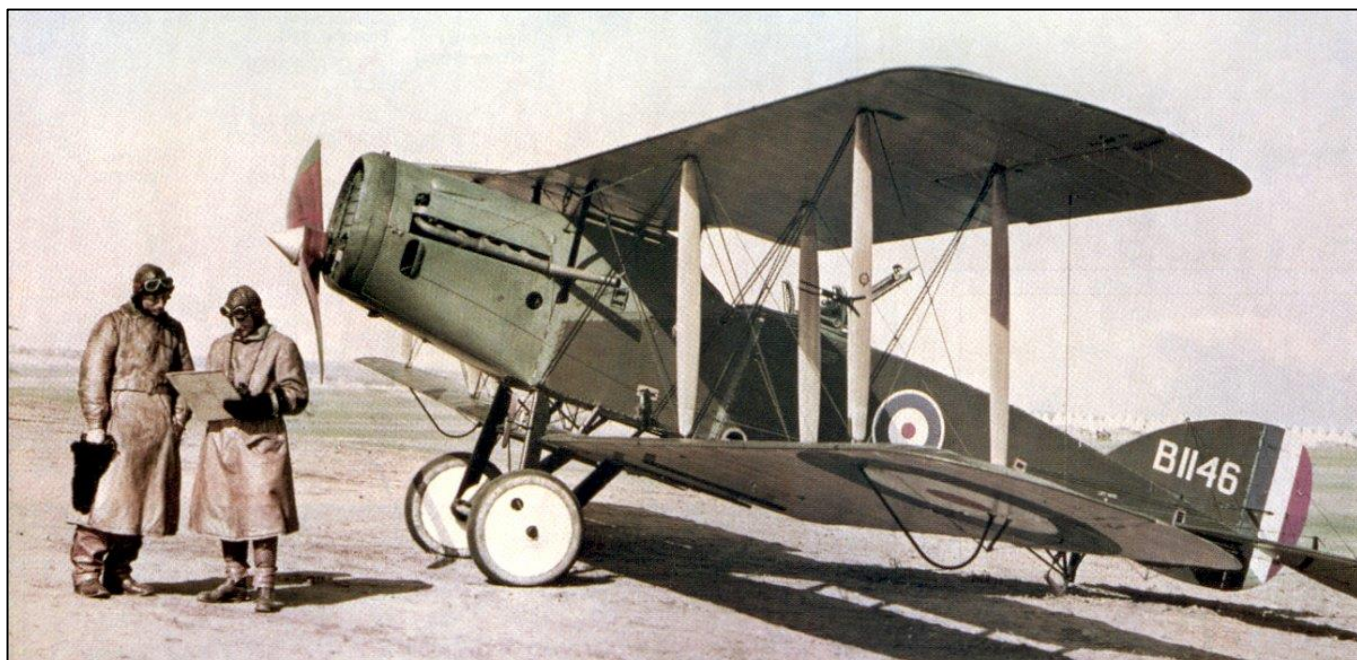
Her husband was also Army and they met in Darwin.

A doctor who had been seeing an 80-year-old woman for most of her life finally retired. At her next check-up, the new doctor told her to bring a list of all the medicines that had been prescribed for her. As the doctor was looking through these his eyes grew wide as he realized Grandma had a prescription for birth control pills. "Mrs. Smith, do you realize these are birth control pills?" "Yes" she said, "they help me sleep at night." "Mrs. Smith, I assure you there is absolutely nothing in these that could possibly help you sleep!" She reached out and patted the young doctor's knee and said, "Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16-year-old grand-daughter drinks. And believe me it definitely helps me sleep at night."

Squadrons 1, 2, 3 & 4 Centenary.

Thanks to the RAAF's [Image Gallery](#)
for some of these photos.

On Friday the 28th of October 2016, the RAAF marked the Centenary of Numbers 1, 2, 3 and 4 Squadrons with a ceremony and a series of events and activities at Williamtown. John Broughton and I went along.



No 1 Squadron Bristol Fighter, Palestine, 1918.

1 Squadron.

1 Squadron is now headquartered at Amberley and is equipped with the Boeing F/A-18F Super Hornet. It was formed under the Australian Flying Corps in 1916 (pre RAAF days) and saw action in the Sinai and Palestine Campaigns during World War I. It flew obsolete Royal Aircraft Factory B.E.2s, B.E.12s, Martinsyde G.100s and G.102s, as well as Airco DH.6s, Bristol Scouts and Nieuport 17s, before re-equipping with the R.E.8 in October 1917 and finally the Bristol Fighter in December. Its commanding officer in 1917–18 was Major Richard Williams, later known as the "Father of the RAAF". Disbanded in 1919, No. 1 Squadron was re-formed on paper as part of the RAAF in 1922, and re-established as an operational unit three years later.

During World War II, the squadron flew Lockheed Hudson bombers in the Malayan and Dutch East Indies campaigns, suffering severe losses before being reduced to [cadre](#) in 1942. It was

re-formed with Bristol Beauforts the following year, and re-equipped with de Havilland Mosquitos in 1945 for further operations in the Dutch East Indies. Reduced to cadre once more after the war ended, No. 1 Squadron was re-established at Amberley in 1948 as an Avro Lincoln heavy bomber unit. From 1950 to 1958 it was based in Singapore, flying missions during the Malayan Emergency, where it bore the brunt of the Commonwealth air campaign against communist guerrillas. When it returned to Australia it re-equipped with English Electric Canberra jet bombers. It operated McDonnell Douglas F-4E Phantoms from 1970 to 1973, as a stop-gap pending delivery of the General Dynamics F-111C swing-wing bomber. The F-111 remained in service for 37 years until replaced by the Super Hornet in 2010. From September 2014 to March 2015, a detachment of Super Hornets was deployed to the Middle East as part of Australia's contribution to the military intervention against ISIL.

2 Squadron.

2 Squadron was formed at Point Cook in September 1916 and initially its personnel were members of the Australian Army. The Squadron today operates from Williamstown and is equipped with the Boeing 737 AEW&C "Wedgetail" aircraft.



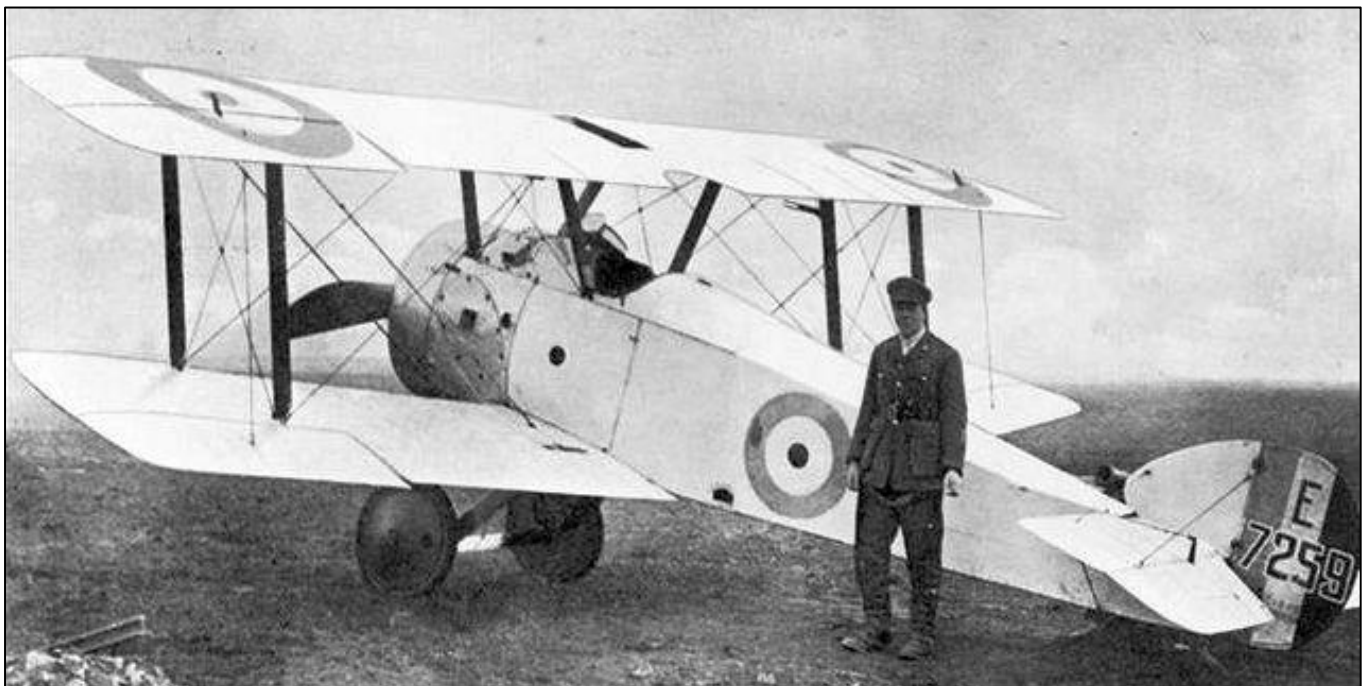
It has operated a variety of aircraft types including fighters, bombers, and Airborne Early Warning & Control (AEW&C) aircraft. You can see 2 Sqn's history [later](#) in this issue.

3 Squadron.

3 Squadron is a fighter squadron, now also headquartered at Williamtown. Established in 1916, it operated on the Western Front in France before being disbanded in 1919. It was re-raised as a permanent squadron of the RAAF in 1925, and during World War II operated in the Mediterranean Theatre. The Cold War years saw the squadron disbanded and re-raised twice. It was based at RAAF Butterworth during the Malayan Emergency and the Indonesia–Malaysia *Konfrontasi*. Equipped with McDonnell Douglas F/A-18 Hornet multi-role fighters from 1986, the squadron deployed to Diego Garcia in 2002 to provide local air defence, and the following year contributed aircraft and crews to the invasion of Iraq as part of Operation Falconer. In April 2016, it deployed to the Middle East as part of the military intervention against ISIL. You can see more on 3 Squadron in an earlier edition [HERE](#).

4 Squadron.

4 Squadron was formed as a unit of the Australian Flying Corps at Point Cook in October 1916. Shortly after its formation the Squadron departed for Britain, arriving at Castle Bromwich for further training in March 1917 and was then sent to France in December 1917. During its time on the Western Front, it was assigned to No. 80 Wing operating Sopwith Camels and Snipes, performing fighter sweeps and providing air support for the army. It also raided German airstrips. 4 Squadron claimed more "kills" than any other AFC unit, destroying 199 enemy aircraft and 33 enemy balloons.



Members of the unit included Captain Harry Cobby, the AFC's leading ace of the war, credited with destroying 29 aircraft and observation balloons, and Captain George Jones, who shot down seven aircraft and later served as the RAAF's Chief of the Air Staff for ten years. Aces Roy King, Edgar McCloughry, Herbert Watson, Thomas Baker, Leonard Taplin, Thomas Barkell, Arthur Palliser, Norman Trescowthick, Garnet Malley and Albert Robertson also served in the squadron.

Following the armistice, No. 4 Squadron remained in Europe and was based in Cologne, Germany, as part of the British Army of Occupation. It returned to Australia in March 1919 and was disbanded in Melbourne in June but re-raised in 1937. In 1942 it deployed to New Guinea, where it supported military forces by spotting for artillery and providing reconnaissance and close air support. As the war progressed, the squadron took part in the Huon Peninsula, New Britain and Borneo campaigns. It was disbanded in early 1948, but was re-formed on 2 July 2009 to provide training to forward air controllers and to support Army Special Operations Command.

Today 4 Squadron consists of three Flights designated as A, B and C as well as maintenance / logistics sections and a small administrative team.

A Flight.

A Flight is composed of personnel responsible for operating four Pilatus PC-9A(F) Forward Air Control (FAC) variant aircraft. The PC-9A(F) in grey paintwork differs from the standard PC-9A in several ways, including external stores carriage, communications equipment, undercarriage and is fitted with smoke grenade dispensers for target marking. The aircraft are based at Williamtown to train ADF Joint Terminal Attack Controllers (JTAC).





B Flight.

B Flight is the Combat Control Team (CCT), composed of Combat Controllers responsible for reconnaissance, joint terminal attack control and advanced force operations either as part of a larger advanced force (supporting the Commandos from the 1st or 2nd Commando Regiment or independently). Combat Controllers provide a range of capabilities, including Forward Air Control of Offensive Air Support, Landing Zone Reconnaissance, Aviation Meteorology Observation and Airspace Management. The Special Tactics Project was formed in 2007 to train air force personnel as Combat Controllers (similar to US Air Force combat controllers) following a request by the Army Special Operations Command. Between 2008 and 2009, three intakes completed initial training and four members deployed during combat operations in Afghanistan with the Special Operations Task Group (SOTG). Combat Controllers served continuously with the SOTG from 2008 rotating controllers at each SOTG rotation until withdrawal. In July 2009, the Special Tactics Project became B Flight in the reformed No. 4 Squadron.

C Flight.

C Flight delivers the ADF Joint Terminal Attack Controller (JTAC) course as well as the on going accreditation of graduates. In 2005, the Air Force became the first foreign air force to receive [Joint Terminal Attack Controller](#) (JTAC) accreditation from the United States Joint Forces Command. The six-week JTAC course teaches planning, briefing, controlling and reporting of close air support (CAS). The JTAC course is conducted twice a year with an aim of graduating 32 students a year. More than 300 students have graduated since 1997.

Sqn Ldr Lia Ross had spent months preparing the event and in the end she had everything planned to a T, except for the weather – unfortunately old [Hughie](#) hadn't read the script and he made it rain on her parade. We have it on good authority that a few Hail Marys were said early that morning but all to no avail. But, as they say, the show must go on – and so go on it did!!



And a bit of crook weather wasn't going to deter the thousands that wanted to see the event and with the shade areas vacated of aircraft, they had a dry vantage point from which to watch it all.

The Centenary of Australia's first flying Squadrons was an ideal opportunity to hold a Parade (does the RAAF really need an excuse to hold a Parade?) and to provide a Family Day where family and friends of past and present members of each of the 4 Squadrons would be welcome at the base and could come and experience it all. The Centenary Parade and Family Day was planned as a simple and elegant celebration of this historic milestone, providing the opportunity to display the contributions and achievements of the first flying Squadrons over the last 100 years, showcasing the innovation and evolution of Air Power from its humble beginnings into the modern integrated Air Force of which we know today. Importantly, the program brought into focus the dedication, commitment, sacrifice and exemplary service of the Australian Flying Corps and Air Force personnel past and present, highlighting the enduring spirit of 'mateship' and community. The program commenced at 10.00am with a full Colours Parade and unfortunately, as this got under way, Hughie opened the Heavens.



It was planned to have a number of classic "war birds" on display, including 4 Tiger Moths which were programmed to put on a flying display, but due to the inclement weather, their arrival was cancelled. However, the enthusiastic crowd were not disappointed as about 11.30am, after the parade had finished and the troops had marched off, the rain stopped, the weather cleared (Murphy's Law?) and the immaculate Wirraway belonging to Charles Mac Kay was able to take to the sky and entertain the crowd with a number of low level fly-pasts and aerobatic manoeuvres.

After the Wirraway, one of 4 Squadron's Pilatus PC-9 aircraft was quickly airborne and entertained the crowd followed by four classic Hornets from 3 Squadron which flew a number of close formation, low level, fly pasts, followed by the traditional star-burst finale. Then it was



THE RAM

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

Vol 56

Page 8

time for the Super Hornet, those aircraft that convert kerosene to noise, to rocket back and forth over the crowd. The air protection pads, thoughtfully handed out as we entered the base were very handy.



F/A-18A Classic Hornets from 3 Squadron fly by in close formation.



THE RAM

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

Vol 56

Page 8



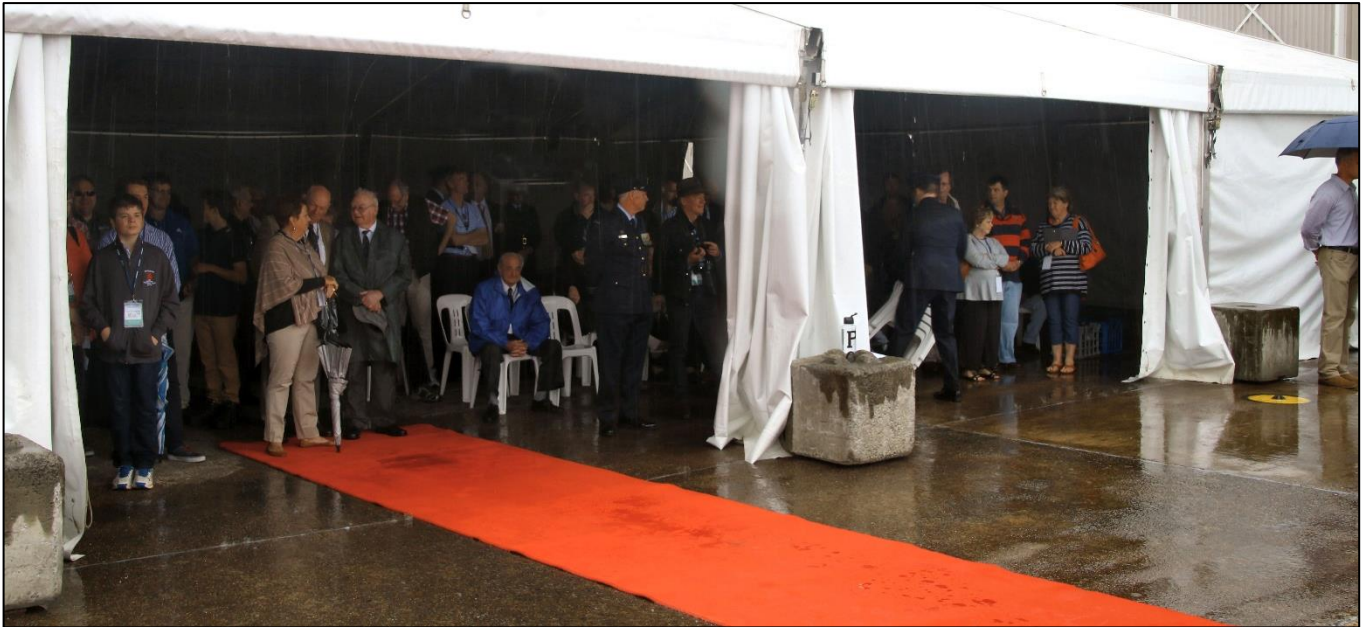
With the Parade about to start, the troops were all brought to attention.



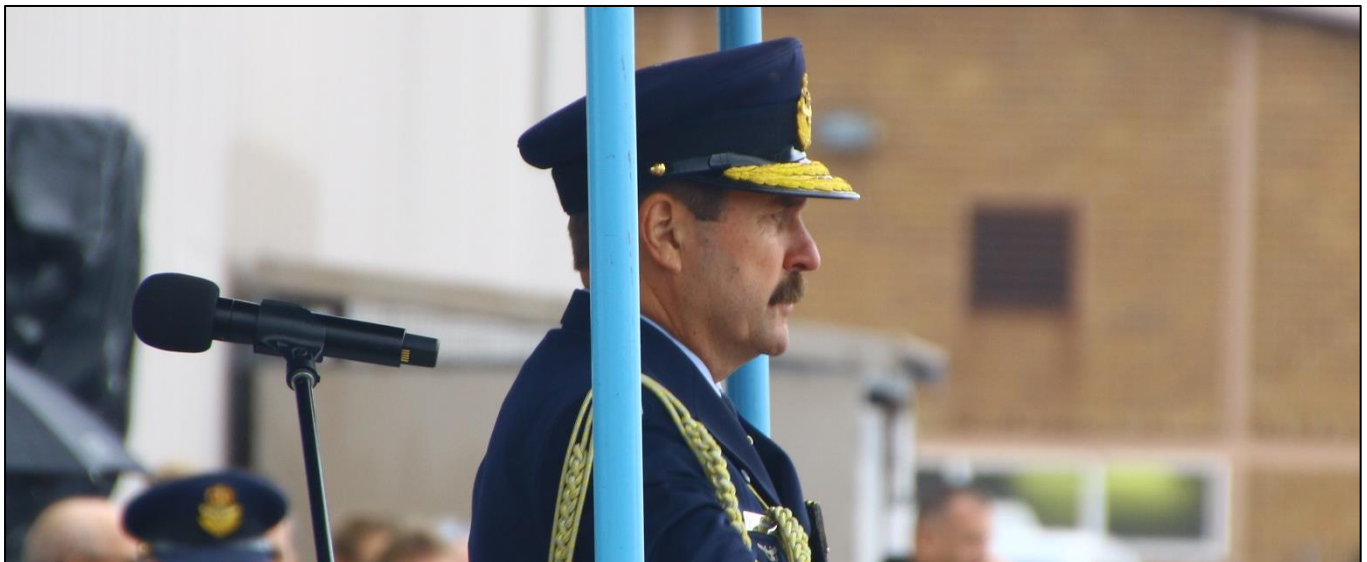
1 Squadron personnel, just prior to the rain, with one Navy bod very distinguishable in his whites.



Then, just as the band started to play, down came the rain. You had to feel sorry for all those people in their soaked battle jackets, all putting on a brave face and trying to do the best they could, but secretly wishing they were anywhere but on that 4 Squadron tarmac.



Those of us who were near the VIP tent bolted for the shelter and watched proceedings from the relative comfort of the dry marquee.



The Chief of Air Force, Air Marshall Leo Davies, AO, CSC, took the salute, then invited the Governor General, His Excellency, General, the Honourable Sir Peter Colgrave AK, MC (Ret'd) to review the troops. For those who don't know, the rank of General is equivalent to the RAAF's Air Chief Marshall and the Navy's Admiral.



It was pretty obvious that Sir Peter wasn't all that keen on splashing around on the wet tarmac so he strode out to get it over with as quickly as he could. This caused a bit of a problem for his bemused Flight Lewey Bat Lady whose legs weren't the same length as Sir Peter's and she really had to put in the big ones to keep up.

After Sir Peter had inspected the troops and had the customary 'chat' to one or two of the young blokes, the Parade was close-order marched, right turned and marched off. Click [HERE](#) to see the march off.



THE RAM

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



Vol 56

Page 8



With the parade over, the rain of course stopped (perhaps the Hail Marys had kicked in) and with the appreciative crowd lining the way, the troops marched off, all heading for somewhere to dump the wet uniforms, get into a warm shower and some dry clothes. Well done to them all.

Welcome.



M



John Rideway, AOM, delivered a Welcome to Country speech. (See Opinion page 1.)

At about 11.30am, with the formalities over for the day, refreshments were served in the VIP tent and the public was invited to inspect the aircraft and merchandising on display.



The F/A-18 was a big draw, with people lined up for ages to walk up the stairs onto the engine stand to peer into the interior.

A man was riding on a full bus minding his own business when the gorgeous woman next to him started to breast-feed her baby. The baby wouldn't take it so she said, "Come on sweetie, eat it all up or I'll have to give it to this nice man next to us." Five minutes later the baby was still not feeding, so she said, "Come on, honey. Take it or I'll give it to this nice man here." A few minutes later the anxious man blurted out, "Come on kid. Make up your mind! I was supposed to get off four stops ago!"

THE RAM

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

Vol 56

Page 8



This Sabre was brought onto strength by the RAAF in 1956 and served at Butterworth and Ubon. After it was retired, it was installed at [Fighter World](#), at the south gate at Williamtown, where it is currently on display.



Two blondes were walking down the road and the first blonde said,
"Look at that dog with one eye!"
The other blonde covers one of her eyes and says, "Where?"

THE RAM

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

Vol 56

Page 8

Some of the many F/A-18's stationed at Williamtown.



Some of 76 Sqn's Hawk 127 aircraft.



The BAE Systems Hawk is a British made single-engine, jet-powered advanced trainer aircraft. It was first flown in 1974 as the Hawker Siddeley Hawk and subsequently produced by its successor companies, British Aerospace and finally BAE Systems. It has been used in a training capacity and as a low-cost combat aircraft. It is the RAAF's lead-in fighter and prepares qualified Air Force pilots for operational conversion to F/A-18A/B Hornets and F/A-18F Super Hornets. It is operated by 76 Squadron at Williamtown and 79 Squadron at Pearce. Pilots complete a 14 week Introductory Fighter Course at Pearce with the Hawk, which includes general flying, instrument flying, formation flying, night flying and navigation.

Graduates then progress to a 20 week course at Williamtown for instruction in air-to-air and air-to-ground weapons training with the Hawk. Only then, can pilots progress to operational conversion to either the F/A-18A/B Hornet or the F/A-18F Super Hornet. The Hawk has been designed with through-life support programs to allow for system upgrades to reflect evolving training requirements. Students attend major exercises such as Exercise Pitch Black in the Northern Territory as part of their training.

The aircraft is a low-wing, all-metal aircraft, fitted with an integrated navigation and attack systems and powered by a single Adour Mk 871 turbofan engine. Each cockpit has hands-on-throttle-and-stick (HOTAS) controls. The Head-Up Display (HUD) in the front cockpit and Multi-Function Displays (MFD) in each cockpit present a range of flight information, ranging from aircraft performance and attitude through to equipment status reports. Mission-specific data can be pre-programmed by the pilot and downloaded into the system. Equipment performance, aircraft fatigue and engine life data is monitored and recorded by a Health and Usage Monitoring System (HUMS).

The Hawk 127 armament system provides for the carriage, aiming and release or firing of both practice weapons and conventional and laser-guided bombs, as well as AIM-9M "Sidewinder" missiles and a 30mm cannon. The stores are carried on two wingtip missile stations or pylon-mounted on four underwing and one centreline hardpoints.

Click [HERE](#) to see the Hawk taxiing back to its revetment.



There was plenty of food available with Squadron social clubs and civvy concessionaires providing everything from the mandatory sausage sizzle to pizza slices. The food marquees were set up outside the 381 Squadron hangar.

381 Squadron is an Expeditionary Combat Support Squadron (ECSS) which was formed at Williamtown in May 1998. It is a fully deployable airbase operations unit that provides airbase-specific operations support and common 'close' combat support functions to one or more flying units at a forward operating base. Effectively an ECSS runs the base support to ensure flying units are able to concentrate on the projection of the required air power to support directed RAAF missions.

381ECSS has assisted in Operations Warden/Stabilize (East Timor), Gold (Sydney Olympics), Relex (bare base activation to support maritime interdiction operations), Gaberdine (Immigration Support), Guardian (CHOGM Support), Slipper (Global War on Terrorism) and Bastille and Falconer (Iraq War). These activities have included aid to the civilian community, activation of bare bases, support to the UN peacekeeping missions, support to border protection, coalition force activities in the Fight Against Terrorism and the War in Iraq.

381ECSS airbase operations and combat support functions include:

Airbase operations

Air traffic control (supported by 44 Wing)
Airfield Rescue and Fire Fighting (ARFF)
Security, Policing and Investigative services

Ground defence
Explosive ordnance disposal operations



Administration

Pay
Personnel support
Travel management

Finance
Welfare support
Postal operations

Logistics

Supply
Warehousing
Transport
Movements

Air Terminal Services (supported by
1AOSS),
Fuel operations
Catering



Airfield Engineering

Civil Maintenance and Engineering

Mechanical Maintenance and Engineering

Health Support (supported by HSW)

Airfield Emergency Response
Medical
Dental

Environmental Health
Physical Training

Communications.

Base Radio Maintenance
Base Communications Centre

Information Systems



381ECSS's in-garrison role is to provide specialist military airbase operations at Williamtown in concert with other airbase service providers such as Defence Support Group and Joint Logistics Command. At its 'home' base 381ECSS does not provide all base support services, but when deployed it has the capability to support a bare base, a greenfield airfield or to augment operations on an existing main base as required, providing all the services to make it a fully operational base

The Fireys were there too, to show off their \$1.5M Austrian built Rosenbauer Panther Fire truck.



These huge machines weigh 36 tonnes, are powered by a six cylinder air cooled turbo diesel engine and have a top speed of 105 km/h. They can hold 8,500 litres of water and 1,300 litres of foam as well as 225 kg of dry chemical powder. That large monitor on the roof can pump water at a rate of 5000l/min a distance of 70 metres.

There are two currently at Williamtown with another two on order.

Fire trucks have certainly come a long way since 1938 when this one (above) was on duty at Point Cook.



One little machine that seems to be immortal is the mighty Clarktor. These little machines used to be yellow so they would stand out on the tarmac and nearly everyone has driven one.



The merchandising corridor.

And what would be an Australian “do” be without a sausage sizzle and a jumping castle.

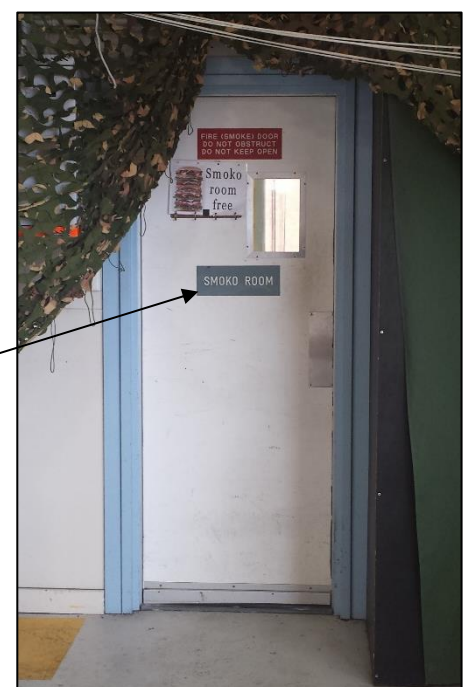
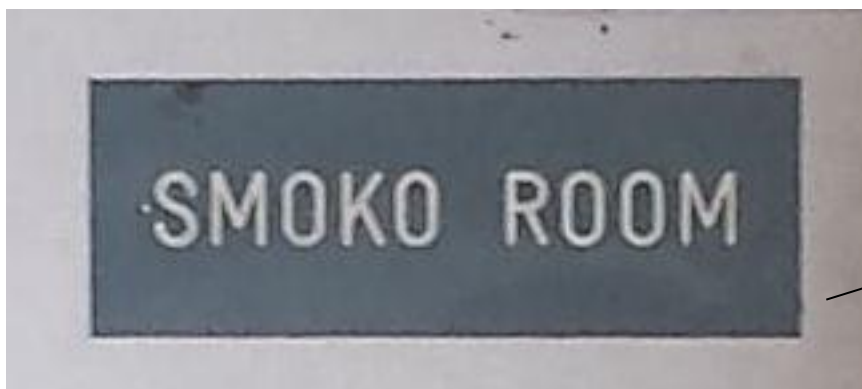


Fighter World volunteers John Hannan, Roger Foster and John Stephens have been constructing a full sized Sopwith Camel replica from the original drawings. Their workmanship is nothing short of extraordinary and the finished aircraft will be on display later in the year. The Sopwith Camel was fitted with a Gnome engine which was a bit different to normal radials. The entire assembly would spin with the propeller creating some interesting torque handling issues and like the old A model Herc, it was either flat out or off. Pilots had to 'blip' the magneto switches to maintain a constant speed.

The Camel was a British First World War single-seat biplane fighter aircraft introduced on the Western Front in 1917. Manufactured by the Sopwith Aviation Company, it used a rotary engine, and had twin synchronized machine guns. Though difficult to handle it offered very good manoeuvrability to an experienced pilot. Camel pilots were credited with shooting down 1,294 enemy aircraft, more than any other Allied fighter of the conflict. It also served as a ground-attack aircraft, especially towards the end of the war when it had become outclassed in the air-to-air role. The main variant was the F.1 but dedicated variants were built for a variety of roles including the 2F.1 Ship's Camel for carrier operations, the Comic night fighter, the T.F.1 trench fighter armoured ground attack aircraft and as a two-seat trainer.



The aircraft was on display in the 4 Squadron hangar and looking around we found that the Squadron's brew room is still called the "Smoko Room", though you can't smoke in there anymore.



25 years ago, back in 1991, Dave Pietsch, who, at the time, was the CO of 3 Squadron, instigated the completion and burial of a time capsule. At about 2.00pm on the day of the



Centenary, it was dug up again and Dave Pietsch, one of the few people to have flown the Sabre, Mirage and Hornet, was there to open it.

L-R: Air Commodore Dave Pietsch (Ret'd) and current 3 Squadron CO, Wing Commander John Haly, open the 25 year time-capsule in front of past and present members of 3 Squadron.



At about 3.00pm, it was time to go, the RAAF had many little buses which couriered people back to their cars, the emu squad came out to pick up all the FOD and the Base started to get back to normal. It was a great day, thanks to Sqn Ldr Lia Ross for organising everything and for inviting us along.

As she laid her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest. After a moment or two, the vet shook his head and sadly said, "I'm sorry, your duck, Cuddles, has passed away." The distressed woman wailed, "Are you sure?" "Yes, I am sure. Your duck is dead," replied the vet.

"How can you be so sure?" she protested. "I mean you haven't done any testing on him or anything. He might just be in a coma or something." The vet rolled his eyes, turned around and left the room. He returned a few minutes later with a black Labrador Retriever. As the duck's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the vet with sad eyes and shook his head. The vet patted the dog on the head and took it out of the room. A few minutes later he returned with a cat. The cat jumped on the table and also delicately sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room.

The vet looked at the woman and said, "I'm sorry, but as I said, this is most definitely, 100% certifiably, a dead duck." The vet turned to his computer terminal, hit a few keys and produced a bill, which he handed to the woman.. The duck's owner, still in shock, took the bill. "\$150!" she cried, "\$150!!!! just to tell me my duck is dead!"

The vet shrugged, "I'm sorry. If you had just taken my word for it, the bill would have been \$20, but with the Lab Report and the Cat Scan, it's now \$150.



This was our second trip to Newcastle in about a month and apart from last trip, we've never had a good look around. This time we were staying with John Broughton, a native of Newcastle, so we asked for, and got, a further look at this remarkable city.



We didn't have a lot of time and as we were limited in what we could see, John insisted our first port of call should be the Beach hotel which is right on Merewether Beach. After we extracted ourselves from "The Beaches", we headed for the memorial walkway. This was built to commemorate the 100th anniversary of the ANZAC landing at Gallipoli in 1915 and the commencement of steel making in Newcastle; it acts as a magnificent memorial to the men and women of the Hunter who served their community and their country.

The structure cost \$4.5m to build and is a 450 metre long cliff top walkway that links Newcastle's Strzelecki Lookout to Bar Beach. Built with 64 tonnes of stainless steel, the walkway winds its way around the cliff edge and offers unsurpassed views of the coastline, city and up into the Hunter Valley.



WWI

AUSTRALIAN FLYING CORPS

Australian aircrew did sterling service in the Great War. In the dawn of Empire and the Middle East, they fought in, and maintained, bloody airbattles of aerial combat and were powered by engines that were not always reliable. Australians served with the Australian Flying Corps, Royal Naval Air Service and Royal Flying Corps. Here were laid the foundations of Australian air power, which before the war was in its infancy.

Fighter and bomber pilots, flying against the enemy, attracted most attention, but perhaps the most valuable work was played by armies trying to locate enemy naval and military assets. Tens of thousands of photographs were taken at enemy ships and positions, allowing the preparation of plans for both attack and defence. These images also allowed the development of maps of operational areas. An Australian aviator even helped to locate enemy positions before the landing of Gallipoli.

Australians greatly improved on the war world on, allowing some Hunter Region pilots to become very successful. These included Richard Hocking, of Murrumbidgee, Sydney; Fred from Murrumbidgee, Gordon; Skipper Wilson, who was in Adelaide; and Edgar van Alexander, Terry Bevan, who both in Adelaide, who had over 20 aerial victories.

The service of all of these aviators helped to convince the Australian government, after the war, to establish the Royal Australian Air Force in a separate service.

Left: Troops, 1917. Centre: group of WWI aviators, Australian Flying Corps. Right: Western Front, 1918, Australian aircraft in action, 1918. Middle: WWI

A black and white photograph showing the wreckage of a military aircraft on a dark, possibly tarmac or runway surface. The aircraft is heavily damaged, with its fuselage and wings crumpled. A prominent circular insignia is visible on the side of the fuselage, featuring a dark silhouette of a swan or similar bird against a light background. Large, bright flames and thick white smoke are rising from the wreckage, particularly from the rear section. In the upper right background, a person wearing a white helmet and dark clothing is partially visible, looking towards the burning aircraft. The overall scene suggests a crash landing or a ground attack.

Z



he witnessed the crash when he was 15. "We were in a car in Darby Street at the time, it was very bright and very loud and it looked like a giant skyrocket going off. "It came screaming down."



The Junction today.

The aircraft exploded about 100 metres above Union Street at 6pm on August 16, 1966. Because of noise abatement, the jets were not supposed to fly over Newcastle, so it was unclear how the trainee pilot ended up there. Somehow, he struck trouble. Retired Squadron Leader Jim Treadwell said in 2006 the "trainee pilot was doing his first night flight and in no time at all found himself over Newcastle and very confused". "He went for a barrel roll to get out of trouble but basically ripped the wings off," he said.

A coroner found nobody was to blame for the crash.



On the 16th August 2007, a Plaque was dedicated to the memory of Warren Goddard. If you're in the area, you can see the plaque out the front of Coles in Glebe St, near the junction of Union St.

The inscription on the plaque says:

This plaque is dedicated to RAAF Pilot Officer Warren William Goddard who lost his life when the Sabre jet fighter he piloted crashed at The Junction, 6pm 16 August 1966. Pilot Officer Goddard, age 20, manoeuvred the jet away from homes to prevent further loss of life. This area represents the main crash site.

This plaque was dedicated by The Lord Mayor of Newcastle on Thursday 16 August 2007

A blonde bought two horses and could never remember which was which. A neighbour suggested that she cut off the tail of one horse, which worked great until the other horse got his tail caught in a bush. The second horse's tail tore in the same place and looked exactly like the other horse's tail. Our blonde friend was stuck again. The neighbour then suggested that she notch the ear of one horse, which worked fine until the other horse caught his ear on a barbed wire fence. Once again, our blonde couldn't tell the two horses apart. The neighbour then suggested that she measure the horses for height. When she did that, the blonde was very pleased to find that the white horse was 2 inches taller than the black one.



Allan George's Gems

Drone technology.

Drone technology is advancing at an enormous rate. The boffins in the US have found a use for their obsolete F-16's, they've wired them up and now fly them remotely. It's not a good day for the future of manned aircraft, it seems like the pilot is on the endangered list. The short video below is really something. A first for a full-size jet aircraft. Thousands of planes that were graveyard bound, with costs in the hundreds of millions, can now be used as never before. These F-16's have been in the bone yard at Davis-Monahan for 15 years and are now being used as drones. See [HERE](#).



Electronic Warfare.

What makes electronic warfare particularly difficult to combat is the ability of malicious foes to operate from anywhere in the world. And, as the United States moves toward a future Army where deploying autonomous vehicle systems is a likely scenario and where Soldiers' lives depend on these systems, resiliency to enemy assaults such as communications jamming and GPS spoofing becomes one of the Army's highest priorities.

Recently, robotics engineers from the U.S travelled to the Woomera Test Range in South Australia to continue work begun in 2015 on a multi-year program to evaluate the resiliency of autonomously operating a vehicle from across the globe, in this case, by [TARDEC](#) engineers in Michigan.

Called TORVICE, or Trusted Operation of a Robotic Vehicle in a Contested Environment, this joint program with the Australian Defence Science and Technology Group (DST-G) aims first to



establish a baseline for long-distance control of a robotic vehicle before subjecting it to DST-G's follow-on trials.

At Woomera, TARDEC engineers tested their robotic vehicle, a modified Jeep Wrangler Rubicon, running TARDEC's Robotic Technology Kernel, an autonomous mobility system. This was coupled with an Australian-developed Satellite-On-The-Move (SOTM) system to transfer data between a control station and the moving robotic vehicle. Besides the TARDEC and SOTM teams, three DST-G groups collected passive electronic warfare data to prepare for the follow-on trials. This included capturing real-time high-resolution ground imagery via reconnaissance aircraft, operating an unmanned aerial vehicle to maintain constant location of the robotic vehicle and managing a battle management suite which draws information from the manned and unmanned aircraft.

Woomera, a remote area with minimal signal interferences and many long stretches of unpaved secondary roads, provides a perfect playground for experimenting with robotic mobility as well as cyber and electronic warfare techniques. Although the data from the experiment is still under review, TARDEC confirms success with the autonomous vehicle's pathfinding algorithms and its ability to get up to operationally relevant speeds with minimal operator takeover.



TARDEC has found, from past test events and simulation studies, that compared to a human driver in the vehicle even modest amounts of latency, (delay time required to get the signal from the operator to the vehicle) 100-300 milliseconds, significantly reduces the effectiveness compared to direct operation where the operator is directly controlling the throttle and steering. In their earlier trials, the latency from Australia to the vehicle halfway around the world was around one second.

Also, as expected, they found that autonomous vehicles with sensing equipment like LIDAR (light detection and ranging) are accurate at detecting positive obstacles, things above the ground such as rocks and trees, but negative obstacles, such as potholes or ditches, are very difficult to sense from a distance sufficient to stop the vehicle. Robotics engineers in the automotive industry haven't addressed this because they assume the road surface won't have any critical negative obstacles. The military don't have this luxury, in order to effectively operate in relevant environments, they need to make improvements in negative obstacle detection and avoidance.

There's still much training and learning required to get the robotic vehicle to perform effectively in a contested environment. As they start embedding robotic vehicles into formations with squads, it is paramount for there to be a level of trust established between the Soldier and the semi-autonomous vehicle. Resilience to electronic warfare is a critical component in achieving

that trust, to the extent that not only under the best conditions will the robotic vehicle perform as expected, but especially upon contact with the enemy it will continue to do so.

They expect that resilience will come in the form of both hardware solutions, for example, anti-jamming and GPS antennas and intelligent behaviours where the robot can sense problems and adjust its mission accordingly.

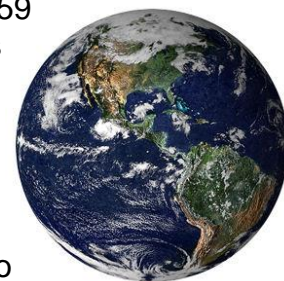
Ultimately operating a robotic vehicle in a contested environment must allow for a broad spectrum of adversarial challenges including intrusion detection, for such rudimentary encounters as GPS spoofing, which the Iranians claim to have used to bring down a U.S. drone in 2011. If it is as easy as GPS spoofing for an adversary to interdict basic logistics, getting water, fuel and ammo to Soldiers, it's going to be a non-starter for autonomous systems deployment.

Once you remove a human from the loop of a vehicle, which in some cases soldiers' lives depend on, resiliency in all forms, environment, electronic and cyber warfare, becomes of the utmost importance.

Why is the earth rotating??

Why is the earth rotating? Did it always have the same rotation period? Will it always have the same rotation period?

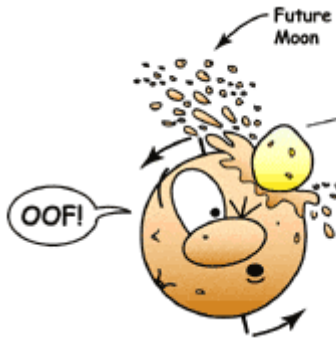
Earth's graceful 24-hour rotation rate is one of the traits that makes our planet so friendly to life, allowing most parts of Earth to stay a nice, comfortable temperature as they are bathed in sunlight during the day and darkness at night. Each planet in the solar system has its own unique rotation rate. Tiny Mercury, sizzling closest to the Sun, takes 59 Earth days to turn around just once. Venus, the second planet, rotates once every 243 Earth days. What's more, Venus rotates backwards from the direction of its orbit around the Sun, as do Uranus and tiny dwarf planet Pluto. Uranus even lies down on the job, rolling around with its axis of rotation pointed nearly toward the Sun.



So, why does the Earth and the other planets rotate at all? It will help to understand why when we know how our solar system was formed. Almost five billion years ago, our solar system had its beginnings as a vast cloud of dust and gas. The cloud began to collapse, flattening into a giant disk that rotated faster and faster, just as an ice skater spins faster as she brings her arms in. The Sun formed at the centre and the swirling gas and dust in the rest of the spinning disk clumped together to produce the planets, moons, asteroids, and comets. The reason so many objects orbit the Sun in nearly the same plane (called the ecliptic) and in the same direction is that they all formed from this same disk.



While the planets were forming, there was not much peace in our solar system. Clumps of matter of all sizes often collided and either stuck together or side-swiped each other, knocking off pieces and sending each other spinning. Sometimes the gravity of big objects would capture smaller ones in orbit. This could be one way the planets acquired their moons. Scientists think that a large object, perhaps the size of Mars, impacted our young planet, knocking out a chunk of material that eventually became our Moon. This collision set Earth spinning at a faster rate. Scientists estimate that a day in the life of early Earth was only about 6 hours long.



The Moon formed much closer to Earth than it is today. As Earth rotates, the Moon's gravity causes the oceans to rise and fall. (The Sun also does this, but not as much.) There is a little bit of friction between the tides and the turning Earth, causing the rotation to slow down just a little. As Earth slows, it lets the Moon creep away – it's still doing that today.



We can use extremely accurate atomic clocks to measure exactly how much the rotation is slowing down. One hundred years from now, a day will be about 2 milliseconds longer than today. Two milliseconds is 1/500th of a second, or how long it takes a car going 85 kph to travel only 5 cms -- in other words, much less than the blink of an eye. So, if you live to be 100, you can't complain that the days are getting shorter! At this rate, though, you don't have to worry about the days getting longer to change things very much.

We know the Earth is rotating, but why is it spinning? Why is everything in the Solar System spinning? And why is it mostly all spinning in the same direction?

It can't be a coincidence. Look down on the Earth from above, and you'd see that it's turning in a counter-clockwise direction. Same with the Sun, Mars and most of the planets.

4.54 billion years ago, our Solar System formed within a cloud of hydrogen. Then it took some kick, like from the shockwave from a nearby supernova and this set a region of the cold gas falling inward through its mutual gravity. As it collapsed, the cloud began to spin.

But why?

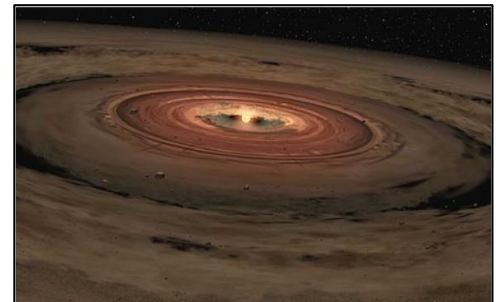
It's the conservation of angular momentum. Think about the individual atoms in the cloud of hydrogen. Each particle has its own momentum as it drifts through the void. As these atoms grab onto one another, they need to average out their momentum. It might be possible to average out perfectly to zero, but it's really really unlikely. Which means, there will be some



momentum left over. Like a figure skater pulling in her arms to spin more rapidly, the collapsing proto-Solar System with its averaged out particle momentum began to spin faster and faster.

This is the conservation of angular momentum at work.

As the Solar System spun more rapidly, it flattened out into a disk with a bulge in the middle. We see this same structure throughout the Universe: the shape of galaxies, around rapidly spinning black holes and we even see it in pizza restaurants.



The Sun formed from the bulge at the centre of this disk, and the planets formed further out. They inherited their rotation from the overall movement of the Solar System itself. Over the course of a few hundred million years, all of the material in the Solar System gathered together into planets, asteroids, moons and comets. Then the powerful radiation and solar winds from the young Sun cleared out everything that was left over. Without any unbalanced forces acting on them, the inertia of the Sun and the planets have kept them spinning for billions of years.

And they'll continue to do so until they collide with some object, billions or even trillions of years in the future.

Have a look at [THIS](#).

Even though the earth is rotating, the ground feels firm and solid beneath your feet, that's because gravity keeps you firmly attached to the planet and because of momentum, you don't feel the movement – the same way you don't feel the speed of a car going down the highway.

But how fast does the Earth rotate?

You might be surprised to know that a spot on the surface of the Earth at the equator is moving at 1675 km/h or 465 meters/second. Just think, for every second, you're moving almost half a kilometre through space and you don't even feel it.

Want to do the calculation for yourself? The Earth's circumference at the equator is 40,075 km. And the length of time the Earth takes to complete one full turn on its axis is 23 hours, 55 minutes 48 seconds. Then we divide the length of a day into the distance a point on the equator travels in that period: $40,075 \text{ km} / 23.93 \text{ hours} = 1,675 \text{ km/hour}$, 465 meters/second.



But hang on, 23 hours, 55 minutes 48 seconds? Isn't a day 24 hours? Astronomers calculate a day in two ways. There's the amount of time it takes for the Earth to complete one full rotation on its axis, compared to the background stars. Imagine you were looking down at the Earth from above the North Pole. You'd see the Earth turn once completely in 23 hours, 55 minutes 48 seconds. Astronomers call this a sidereal day.

And then there's the time it takes for the Sun to return to the same spot in the sky. Since the Earth is orbiting the Sun, we actually need an extra 4 minutes, 12 seconds each day to return the Sun to the same spot. Astronomers call this a solar day.



The speed of the Earth's rotation changes as you go North or South away from the equator. Finally, when you reach one of the Earth's poles, you're taking a whole day to just turn once in place – that's not very fast.

Because you're spinning around and around on the Earth, there's a force (called centrifugal) that wants to spin you off into space; like when you spin a weight on a string. But don't worry, that force isn't very strong and it's totally overwhelmed by the force of gravity holding you down. The force that wants to throw you into space is only 0.3% the force of gravity. In other words, if the Earth wasn't spinning, you would weigh 0.3% more than you do right now.

Space agencies take advantage of the higher velocities at the Earth's equator to launch their rockets into space. By launching their rockets from the equator, they can use less fuel, or launch more payload with the same amount of fuel. As it launches, the rocket is already going 1,675 km/hour. That makes it easier to reach the 28,000 km/hour orbital velocity; or even faster to reach geosynchronous orbit.

What would happen if the earth stopped turning – see [HERE](#).





Chinese Space Plane.

Chinese scientists are looking to get into the space tourism industry with their own design for a reusable, rocket-equipped space vehicle. It was reported that the China Academy of Launch Vehicle Technology announced its ambitious concept at the recent International Astronautical Congress in Mexico. The China Academy team's concept is similar to the spaceplanes under development by private enterprises such as Virgin Galactic and Blue Origin. The design features a winged vehicle with its own rocket, allowing it to launch from a pad and land back on the ground. The flights would cost between \$200,000 and \$250,000 per passenger.



The announcement didn't provide much detail on the spaceplane's construction, components or the rockets design, but New Scientist quoted a China Academy official at the congress saying that the spacecraft's development is already well underway, and "almost all of the ground tests have been finished and all the subsystems of the test vehicle worked very well." Test flights are slated to take place over the next two years. Also, there are two sizes in the works – a 10-ton spaceplane that can carry five people, and a 100-ton version for up to 20 people with an external rocket that would provide the power to reach low orbit for delivering satellites. This larger version and the test-flight schedule drew some scepticism from an expert at the Smithsonian Institution's National Air and Space Museum, who told the magazine that "the most unusual part is the belief that they can send up to 20 people to 100 kilometres and more on a rocket without a mother ship and no staging, reusing it some 50 times."

Who wants to be first???

IF PEOPLE COULD
READ MY MIND...
I'D GET PUNCHED
IN THE FACE A LOT.



Vietnam Veterans Commemorative Walk.

The Vietnam Veterans Commemorative Walk is located in the town of Seymour, Victoria. Seymour is a town of approximately 6000 people, about an hour's drive north of Melbourne. It has been the centre for the pastoral industry north of the Great Dividing Range since its founding in 1839. The town also has a proud military history dating back to the Boer War when troops were trained in the surrounding hills prior to embarkation.



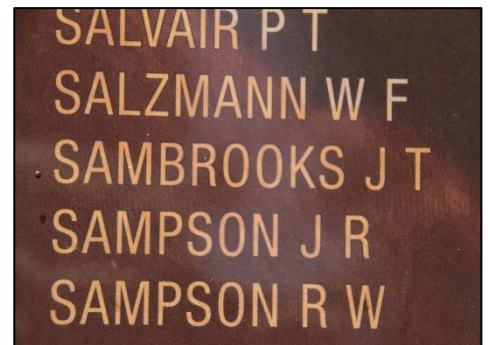
Puckapunyal, the Army's training base is only 10 km west of Seymour, which make it an ideal place to house the Commemorative Walk.

The Commemorative Walk is not to memorialise those who served in Vietnam and/or those who paid the ultimate price, but to commemorate the service of all who played their part in what turned out to be a tumultuous part of Australia's history. It does, in the interpretive centre, give an accurate history of the times prior to military commitment, the period of our involvement and the aftermath.



The Walk is a meandering red earth path set in native trees and grasses that resemble rubber trees and rice paddies. These two plants are synonymous with Vietnam. The centre piece of this Walk is the wall, made up of panels of DigiGlass with the name of every Serviceman and Woman who served, in their various capacities in that conflict.

The names are separated only by the Service in which they served and are in alphabetical order. The plinths on which the panels stand have holes for you to place Poppies; the effect is to have a field of Poppies under the names. Behind the names is the picture story of the Vietnam conflict.



Aerial View of the Walk.

This project was a collaboration between the Mitchell Sub Branch of Vietnam Veterans and the Mitchell Shire Council and was first conceived in 2005 with an approach to Seymour RSL from Mitchell Shire Mayor Bill Melbourne. It was then handed to the Mitchell sub branch of the VVA which elected a steering committee to investigate the viability of the project.

The Mitchell Sub Branch then formed a subcommittee of 8 members and charged them with working with the Shire Council, to firstly form a concept, then implement that concept .



They started the project with things they did not want:

- Another Memorial
- Statues
- Wall plaques
- Something that would fade into history

The idea was not to denigrate the fine Memorials, statues etc of other areas at all, it was just that they had all been done, and done well. They needed something unique to Vietnam.

What symbolises Vietnam? Rubber trees, Rice paddies and Hueys. It is a bit hard to recreate the humidity and the rain that you can set your watch by, but the others they could do.

The Shire Council provided the land, approximately 350 metres long and 35 metres wide and the Walk is what resulted.

Stage 1 was officially opened on 30th March 2011. A full-size replica of the Luscombe Bowl entertainment stage in Nui Dat was built and within it are interpretive panels on the walls about the Vietnam conflict including Long Tan, Coral, Balmoral and other major battles with the enemy. There is also a history on the building of the original Luscombe Bowl.



You can see further information on the Walk [HERE](#).

NSW Travel Pass.

There is a new travel pass for eligible NSW resident ex-members of the defence forces. Eligible ex-members of the defence forces with service-related disabilities are receiving a new travel pass (ticket) from Transport for NSW. The Transport Concession Entitlement Card is replacing the Ex-Member of Defence Forces Pass (paper ticket) that expired on the 31st October 2016.

The Transport Concession Entitlement Card is a valid travel pass (or ticket) for NSW ex-members of the defence forces with service-related disabilities.

Similar to the previous ticket, the Transport Concession Entitlement Card will be used as a proof of entitlement to free travel. Cardholders will need to show it to staff at train stations or wharves who will manually open wide access gates. Cardholders will also need to show it to bus drivers, light rail and private ferry staff. Revenue protection officers or NSW police officers may also ask to see it.

Travel entitlements and eligibility rules have not changed.

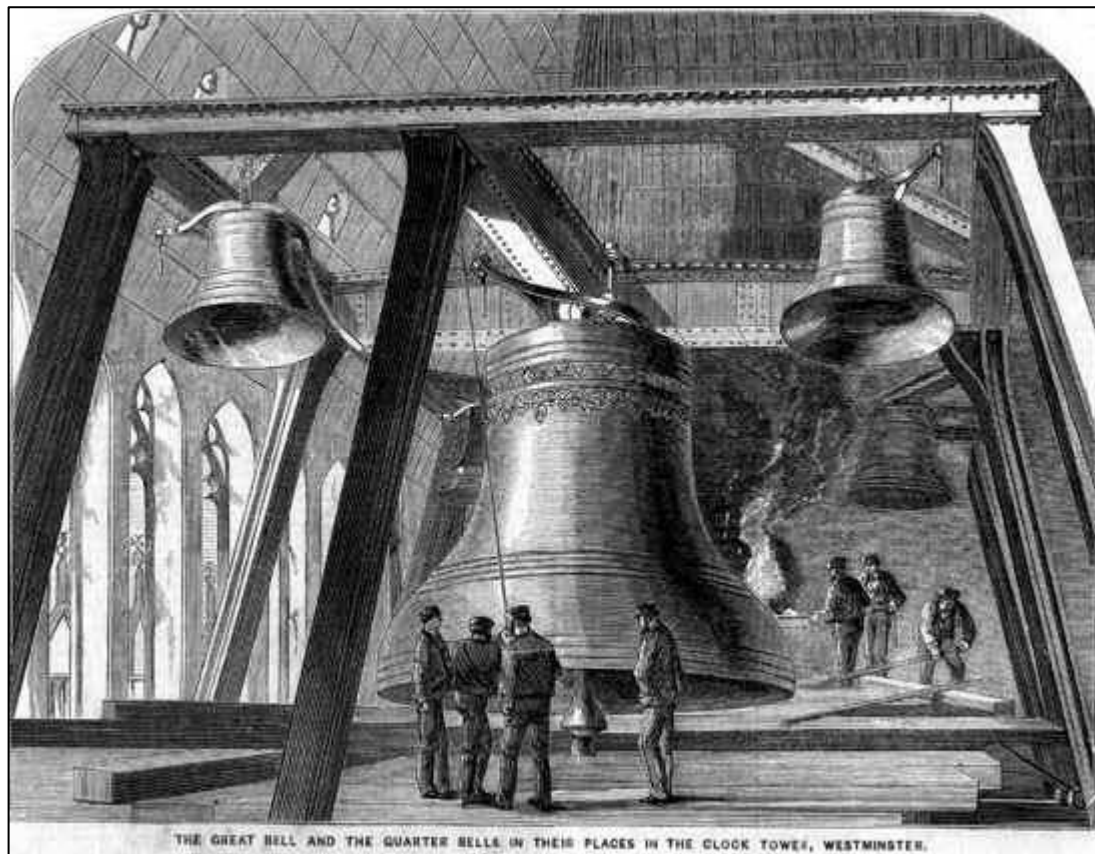
New applicants have been receiving the cards since early September 2016. From mid-October 2016, Transport Concession Entitlement Cards will be mailed-out to around 15,000 existing Ex-Member of Defence Forces Pass holders. The free travel Opal card is optional for NSW ex-members of the defence forces with service-related disabilities. Tapping on and off is also optional. Customers who use the free travel Opal card can open gates at train stations and wharves themselves. It's not too late to order a free travel Opal card. Details will be provided when the Transport Concession Entitlement Card is mailed out to existing customers. New applicants can download the application form at transportnsw.info/ex-defence.

There is more information [HERE](#).

Interesting Facts about Big Ben.

Much attention is given to the chimes of Big Ben, but how much do we know about the famous Westminster clock which was commissioned during the rebuilding of the Palace of Westminster in the wake of an 1834 fire.

1. Although now generally applied to the clock and tower, the name 'Big Ben' was originally given to the hour bell cast by John Warner and Sons in 1856.
2. The 'Ben' in the name is thought to be a tribute to Sir Benjamin Hall, commissioner of works for the project, who was, appropriately, a man of great size.
3. The diameter of each of the clock's four dials is 23ft and each contains 312 panes of glass.
4. The hour hands are 9ft long, the minute hands are 14ft long, and the numerals are 2ft high.
5. The hour bell - Big Ben itself - chimes the note E.
6. The 'Westminster Chimes', played on the quarter hour, were once the Cambridge Chimes, having first sounded on the clock at Great St Mary's, Cambridge.
7. In 1857, the original Big Ben bell cracked under the weight of the striking hammer.



THE GREAT BELL AND THE QUARTER BELLS IN THEIR PLACES IN THE CLOCK TOWER, WESTMINSTER.

8. The base of each clock face bears a Latin phrase: 'Domine salvam fac reginam nostram Victoriam Primam'. This means 'Lord save our Queen Victoria I'.
9. The first radio broadcast of Big Ben's chimes was to welcome in the New Year of 1924.
10. Big Ben's clock lost four-and-a-half minutes in August 1949 when a flock of starlings perched on a minute hand.

See [HERE](#).



Velly Inteesting – but stupid!!!!

THE RAM

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



Vol 56

Page 9

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Switchie Reunion.

The Switchie girls decided to get together in Brisbane on Saturday 24th September at the Kedron Wavell Services Club. Back when the Switchies ruled the world, a vast majority of them were girls but occasionally one or two blokes would join their ranks and over the years they saw a lot of changes. When most joined the Air Force the exchanges they operated were the old cable and plug type then gradually these were replaced by more modern exchanges until in 1996, everything was automated and the Switchies went the way of horse farriers.



Marj Jones with one of the old boards.

In 1996, the Switchies were all remustered to Clerks then Mr RAAF wasn't happy with the Clerk name for a mustering, so it was changed to (believe it!!) Personal Capability Specialist – PCS.



Shane Jarrett (nee Paget) (right) decided it was high time everyone got together again, it was time for a few quiet Chardies, a few nibblies and a good old chin wag, so she organized the get together and about 30 enthusiastic girls turned up.

And we were invited!!

We go to a lot of these get togethers, but I don't think we've been to one which was exclusively female. For a couple of hours we were surrounded by about 30 gorgeous girls, this sure is a tough job but I suppose someone has to do it. We battled on – and we're definitely going to the next one!!

And even though the mustering finished 20 years ago, the feeling of camaraderie amongst those present was thick in the air which just goes to show how proud these girls were of the job they used to provide all those years ago.

The following photos have been crunched to allow for quicker opening, you can access the HD version by clicking each photo. You can then download and/or print each one out.

All names are left to right and where possible, the girls' maiden names and the years they served are in brackets.

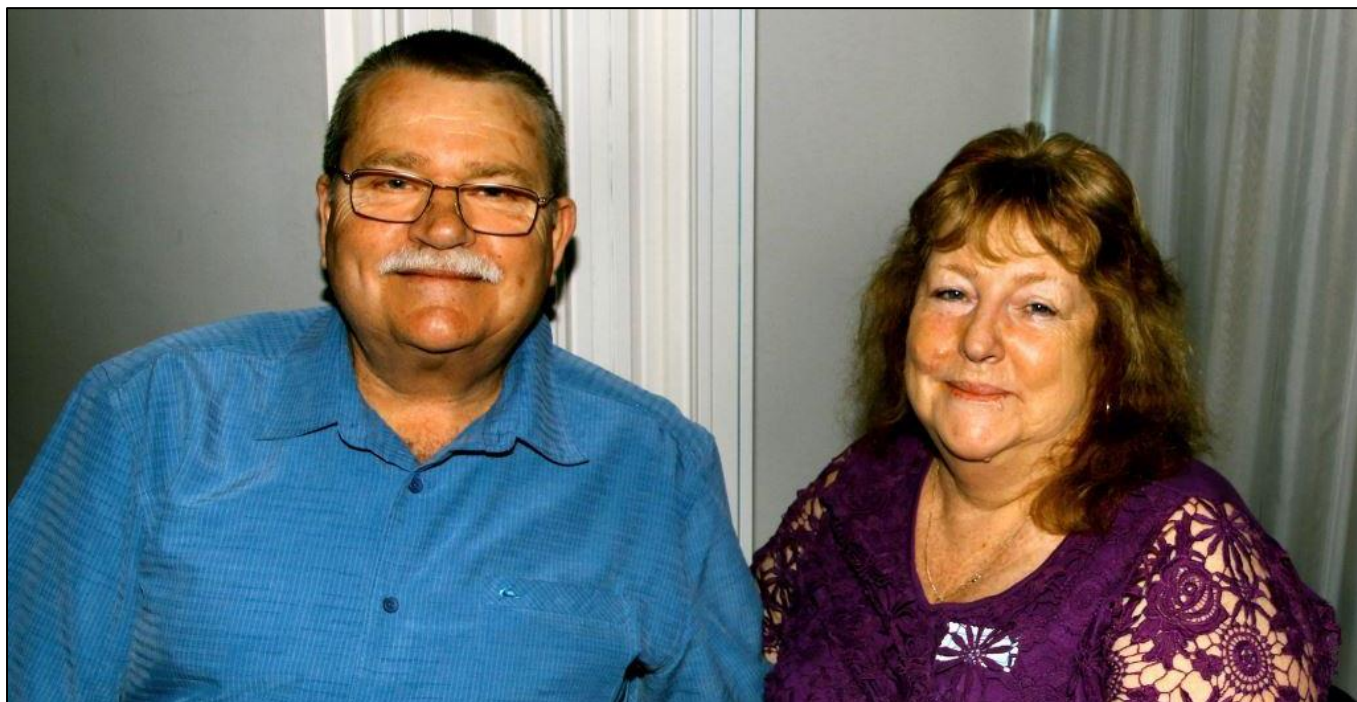
The wise man, even when he holds his tongue, says more than the fool when he speaks.



Cathy Brennan (Coffee), Bernadine Swan (Nash. 85-93), Lois Shand (77-89).



Debbie Lowthorpe (84-96), Narelle Farback (Moran 77-93), Nereida Gwilliams (Crooks 84-90).



Ken and Diane Kochevatkin (71-83 then 83-98 reserve).



Liz and Ron Kunde (Sanderson 72-74), Rhondda Kelleher (Wyer 65-68)



Cathy Brennan (Coffee), Lois Shand, Narelle Farback (Moran 77-93),



Loretta Anderson (Peccinelli 85-97), Jenene Dew (Voss 87-92), Jenny Henderson (Magnus 86-92).



Lynette Wright (Evans 86-95), Maureen McQuade (84-94), Bernadette Bell (Murray 81-95)



Leanne Pridmore (Groom 87-96).

THE RAM

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



Vol 56

Page 10



Rod "Pud" and Helen Daalmeyer (80-99).



Sharon Bright (82-95).



Sue Nussey (Yourell 75-77), Ann-Maree Downey (MacKenzie 76-80), Margaret Dare (Wright 74-79).



Sharon Bright (92-95), Shayne Jarret (Paget 89 – now), Lynda McQueen (Wilson 91 – now).



Terry and Kaye Williamson (73-76).



Nicola Dunne (Warrilow. 85-91), Leanne Pridmore (Groom 87-96), Leanne Higham (Drewry 89-97), Sharon Bright (82-95).



We finally managed to get the girls to down Chardies and to stop the chatter for a few minutes, to get together for the group photo.

One old friend is better than two new ones.

Come fly with me - Australia gets its Air Force One.

Fairfax Media recently reported that Australia is getting its own Air Force One – albeit a budget version. After years of deliberations and political hesitancy, the Defence Department has been given the go-ahead to convert a KC-30A air-to-air refuelling aircraft, essentially an Airbus A330, into the VIP jet, replacing the ageing leased fleet.

The current Australian VIP jets, which include two Boeing Business Jet 737s as well as three [Bombardier Challengers](#), are shared between the Prime Minister, dignitaries, visiting royal family members, the Governor-General and ministers.



Leased in 2002 during the Howard years, frustrations have recently risen over the fleet's limitations, of which size is one. The 737s can carry fewer than 40 people, meaning business delegations and (paying) media cannot travel on the same aircraft, raising issues during multi-stop trade missions.



The range of the 737s has also proven frustrating – a trip to Washington required two stops for refuelling. The RAAF describes the KC-30A on its website as being capable of carrying 270 passengers while in transport mode, with a range of 14,800 kilometres.

The new, larger jet won't solve all the government's transport woes as the decision means the government is replacing two planes with one and protocol dictates the Governor-General takes precedence over the Prime Minister but a former adviser who often travelled on the current Boeing Business Jet said it would be an improvement, with the BBJ planes "not great for the role".

"They are not suitable planes for a country on the other side of the world," he said. "They are very small and only fit staff, which is an issue when you are on delegations, or need to take the media with you, which is what every other country does. "It's understandable that there has been political angst over the purchase – as there is for any large expensive that seems extravagant, but a plane like this is something every government in the world has and we are a serious middle power and it is entirely appropriate we have the same."

Sean Kelly, a former adviser to prime ministers Kevin Rudd and Julia Gillard, wasn't quite as harsh in his assessment of the current VIP fleet – "It's a great trip, you're on a plane, there are



private staff there to really meet your every whim, there is reasonable amount of space, there is a lot of privacy, it's a joy to fly with them" – but agreed there were limitations.

"The main benefit would be being able to take the press pack and that is a benefit for the Prime Minister and for the journalist themselves," he said. "Right now you have this crazy situation, where journalists who are conducting exactly the same trip as the Prime Minister, who are flying with the Prime Minister around the world, jumping from country to country, sometimes for weeks at a time, have to make their own arrangements entirely separately, which is not only inconvenient but also means it is a struggle for journalists to make sure they are actually at the same place at the same time as the Prime Minister and that obviously impedes coverage.

"If you bought a bigger plane, then you would be able to take the press pack with you, which would automatically mean that coverage of the Prime Minister was made simpler, which would also serve voters."

Malcolm Turnbull's office declined to comment.

Fairfax released a video, you can see it [HERE](#).

You can't control the wind, but you can adjust your sails.

Sale Equipo's and Friends' Reunion, 18th to 20th November, Nov 2016.

Click each pic for a bigger and better quality view.

Over the years blokes and blokettes who worked at East Sale in the Equipo mustering kept in touch with each other by sending out Christmas cards and sometimes including a little note on how life and families were progressing.

As time moved on, a lot of these people scattered to towns and villages all over Australia and face to face contact between a lot became very infrequent and contact dropped off. This was apparent when a few old friends did meet and the conversation eventually became: "what's old so-and-so doing these days" – sadly no-one knew!! It was a no-brainer when some-one suggested, "let's plan a reunion so we can all get together again". So the search began.

As was the norm in the years they served, as mates they knew a lot of personal facts about each other, they knew where their mates came from, where each of them grew up and in a lot



of cases knew their mates' families. Knowing all that personal info made it a lot easier to find people, they contacted people in some of the small towns their friends came from, white-pages on line was very handy as was word of mouth, some-one knew some-one who knew some-one and eventually a sizeable contact list of names was put together.

Virginia and Ralf Faber and also Mick Hawryluk (right) led the push and eventually it was decided to hold a reunion for Ex Sale Equipos and friends and to hold it over the weekend 27th to 29th October 2006 at the Gippsland Veterans Welfare Centre in Sale. Fliers were sent out and 75 people positively responded – and it was on. The reunion went well and people came from all over Australia.



At the 2006 reunion it was decided that they would hold the reunions every two years and that would call for a volunteer(s) to put the next reunion in place. Neil and Kay Short took up the baton and made an executive decision to hold reunion number 2 over the week-end 10th and 12 October, 2008 and that everyone would travel to Queensland's Sunshine Coast with the venue being the Coolum-Peregian RSL. 56 people made the journey.

At Coolum, the baton was once again passed, this time to Ian and Julka Shaughnessy (right) who decided to hold the 2010 reunion at the Adelaide Shores Caravan Park with the Saturday night dinner to be held at the Westward Ho Golf Club. This time they had 64 attendees.



The baton then passed to Jack and Pam Simpson who elected to hold the reunion on the 2nd to 4th November at [Rathmines](#) RSL. 56 people made the journey to Rathmines which also co-incided with the Catalina Festival which drew thousands of people.

At Rathmines everyone stepped back, except for Ralph and Virginia Faber (right) who were left with the organisation baton and to Jim Birrell who was volunteered to be the PR man.



This time, the reunion was held back at Sale, back to where it all began, with the venue being the Greyhound Club (below) on Sale Road. 78 people arrived and all had a great time.

As people move into their twilight years, it is noticeable that they enjoy coming together in true mateship to talk about the times when they served their country. Neil Short (right) and Kev Adams were passed the baton and they organised the 2016 reunion back at the Coolum/Peregian RSL Memorial Hall.



These are some of the people who were at the Friday night "Meet and Greet." All names left to right.



The RSL Memorial Hall, Coolum.



The Friday night Meet and Greet.



Harry Allie welcomed everyone to the reunion.



Barry Roberts, Trevor Teis, Mick Hawryluk.



Jackie Kershaw, Kieran Daggan, "Pebbles".



Dianne Scotney, Kris Powell, Jutta Rossington, Janice "Woody" Brunton.



Greg and Jan Cummins.



Harry Allie, George Rossington, Bev Allie.



Diane Scotney, Kris Powell, Jutta Rossington, Kay Short.



Harry and Vicki Wyatt.

THE RAM

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



Vol 56

Page 10



Jenni Eising, Marie Roberts, Bob Eising.





Jenny Hawryluk, Beryl Teis.



Julanne Williams, Joy Mahoney.



Julka Shaughnessy, Jenny Clarke



Jutta Rossington, Graham Poole, Barry Roberts, George Rossington.



Kris Powell, Gerry Ninnes.



Lorraine Adams, Pat Anderson, Dick Dangerfield, Ros Dangerfield.

THE RAM

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



Vol 56

Page 10



Lorraine and Kev Adams.



Madonna and Trevor Geyer.



Paul Ninnnes, Daryl, Keith Kershaw.



Peter and Linda Rees.



Ron "Ug" and Pat Anderson



Tom Fehily, Neil Short, Dino Matto.



Sue and George Torrens.





Jack and Margaret Khan.

The baton was then handed to Ian and Julka Shaughnessy who plan to hold the next get together in Adelaide in 2018. Mark your diaries.

Hair curling irons have a warning tag that says "For external use only."
Which one of you sick people made that necessary?



Health and Life Style.

Prostate cancer prevention: Ways to reduce your risk.

Mayo Clinic

If you're concerned about your risk of prostate cancer, you may be interested in prostate cancer prevention.

There's no sure way to prevent prostate cancer. Study results often conflict with each other and most studies aren't designed to definitively prove whether or not something prevents prostate cancer. As a result, no clear ways to prevent prostate cancer have emerged.

In general, doctors recommend that men with an average risk of prostate cancer make choices that benefit their overall health if they're interested in prostate cancer prevention.

There is some evidence that choosing a healthy diet that's low in fat and full of fruits and vegetables may contribute to a lower risk of prostate cancer, though this hasn't been proven concretely. If you want to reduce your risk of prostate cancer, consider trying to:

- Choose a low-fat diet. Foods that contain fats include meats, nuts, oils and dairy products, such as milk and cheese.

In some studies, men who ate the highest amount of fat each day had an increased risk of prostate cancer. While this association doesn't prove that excess fat causes prostate cancer, reducing the amount of fat you eat each day has other proven benefits, such as helping you control your weight and helping your heart.

To reduce the amount of fat you eat each day, limit fatty foods or choose low-fat varieties. For instance, reduce the amount of fat you add to foods when cooking, select leaner cuts of meat, and choose low-fat or reduced-fat dairy products.

- Eat more fat from plants than from animals. In studies that looked at fat consumption and prostate cancer risk, fats from animals were most likely to be associated with an



increased risk of prostate cancer. Animal products that contain fats include meat, lard and butter.

You might consider using plant-based fats instead of animal fats. For instance, cook with olive oil rather than butter. Sprinkle nuts or seeds on your salad rather than cheese.

- Increase the amount of fruits and vegetables you eat each day. Fruits and vegetables are full of vitamins and nutrients that are thought to reduce the risk of prostate cancer, though research hasn't proved that any particular nutrient is guaranteed to reduce your risk.
- Eating more fruits and vegetables also tends to make you have less room for other foods, such as high-fat foods.



You might consider increasing the amount of fruits and vegetables you eat each day by adding an additional serving of a fruit or vegetable to each meal. Consider eating fruits and vegetables for snacks.

- Eat fish. Fatty fish — such as salmon, tuna and herring — contain omega-3 fatty acids, a type of fatty acid that has been linked to a reduced risk of prostate cancer. If you don't currently eat fish, you might consider adding it to your diet.

Another way to add omega-3s to your diet is by eating flaxseed.

- Reduce the amount of dairy products you eat each day. In studies, men who ate the most dairy products, such as milk, cheese and yogurt, each day had the highest risk of prostate cancer. But study results have been mixed, and the risk associated with dairy products is thought to be small.

Maintain a healthy weight.

Men who are obese, a body mass index (BMI) of 30 or higher, may have an increased risk of prostate cancer. If you are overweight or obese, work on losing weight. You can do this by reducing the number of calories you eat each day and increasing the amount of exercise you do.

If you have a healthy weight, work to maintain it by exercising most days of the week and choosing a healthy diet that's rich in fruits, vegetables and whole grains.

Studies of exercise and prostate cancer risk have mostly shown that men who exercise may have a reduced risk of prostate cancer. Exercise has many other health benefits and may



reduce your risk of heart disease and other cancers. Exercise can help you maintain your weight, or it can help you lose weight.

If you don't already exercise, make an appointment with your doctor to make sure it's OK for you to get started. When you begin exercising, go slowly. Add physical activity to your day by parking your car farther away from where you're going, and try taking the stairs instead of the elevator.

Aim for 30 minutes of exercise most days of the week.

Television may insult your intelligence, but nothing rubs it in like a computer.

Pumpkin Facts.

You either love them or hate them, there's no in-between. Pumpkin is like that. Some people love them cooked any way, boiled or baked or even mashed up into a soup. A lot of people can't stand them boiled or baked but love the soup and there's others that can't stand them done anyway. I don't think there is a vegetable that is so divisive. But like them or hate them, there are some facts about pumpkins that not many lovers or loathers know. For instance:

- The word pumpkin comes from the Greek word "pepon," which means large melon. Pumpkins are native to the Americas.
- More than 589,700 kg of pumpkins were produced in the U.S. in 2014, according to the U.S. Department of Agriculture. This crop was valued at more than \$145 million.
- A single pumpkin vine can grow up to 9 meters in length and contains both male and female blossoms. The male blossoms attract bees, which are necessary for pollination of the female blooms.



- According to Guinness World Records, the record for the heaviest pumpkin was set in 2010 with a pumpkin that weighed 1,054 kilograms. The record for the largest pumpkin pie, also set in 2010, was 1,678 kilograms.

Pumpkin is low in calories (about 80 in 1 cup puree). It's a very good source of fibre, vitamins A and C and the minerals iron, potassium and manganese. Pumpkin seeds are also a source of omega-3 fatty acids.

The oil made from pumpkin seeds is possibly effective for symptoms caused by an enlarged prostate (benign prostatic hyperplasia). Pumpkin flowers, leaves and seeds are all edible. It is a versatile ingredient and can be made into a soup, sauce, puree, mash or pie filling and can be sautéed or roasted.

Change is inevitable, except from a vending machine.

Calorie Calculator.

If you want to know how many calories your body needs to sustain itself on a day to day basis, click [HERE](#). This is an American calculator and defaults to the old Lbs and feet and inches measurement system. Click the "International Units" tag before using.

Is sea salt healthier than table salt?

Despite the fact that sea salt is often promoted as being a healthier type of salt, it has the same basic nutritional value as table salt. In fact, by weight sea salt and table salt contain comparable amounts of sodium. The main differences between sea salt and table salt are in their taste, texture and processing.



Whichever type of salt you enjoy, do so in moderation.

I was going to give him a nasty look, but he already had one.



Depression: Supporting a family member or friend.

Helping someone with depression can be a challenge. If someone in your life has depression, you may feel helpless and wonder what to do. Learn how to offer support and understanding and how to help your loved one get the resources to cope with depression. Here's what you can do.

Learn the symptoms of depression.

Depression signs and symptoms vary from person to person. They can include:

- Feelings of sadness, tearfulness, emptiness or hopelessness
- Angry outbursts, irritability or frustration, even over small matters
- Loss of interest or pleasure in most or all normal activities, such as sex, hobbies or sports
- Insomnia or sleeping too much
- Tiredness and lack of energy, so even small tasks take extra effort
- Changes in appetite — reduced appetite and weight loss or increased cravings for food and weight gain
- Anxiety, agitation or restlessness
- Slowed thinking, speaking or body movements
- Feelings of worthlessness or guilt, fixating on past failures or blaming yourself for things that aren't your responsibility
- Trouble thinking, concentrating, making decisions and remembering things
- Frequent or recurrent mention of death, suicidal thoughts, suicide attempts or suicide
- Unexplained physical problems, such as back pain or headaches



For many people with depression, symptoms usually are severe enough to cause noticeable problems in day-to-day activities, such as work, school, social activities or relationships with others. Other people may feel generally miserable or unhappy without knowing why. Children and teens may show depression by being irritable or cranky rather than sad.

Encourage treatment.

People with depression may not recognize or acknowledge that they're depressed. They may not be aware of signs and symptoms of depression, so they may think their feelings are normal. All too often, people feel ashamed about their depression and mistakenly believe they should be able to overcome it with willpower alone. But depression seldom gets better without



treatment and may get worse. With the right treatment approach, the person you care about can get better.

Here's what you can do to help:

- Talk to the person about what you've noticed and why you're concerned.
- Explain that depression is a medical condition, not a personal flaw or weakness and that it usually gets better with treatment.
- Suggest seeking help from a professional, a medical doctor or a mental health provider, such as a licensed counsellor or psychologist.
- Offer to help prepare a list of questions to discuss in an initial appointment with a doctor or mental health provider.
- Express your willingness to help by setting up appointments, going along to them and attending family therapy sessions.

If your loved one's illness is severe or potentially life-threatening, contact a doctor, a hospital or emergency medical services.

Identify warning signs of worsening depression.

Everyone experiences depression differently. Observe your loved one. Learn how depression affects your family member or friend — and learn what to do when it gets worse.

Consider these issues:

- What are the typical signs and symptoms of depression in your relative or friend?
- What behaviors or language do you observe when depression is worse?
- What behaviors or language do you observe when he or she is doing well?
- What circumstances trigger episodes of more severe depression?
- What activities are most helpful when depression worsens?

Worsening depression needs to be treated as soon as possible. Encourage your loved one to work with his or her doctor or mental health provider to come up with a plan for what to do when signs and symptoms reach a certain point. As part of this plan, your loved one may need to:

- Contact the doctor to see about adjusting or changing medications





- See a psychotherapist, such as a licensed counselor or psychologist
- Take self-care steps, such as being sure to eat healthy meals, get an appropriate amount of sleep and be physically active

Understand suicide risk.

People with depression are at an increased risk of suicide. If your loved one is severely depressed, prepare yourself for the possibility that at some point he or she may feel suicidal. Take all signs of suicidal behaviour seriously and act immediately.

Take action if necessary:

- Talk to the person about your concern. Ask if he or she has been thinking about attempting suicide or has a plan for how to do it. Having an actual plan indicates a higher likelihood of attempting suicide.
- Seek help. Contact the person's doctor, or other health care professional. Let other family members or close friends know what's going on.
- Call Lifeline 131 114.
- Make sure the person is in a safe environment. If possible, eliminate things that could be used to attempt suicide. For example, remove weapons and medications.
- Call 000 immediately if the person is in danger of self-harm or suicide. Make sure someone stays with that person at all times.



Stay alert for warning signs of suicide.

Learn and stay alert for common warning signs of suicide or suicidal thoughts:

- Talking about suicide — for example, making statements such as "I'm going to kill myself," "I wish I were dead," or "I wish I hadn't been born"
- Getting the means to attempt suicide, such as stockpiling pills
- Withdrawing from social contact and wanting to be left alone
- Having mood swings, such as being emotionally high one day and deeply discouraged the next
- Being preoccupied with death, dying or violence
- Feeling trapped or hopeless about a situation
- Increasing use of alcohol or drugs
- Changing normal routine, including eating or sleeping patterns
- Doing risky or self-destructive things, such as using drugs or driving recklessly
- Giving away belongings or getting affairs in order when there's no other logical explanation for why this is being done



- Saying goodbye to people as if they won't be seen again
- Developing personality changes or being severely anxious or agitated, particularly when experiencing some of the warning signs listed above

Provide support

Remember that your loved one's depression isn't anyone's fault. You can't fix the person's depression — but your support and understanding can help.

What you can do for your loved one:

- Encourage sticking with treatment. If your relative or friend is in treatment for depression, help him or her remember to take prescribed medications and to keep appointments.
- Be willing to listen. Let your loved one know that you want to understand how he or she feels. When the person wants to talk, listen carefully, but avoid giving advice or opinions or making judgments. Just listening and being understanding can be a powerful healing tool.
- Give positive reinforcement. People with depression may judge themselves harshly and find fault with everything they do. Remind your loved one about his or her positive qualities and how much the person means to you and others.
- Offer assistance. Your relative or friend may not be able to take care of certain tasks well. Give suggestions about specific tasks you'd be willing to do, or ask if there is a particular task that you could take on.
- Help create a low-stress environment. Creating a regular routine may help a person with depression feel more in control. Offer to make a schedule for meals, medication, physical activity and sleep, and help organize household chores.
- Locate helpful organizations. A number of organizations offer support groups, counseling and other resources for depression. For example, the National Alliance on Mental Illness, employee assistance programs and many faith-based organizations offer help for mental health concerns.
- Encourage participation in spiritual practice, if appropriate. For many people, faith is an important element in recovery from depression — whether it's involvement in an organized religious community or personal spiritual beliefs and practices.
- Make plans together. Ask your loved one to join you on a walk, see a movie with you, or work with you on a hobby or other activity he or she previously enjoyed. But don't try to force the person into doing something.



What you can do for yourself:



- Learn about depression. The better you understand what causes depression, how it affects people and how it can be treated, the better you'll be able to talk to and help the person you care about.
- Take care of yourself. Supporting someone with depression isn't easy. Ask other relatives or friends to help, and take steps to prevent becoming frustrated or burned out. Find your own time for hobbies, physical activity, friends and spiritual renewal.
- Finally, be patient. Depression symptoms do improve with treatment, but it can take time. Finding the best treatment may require trying more than one type of medication or treatment approach. For some people, symptoms quickly improve after starting treatment. For others, it will take longer.

Every time someone comes up with a foolproof solution, along comes a more-talented fool.

ADSO Senate Submission - Inquiry into Veterans Suicides.

It has been quite a task but the [ADSO](#) Submission has been finalized and has been lodged with the Senate Committee's Secretariat – copy attached [HERE](#).



Although the first draft has been extensively reworked following numerous inputs from a good cross section of ADSO's member Associations, the important core of what was originally drafted, together with its in-depth research, remains as the centre-piece of what was submitted.

ADSO took every relevant input and suggested inclusion into consideration and balanced it with what they agreed from the

start would be their so-to-speak theme - namely, to not shy away from serious criticism nor from making comment on clear evidence that DVA's service delivery to the veterans' community in large part has been far from satisfactory. Many veterans had been left rightfully very grumpy, to put it mildly. But equally ADSO would acknowledge the positive advances DVA has made to date and the initiatives it has underway to overcome its sins of the past.

Nuts and your heart.

Mayo Clinic

Eating nuts helps your heart. Walnuts, almonds and other nuts can help lower your cholesterol when eaten as part of a balanced diet. Nuts contain unsaturated fatty acids and other nutrients and they're a great snack food — inexpensive, easy to store and easy to pack when you're on the go. One drawback to nuts is that they're high in calories, so it's important to limit portions. But choosing nuts instead of a less healthy snack may just help you stick to a heart-healthy diet.



Although a great deal of research suggests that nuts can benefit heart health and reduce the risks of dying early from heart disease and other causes, the evidence is still inconclusive. But, unless you're allergic to nuts, there's no real danger in eating nuts, so you can certainly include nuts as part of your heart-healthy diet. One way nuts may help your heart health is by lowering the low-density lipoprotein (LDL, or "bad") cholesterol levels. LDL plays a major role in the development of plaque that builds up on the blood vessels. Eating more nuts has also been linked to lower levels of inflammation linked to heart disease.

Eating nuts may also reduce your risk of developing blood clots that can cause a fatal heart attack. Nuts also appear to improve the health of the lining of your arteries.

So, what's in nuts that might make them heart healthy?

Besides being packed with protein, most nuts contain at least some of these heart-healthy substances:

- **Unsaturated fats.** It's not entirely clear why, but it's thought that the "good" fats in nuts, both monounsaturated and polyunsaturated fats, lower bad cholesterol levels.
- **Omega-3 fatty acids.** Omega-3 fatty acids are found in many kinds of fish, but many nuts are also rich in omega-3 fatty acids. Omega-3s are a healthy form of fatty acids that seem to help your heart by, among other things, preventing dangerous heart rhythms that can lead to heart attacks.
- **Fiber.** All nuts contain fiber, which helps lower your cholesterol. Fiber makes you feel full, so you eat less. Fiber is also thought to play a role in preventing type 2 diabetes.
- **Vitamin E.** Vitamin E may help stop the development of plaques in your arteries, which can narrow them. Plaque development in your arteries can lead to chest pain, coronary artery disease or a heart attack.



- **Plant sterols.** Some nuts contain plant sterols, a substance that can help lower your cholesterol. Plant sterols are often added to products like margarine and orange juice for additional health benefits, but sterols occur naturally in nuts.
- **L-arginine.** Nuts are also a source of L-arginine, which is a substance that may help improve the health of your artery walls by making them more flexible and less prone to blood clots that can block blood flow.

What amount of nuts is considered healthy?

As much as 80 percent of a nut is fat. Even though most of this fat is healthy fat, it's still a lot of calories. That's why you should eat nuts in moderation. Ideally, you should use nuts as a substitute for saturated fats, such as those found in meats, eggs and dairy products. Instead of eating foods with unhealthy saturated fats, try substituting a handful of nuts or a tablespoon or two of a nut spread. The American Heart Association recommends eating about four servings of unsalted nuts a week. Select raw or dry-roasted nuts rather than those cooked in oil.

A serving is a small handful of whole nuts or 2 tablespoons of nut butter. But again, do this as part of a heart-healthy diet. Just eating nuts and not cutting back on saturated fats found in many dairy and meat products won't do your heart any good.



Does it matter what kind of nuts you eat?

The type of nuts you choose to eat probably doesn't matter much. Most nuts appear to be generally healthy, though some may have more heart-healthy nutrients than others. For example, walnuts contain high amounts of omega-3 fatty acids. Almonds, macadamia nuts, hazelnuts and pecans are other nuts that appear to be quite heart healthy. And peanuts, which are technically not a nut, but a legume, like beans, seem to be relatively healthy. Keep in mind, you could end up cancelling out the heart-healthy benefits of nuts if they're covered with chocolate, sugar or salt.

Here's some nutrition information on common types of nuts. All calorie and fat content measurements are for 1 ounce, or 28.4 grams (g), of unsalted nuts.

Type of nut	Calories	Total fat
Almonds, dry-roasted	170	14.9 g
Almonds, raw	164	14.2 g
Brazil nuts, raw	187	19 g
Cashews, dry-roasted	163	13.1 g
Chestnuts, roasted	69	0.6 g
Hazelnuts (filberts), dry-roasted	183	17.7 g



Type of nut	Calories	Total fat
Hazelnuts (filberts), raw	178	17.2 g
Macadamia nuts, dry-roasted	204	21.6 g
Macadamia nuts, raw	204	21.5 g
Peanuts, dry-roasted	166	14.1 g
Pecans, dry-roasted	201	21.1 g
Pistachios, dry-roasted	162	13 g
Walnuts, halved	185	18.5 g

How about nut oils? Are they healthy, too?

Nut oils are also a good source of healthy nutrients, but they lack the fibre found in whole nuts. Walnut oil is the highest in omega-3s. Consider using nut oils in homemade salad dressing or in cooking. When cooking with nut oils, remember that they respond differently to heat than do vegetable oils.

Nut oil, if overheated, can become bitter. Just like with nuts, use nut oil in moderation, as the oils are high in fat and calories.

Runny Nose.

Runny nose is excess drainage produced by nasal and adjacent tissues and blood vessels in the nose. This drainage may range from a clear fluid to thick mucus. Runny nose drainage may run out of your nose, down the back of your throat or both.

The terms "rhinorrhea" and "rhinitis" are often used to refer to a runny nose. Strictly speaking though, rhinorrhea refers to a thin, relatively clear nasal discharge. Rhinitis refers to inflammation of the nasal tissues from a number of causes, which usually results in a runny nose. Nasal congestion may or may not accompany runny nose.



Runny nose can be caused by anything that irritates or inflames the nasal tissues. Infections, such as the common cold and influenza, allergies and various irritants may all cause a runny nose. Some people have a chronically runny nose for no apparent reason, a condition called nonallergic rhinitis or vasomotor rhinitis (VMR).

Less commonly, runny nose can be caused by polyps, a foreign body, a tumour or migraine-like headaches.



When to see a doctor.

A runny nose may be annoying and uncomfortable, but it usually clears up on its own. Occasionally, it can be a sign of a more serious problem, and runny nose may be serious in infants. Call your doctor if:

- Your symptoms last more than 10 days.
- You have a high fever.
- Your nasal discharge is yellow and green and is accompanied by sinus pain or fever. This may be a sign of a bacterial infection.
- You have blood in your nasal discharge or a persistent clear discharge after a head injury.

Call your child's doctor if:

- Your child is younger than 2 months and is running a fever.
- Your baby's runny nose or congestion causes trouble nursing or makes breathing difficult.

Self-care.

Until you see your doctor, try these simple steps to relieve symptoms:

- Sniffing and swallowing or gently blowing your nose.
- Avoid known allergic triggers.
- If the runny nose is a persistent, watery discharge, particularly if accompanied by sneezing and itchy or watery eyes, your symptoms may be allergy-related and an over-the-counter antihistamine may help. Be sure to follow the label instructions exactly.
- For babies and small children, use a soft rubber suction bulb to gently remove any secretions.
- Try these measures to relieve postnasal drip — when excess mucus accumulates in the back of your throat:
- Avoid common irritants such as cigarette smoke and sudden humidity changes.
- Drink plenty of water.
- Try nasal saline sprays or rinses.

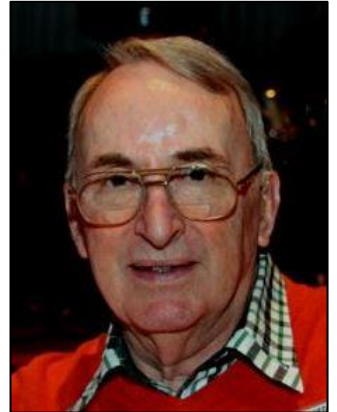
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Pedro's Patter.

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

On Thursday, Dick Brice and I, with 'Bugs' Rose and 'Blue' Campbell as crew members, set off for Nha Trang to take over from the crew who had been there since Saturday. We would be relieved in turn the following Tuesday. Dick and I were both qualified captains, but squadron procedure called for pilots to see difficult airfields from the right-hand seat first, before operating as captain into those fields. I was the new boy on this detachment so, although sharing the flying, Dick would fly into the difficult airfields.



Both of us were 'hour hogs', but for different reasons. Dick had ideas of later joining an airline. I had taken two years off flying duties to complete a degree and wanted to catch up to my contemporaries. And so we were both keen to log as much flying time as we could in Vietnam. The detachments provided an ideal opportunity. While away from Vung Tau, we were virtually our own masters. No limits had been placed on us, and we could therefore accept as many tasks from our USAF coordinators as the limits of daylight, weather and fatigue would allow. Most of the squadron pilots, being young and keen, felt the same way. This willingness to fly had given the squadron a 'can-do' reputation among the Special Forces for getting the job done, even under difficult conditions; a reputation which many US squadrons, operating 'by the book' as they would in the States, did not enjoy.



It is hard to imagine a handful of aircraft and crews gaining such a reputation amongst the huge airlift effort of the USAF and US Army, but the backslapping welcome we received everywhere from the Special Forces proved the point. Some of our loadies must have wondered why their pilots were so obsessive about logging flight time. It made no difference to them how much they

THE RAM

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

Vol 56

Page 12

flew since their main job was on the ground. But they did not complain when we talked them into one more sortie. Bugs was enthusiastic and capable, and did everything he could to help us along, while the taciturn Blue took it all in his stride.

Our detachment tasks were unscheduled resupply missions to any one of dozens of small Special Forces camps from the two main supply bases in the II Corps Military Region, Nha Trang and Pleiku. These camps were scattered throughout the mountainous region to the west and north-west of Nha Trang. Each camp had its own rudimentary airstrip. Some were short, narrow and rough, and suitable only for Caribous, light aircraft and helicopters. Others were longer, with PSP or T-17 membrane surfaces suitable for larger aircraft. Many were perched on top of a hill, or squeezed into a narrow valley, requiring full STOL performance from the Caribou.

The weather today was overcast turning the sea a steely grey. On our way north, the port engine began running roughly. Not wishing to spend a six-day detachment plagued with engine trouble, we diverted back into Vung Tau to have it checked. Once at Nha Trang the engine began playing up again. Bugs had already cleaned the plugs, so he decided to replace them with the spare set we always carried. Still the engine coughed and backfired when we checked the magnetos. As a last resort, Bugs changed the high-tension leads, and at last the engine ran sweetly. By this time, it was midafternoon. We called up TMC and were given our first and only task for the day, a load for Plei Me.



Plei Me was a Special Forces camp 110 miles north-west of Nha Trang. The Caribou was the largest fixed-wing aircraft that could get into its 1200-foot length. It was definitely a Type 1 airfield. Only RAAF Caribous went into Plei Me. US Army Caribous did not. This made us very popular with the Special Forces team there, and they were always trying to coax us to do extra



sorties for them. Since Plei Me was not only short, but also 1200 feet above sea level, it was marginal, even for a Caribou. Dick, who had been there only a few times himself, flew this sortie. He was soon in a lather of sweat, the wet patch on the back of his flying suit spreading as he manhandled the aircraft down to touch down on the first hundred feet of the strip. From finals, the strip looked impossibly short, since it had a hump in the middle, and you could not see the other half until you were rolling down the runway after landing. It was a case of psyching yourself into believing that there really was an adequate strip there, and doing all the right things to pull up before you ran off the other end.

On the ground Bugs and Blue, sweating profusely in the muggy heat, helped the Special Forces team push our cargo of three 1500-pound pallets of boxed food onto the tray of a battered army truck, backed up with its tailgate almost against the Wallaby's cargo ramp. There was nothing as sophisticated as a forklift way out here. Behind us, the red and yellow South Vietnamese flag fluttered bravely over the sandbagged trenches and makeshift timber and galvanised iron buildings that constituted the camp. With only an hour until last light, we wasted little time on pleasantries. The dust from our landing had barely settled when Dick had the first engine turning as the truck pulled away with the last pallet.



The Buddha was vermillion in the setting sun as we joined the circuit at Nha Trang. The outskirts of the base merged with the horizon, rapidly darkening in the short tropical twilight, revealing only the featureless bulk of the nearby mountains and the stark rectangles of the VHF ground communications antennae that transmitted telephone conversations from base to base in the absence of secure landline communications. We finished our post-flight paperwork sitting on the cargo ramp, drinking cans of Budweiser beer from the TMC fridge. Next day, we had two



long runs. The first, which I flew, was north of Pleiku to Plei Mrong, a 3000-foot PSP strip. The other was to Dak Pek, further north again and was Dick's sortie. Dick had told me over the previous night's Budweisers about 'the dreaded Dak Pek'. When we got there, I could see what he meant. The camp and strip were in a mountainous river valley six miles from the Cambodian border, and close to the notorious Ho Chi Minh Trail. The Aerodrome Directory warned: 'Check SF for security. Airfield usually secure sunrise to sunset. VC on hills to west', encouraging us to use our defensive spiral descent. As we spiralled down, I gazed up at the jungle-shrouded ridgelines above us, wondering whether a VC was looking at us down the barrel of a gun.

Several months later I was to find out. Descriptions do little justice to Dak Pek airfield. Although not the shortest strip our Caribous went into, it was certainly one of the worst. It was Type 2 for Caribous. The 1400-foot dirt runway, 2350 feet above sea level, ran along the narrow valley within a bend in the river, and on the only flat area around. On one side was a knoll on which was perched the fortified Special Forces camp, overlooking the river and hills to the west, and on the other side the high valley wall to the east.

The approach to one end of the strip was over a steep, timbered hill; to the other end over the river towards a claustrophobic cutting through which the strip passed. Dick had been there only once before, as copilot. Now he was sweating it out himself, as I would be next time. It was obvious that time for another sortie today was running out so, after unloading, we



accepted the offer of a cup of coffee with the team. It was a stiff climb to the camp, which had a grandstand view of the surrounding valley, a very desirable attribute in this part of the country.

Montagnard children, the smaller ones completely naked, played on a discarded artillery piece, waiting for their fathers and older brothers to return from scouring the nearby mountain trails looking for VC. Montagnard women trudged by, large urns on their heads, on their way to collect water from the river. Sitting around a rough trestle table in their ramshackle command hut our Special Forces hosts quizzed us about the war. What a joke! We knew as little as they did. Although we picked up snippets of information as we moved around the country, we had to rely on week-old Australian newspapers or dial up Radio Australia on our HF radio to give us an overall picture of what was going on.

I did not envy the Special Forces teams. There were usually about a dozen men in each camp, all highly trained in hand-to-hand combat and weapon handling. Although they were officially classified as 'advisers', in places like Dak Pek they were organised on company lines, the



senior man, usually a captain, acting as company commander and directing all activities. His men acted as platoon sergeants to groups of Montagnards drawn from the village population. They lived under primitive conditions, and were absolutely dependent on aerial resupply for not only ammunition and materials, but also food and any creature comforts they enjoyed. It was no wonder they cultivated our friendship, and offered us hospitality, reliant on us as they were for bringing in everything they needed on a day-to-day basis.

As dusk was again approaching we had to end the conversation and get back to Nha Trang. After dinner, Dick and I decided to look for the Buddha, which we had seen so far only from the air. We set off downtown in our scrounged and battered vehicle, a Ford F-100 automatic pick-up, which had large rust holes in the cabin floor and tray, and an ominous noise in the transmission. The truck had an interesting history. Apparently it had been on its way to the scrap heap, but was somehow diverted when a smooth-talking Aussie crew chief persuaded a US Army drinking buddy to look the other way. Since then it had been passed on to successive Nha Trang detachment crews, who had appreciated the independence of having their own transport away from base.



Nha Trang looked cleaner and more sophisticated than Vung Tau did, and less symmetrical due to its position astride the river estuary. It was also more expensive, thanks to the Yanks. We passed the grand-looking entrance to the Vietnamese Air Force Academy, an archway topped with a huge bronze eagle. Inside the grounds a World War II Bearcat fighter was set up on a pylon as an ornament on the lawn. The choice of aircraft seemed inappropriate. The fledgling Republic of Vietnam Air Force (VNAF) flew mainly retired USAF Skyraiders and C-

47s. As far as I know the Bearcat was never part of their operational line-up. Freedom Fighter jets, their first new aircraft, were presently being introduced at the Bien Hoa fighter base near Saigon under a US assistance plan. The Buddha, whose white bulk stood out like a beacon from the air, eluded us among the side streets of the city. We gave up, and decided to explore the town instead. We parked the truck and wandered down the main street. As at Vung Tau, military uniforms rubbed shoulders with ao dais. Trishaws and Lambrettas dropped off American GIs and rushed away with another fare.

An old lady at a mobile food cart tried to tempt us with some savoury meat on a satay stick. The aroma of her cooking lingered as we walked into one of the many bars, our eyes momentarily blinded in the soft reddish light inside. A bargirl quickly appeared from behind a lurid, beaded curtain. Her slim, attractive figure was vulgarised by tight-fitting Western dress, and her face



overly made up. She spotted the 'Australia' caption on Dick's cap. 'Hi Aussie. How 'bout a beer, or maybe "Saigon Tea"?', she said suggestively. The latter, quoted at 750p (about US\$7.50), seemed to involve more than a drink. 'What comes with the Saigon Tea?' Dick wanted to know. 'Short time with me', replied the girl with a wink. 'How much all night?' asked Dick. 'Fifty dollar', she said firmly. When Dick laughed, she said impatiently, 'What you want, Aussie?' 'Give us a "bar me bar"' replied Dick, grinning at me. The girl, realising she had been had, laughed too, and went away to get our drinks. She

came back with two bottles and two grubby-looking glasses. We drank our 'bar me bar', ignoring the sludge in the bottom of the bottle and the faint taste of formalin, which left you with a horrendous gut-ache if you drank too much. If you believed the rumour, 'bar me bar' was made from Saigon River water and the formalin, more commonly used as an embalming fluid, was added to kill the bugs!

Retrieving the truck, we managed to find our way back to our quarters at the MACV compound. In spite of its pleasant location on the beachfront, the compound offered few creature comforts. Dick and I had to share an austere room equipped only with two beds, sheets and mosquito nets. We soon gravitated back to the bar, which had tables and chairs, a few poker machines and the prospect of conversation, although none of the Americans we came into contact with at the base lived in this mess. We struck up a conversation with a couple of civilian engineers who came here from New York to work on building projects contracted to Pacific Architects and Engineers, an American construction firm which also operated the Caribou. They told us Polish and Jewish jokes all





night. Some of the stories were not very complimentary to either ethnic group, but I suppose they would say the same about our Irish and Aboriginal jokes.

Next morning, like all mornings here, we had to face another American-style breakfast. We joined the crowd shambling past the servery in the cafeteria-style dining room. Regardless of



my indications or protestations, I seemed to get the same each morning; two hard fried eggs 'sunny side up', several pieces of overdone bacon glued together with fat, a 'stack' of pancakes, with the whole lot floating in a sea of maple syrup. As I looked at this gastronomic nightmare, my stomach churned but I was too hungry not to eat it.

On the bright side, today the flying was all mine, and I was looking forward to it. TMC ran over the day's activities with us. We had ammunition for Plei Me and

building materials and POL for Tuy Hoa South. Getting into Plei Me was interesting, as I had to descend through a minute hole in the cloud cover in a very tight spiral, avoiding swarms of choppers taking part in a heliborne assault operation. Dozens more were parked in lines each side of the short, narrow strip, making the landing even more difficult. A mixture of 'Huey' gunships and troop carriers, they refuelled from huge rubber fuel cells brought in from Pleiku by Chinook (heavy helicopter). The air was full of dust stirred up by their rotor blades, and the characteristic wokka-wokka sound mingled with the intermittent rat-a-tat of distant gunfire.

The busy Special Forces team had our load of ammunition onto the truck and into the choppers in a few minutes. We were truly part of the action here. My first landing at the minute Plei Me strip was an anticlimax. As I recorded in my diary: 'I managed to hack it ie. We're still alive, even though some fool Yank parked too close to the strip.' Just off the end of the runway at Tuy Hoa was a wrecked C-130. A C-123 pilot told us that the pilot of the C-130 had misjudged his approach, and overrun the short PSP strip, becoming bogged in the soft sandy soil. As the unfortunate, but at this stage undamaged aircraft, was interfering with the approach path on the other runway, the Army colonel running the base ordered it towed away. After two abortive attempts, during which the nose wheel assembly was ripped off and the fuselage skin torn and wrinkled, the next instruction was to push the C-130 away with a bulldozer. This operation was successful, that is, in removing the forlorn aircraft, but the end result was an eight million-dollar pile of scrap metal. The hulk remained there for months until it was blown up to make way for a new runway. By contrast, on the rare occasions when an aircraft in our shoestring operation came to grief, it was carefully put back together with salvaged or improvised bits and pieces and returned to service as soon as possible.



Sunday was Dick's day but the weather, quite good until now, finally stopped us. We were unable to get into Plei Mrong, its valley being socked in with low cloud. This forced us into nearby Pleiku on a GCA (Ground Controlled Approach). Wondering what to do for the rest of the day, our interest quickened when the GCA controller told us to drop our load and proceed to nearby Holloway to pick up some travelling entertainers waiting for a lift to Tuy Hoa. Expecting buxom showgirls, we wasted no time getting airborne again, but were disappointed to find a troupe of male folk singers waiting for us at Holloway. As we found in the coming months, many entertainers, sponsored or giving their services free, visited Vietnam regularly.



Several well-known Australian personalities performed for us at Vung Tau and for the troops at Phan Rang, Lorraine Desmond and Dinah Lee to name a couple. After dropping off our folk singers, we continued on back to Nha Trang for our next assignment. Later in the day, we were given a load for Qui Nhon, and instructions to return via Tuy Hoa to pick up the folk singers. Since Tuy Hoa was also on the coast we took the opportunity to fly up low level, enjoying the coastal scenery. The seafront here is very rocky, with many inlets and small islands. On one rocky promontory stood a large lighthouse and what looked like a monastery. Many small craft dotted the blue waters, fishing the coastal shelf. Qui Nhon is a large port city in the area then known as I Corps Military Region (colloquially 'I Corps'), the northernmost part of the country. Many warships and freighters were tied up in the harbour. A large Catholic Church dominated the landscape from its position on a hillside. After dropping our load, we returned once more



low level along the coast. Ten miles north of Tuy Hoa, the main highway and railway from Qui Nhon meet the coast and parallel it for the rest of the way to Nha Trang. Both were deserted. Bus and train services had been virtually abandoned after frequent ambushes and atrocities. In my 12 months in Vietnam, I saw only one functioning train, even though there were hundreds of miles of railway track. Only peasant farmers dared to travel unprotected on the roads, their bullock wagons no doubt testifying to their innocent objectives. Military convoys, of course, were always well protected.

It was nearly six o'clock when we saw the Buddha again. Another long day. After dinner, there was entertainment in the MACV (Military Assistance Command Vietnam) bar—Sunday special. A local rock group performed. The electric guitars, the showbiz clothes, the mop heads and the accents—all were pure Beatles. Only the Asian faces broke the illusion, and seemed oddly incongruous in the American club atmosphere where no other Vietnamese were present. But they put on a good show. An Australian girl named Shirley, who sang some impromptu songs, followed the Viet Beatles. Our Texan friend informed us: 'She'll do a strip show if the price is right'. I am not sure where Shirley, or the Texan's information, came from.



Monday was my day again. We dropped Bugs and Blue at the Special Forces ramp, as usual, before driving down to Ops to submit our flight plan. As we drove back into the ramp, we witnessed a sight which was more like a scene from a hillbilly western. At the back of the Wallaby was a forklift, its prongs level with 17 50 Cow at Nha Trang 51 The Elusive Buddha the cargo ramp, and supporting a wooden cage. Inside the cage was part of our cargo, a mournful-looking cow. The forklift driver, a diminutive Vietnamese wearing a crash helmet with his black pyjamas was, with characteristic Asian patience, trying to get the cow from the cage into the aircraft. He was having little success. The cow seemed unwilling to forsake its cramped cage for the unknown perils of the Wallaby, particularly when, on its first tentative step, it put its hoof down the gap between cage and cargo ramp. Its bovine expression changed to stubbornness. The Vietnamese shrugged helplessly. But the cow reckoned without Bugs Rose. Aiming a swift kick at its rump, he jumped into the aircraft, bellowing like a fan at a football final as he hauled on the cow's tethering rope. The Vietnamese beamed in admiration as the reluctant animal trotted forward. And so I set off for Van Canh with my first 'veg and livestock' cargo, a mixture of boxed cabbages, crated geese and the recalcitrant cow tethered to the sidewall of the cargo compartment. The Wallaby smelt more like a farmyard than an aeroplane.



THE RAM

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



Vol 56

Page 12

Van Canh, reasonably long at 2000 feet, was wedged in on both sides by steep mountain ranges. I misjudged the first approach and, playing safe, went round for another go. The next approach was much better and after landing I parked beside a US Army Caribou already on the ramp. Now came the sequel to the loading story. Bugs opened the cargo ramp fully, which angled it down about 30 degrees towards the ground. The cow seemed to have overcome its distaste for the aircraft, and now wanted to stay inside. Bugs' solution to this problem was to hand the end of the tether rope outside to a Montagnard soldier waiting to claim this food on the hoof. Bugs repeated his famous bellow, and gave the cow another kick on the rump. The unfortunate animal lurched forward, stepped onto the sloping ramp, immediately lost its footing and slid the rest of the way on its rump. Picking itself up after this undignified exit, the cow found itself in the open looking at the surprised Montagnard meekly holding its rope. The Montagnard, reading the cow's terrible expression, turned to run, a little late. The enraged animal leaped forward, head lowered, until its horns, which fortunately had been clipped, found the retreating soldier's buttocks. This produced a burst of speed from him, further encouraging the cow. And so it went on until both disappeared from view.

After another less eventful run to Van Canh, we were sent on a mail run-type mission through three bases in central II Corps—Buon Brieng, Phan Rang and Cam Ranh Bay. Buon Brieng was another membrane strip. The runway and parking ramp were covered with the nylon-coated matting which, after a shower of rain, was very slippery. Having skidded slightly when taxiing the Caribou into the sloping ramp, I watched with concern as a jeep, zooming out from the nearby compound to meet us, went into a four-wheel drift towards our aircraft. The driver, cursing and swearing, cranked the steering wheel in both directions until the vehicle at last responded, and the potential disaster was averted. A Special Forces lieutenant invited Dick and me up to the camp for coffee while the crew finished unloading. I got the impression he wanted us 'fly-boys with cushy jobs' to see how the war was really fought, though all we could see here were tents, mud and Montagnards. Some of the advisers here were on their second or third tours, and were decidedly weird. After exchanging pleasantries, they lapsed into a world of their own. Living in this muddy, makeshift camp, miles from anywhere in a foreign country, training unsophisticated mountain tribesmen in the art of counterinsurgency warfare, who would blame them? Only one man seemed cheerful and well adjusted. He was a huge black man with reddish hair and Asian eyes who told us he had 'married' a Montagnard woman. He asked all sorts of questions about 'Orstralia', the Davis Cup, and 'those little Cola bears'.



The detachment ended quietly on Tuesday morning with a run to a place called Tan Rai. Here, the village had been fortified in a pentagonal arrangement of sandbags and slit trenches, looking like a copy book example from the Special Forces manual, if there was such a thing. The captain, a sandy-haired Virginian, was especially pleased with our cargo of hessian bags and roofing iron. The Special Forces team was expecting trouble and was in the process of sandbagging their quarters and digging more bunkers. On return to Nha Trang, we handed over to the incoming Wallaby and continued home to Vung Tau. The six days just ended had been full of interest for me. I had seen new places and people, flown into challenging airstrips in difficult weather and carried an amazing variety of cargoes. Better still I had added 41 hours to my logbook. Our reception everywhere had been gratifying, with our Special Forces allies lauding our efforts to get supplies to them. Whatever else I felt about being in Vietnam, at least I was doing something useful!

I don't feel my age. In fact, until midday I don't feel anything at all, then it's time for my nap!

RAAF F-4E A69-7234 Arrestor Cable Accident.

This account is paraphrased from "Phantom, Hornet and Skyhawk in Australian Service" by Stewart Wilson. The account was excerpted from the official Court of Inquiry report.

On 19 October 1970, FLTLT J.L. Ellis, pilot and FLTLT E.B.J Bolger, navigator, conducted simulated bombing and strafing attacks on the Evans Head bombing range. During the sortie the F-4E's left generator dropped off-line and the bus tie-in failed to function properly. The pilot elected to return to Amberley and a "Pan" was declared.

With experienced Phantom instructors in contact from Amberley tower the unserviceability was confirmed. As a result of the U/S, brake anti-skid and nose wheel steering were lost. With a 15 knot crosswind Ellis elected to carry out an approach and engagement of the arrestor wire.



In the interim the Arrestor System Servicing Team checked the whole arrestor system including the tension of the pendant cable, the pre-tensioning device, and the position of the rubber cable supports. The system appeared serviceable.

With a final approach speed of about 147 knots the aircraft touched down on the centre line about 500 feet short of the arrestor cable. The hook

engaged the cable and, almost immediately after engagement, the cable on the starboard drum broke and the remaining piece and shock absorber unit, were dragged along the runway after the aircraft.

The cable slid through the Phantom's arrestor hook until the swaged end fitting on the starboard end of the pendant came to rest against the hook. The F-4E then yawed to starboard, the arrestor hook broke off the aircraft and the starboard arrestor system and remaining cable continued under the Phantom at high speed. The shock absorber flew around the front of the rack under the port wing and then continued back between the port weapon pylon and the port 370 gallon drop tank, rupturing the tank. The remaining cable wrapped around the port undercarriage strut and broke into pieces as the port wheel ran over the cable.

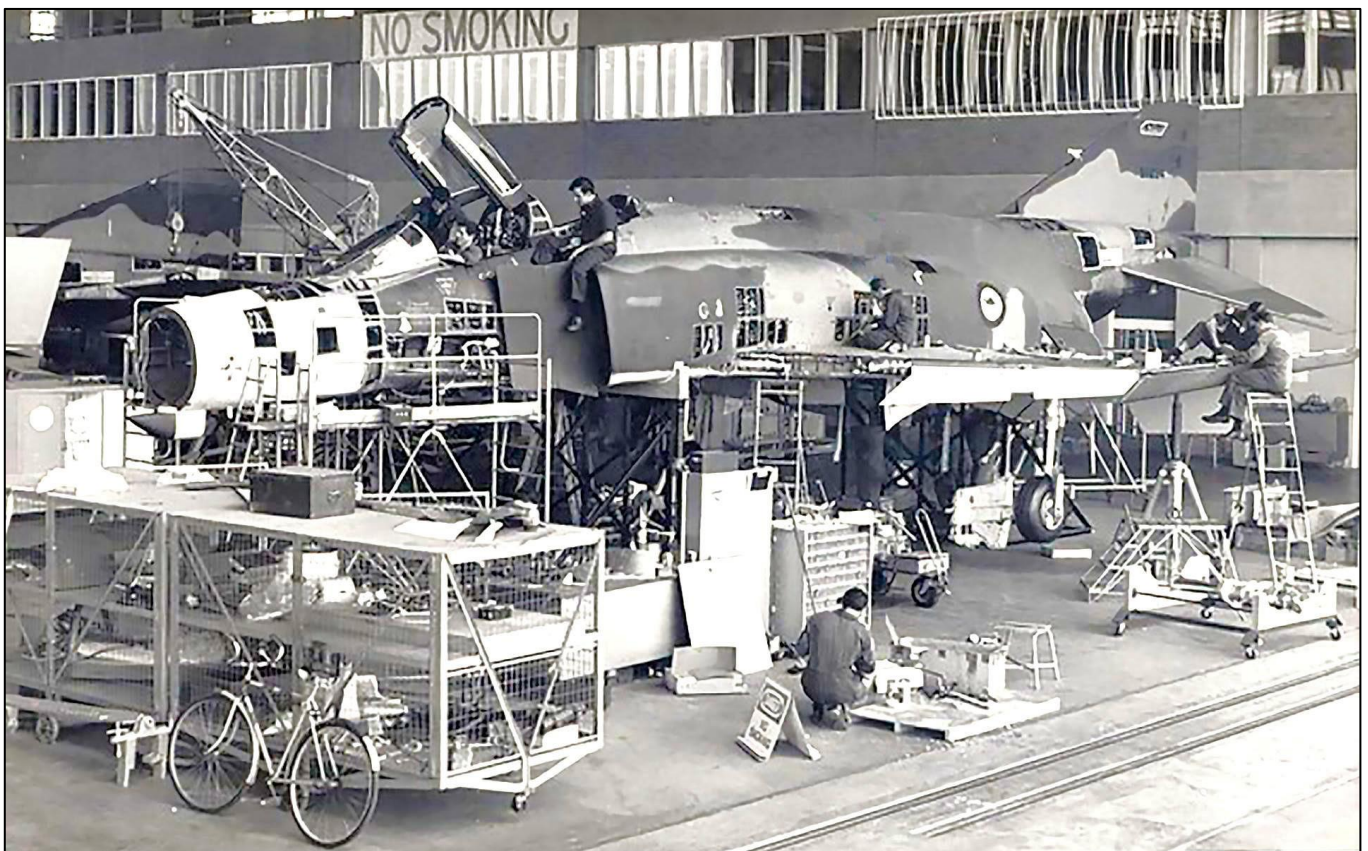
By this time the aircraft had yawed approximately 60 degrees to starboard and continued to slide along the runway. The pilot tried to straighten the aircraft and had almost succeeded when it left the runway. The port wheel then sank into soft earth and the Phantom yawed violently to port through about 80 degrees. The starboard and nose wheels collapsed and the aircraft came to rest about 2,500 feet from the end of the runway and 200 feet off the runway on the starboard side.





The Court of Inquiry found that "... the aircraft was flown into the arrestor system with considerable skill." and the immediate cause of the accident was "... the fracture of the arresting system cable at the western brake drum, which in turn caused the aircraft to skid out of control until the undercarriage collapsed. The cause of the fracture of the cable was a culmination of: having the pickup point of the cable on the drum too close to the flange plate thus making it easier for the cable to whip across the top of the flange; having too much slack cable between the brake drum and the shock absorber, thus enabling the cable to have excessive random movement near the drum; and the wedging caused by the cable being forced under the outer layers of the coils of cable."

The Phantom's front fuselage, starboard wing, and port and nose undercarriage were deemed unrepairable and she was assessed as having suffered "Category 4 damage - repairable at depot or contractor." The challenge was accepted by No 3 Aircraft Depot and work began in early February 1971 in No 482 (Maintenance) Squadron's hangar. The team of 20 was led by SQNLDR C.M. "Avro" Anson and WOFF B.H. Morley.



Work was completed in September 1971 after expending 18,750 man hours with 3AD manufacturing special fixtures and handling equipment.

A69-7234 was again flown on 30 September 1971 and rejoined No 82 Wing's Phantom force. The aircraft was returned to the US in 1972, but a replica of her was presented to the RAAF Museum in 1989 and painted in 234's RAAF colours. She was "3AD's Phantom" - hearty congratulations to the "Depot Doggies"!



Never irritate a woman who can operate a backhoe.

DVA Christmas get together.

All pics names L-R. You can click some for the HD version.

Around this time every year, the Queensland head office of DVA (in Brisbane) holds a function where members of various ESO's are invited to attend, to have some Christmas cheer and to mingle and meet with the various heads of departments in the DVA. It is also an opportunity for



the DVA staff to wind down a bit after another hectic year and to meet with and put faces to some of the names they have dealt with during the year. It's an enjoyable win win situation.

The function is normally attended by a senior officer of the DVA in Canberra and this year the very approachable Elizabeth "Liz" Cosson, AM, CSC – the Deputy Secretary/Chief Operating Officer, made the journey to Brisbane and made herself readily available for a chat with all present.

Liz, who has only recently taken on the position with DVA, is eminently qualified for the job. She currently holds a Graduate Diploma in Management Studies, a Bachelor of Social Sciences and a Master of Arts in Strategic Studies. She joined the Australian Army in 1979 as an officer cadet and was commissioned into the Royal Australian Army Ordnance Corps. In 1991 she was appointed to a position at the RAAF's Logistics Command where she was responsible for the support to army aviation aircraft. For her work in improving the availability of the Blackhawk helicopter fleet and supporting the fleet deployment to Cambodia, she received a commendation from the Air Officer Commanding Logistics.



In 1995, after graduating from the Staff College at Queenscliff, she was promoted to Brigadier and served in a number of appointments within Land Command. These included Logistics Staff Officer with 11th Brigade where she was involved in support planning for the 1999 operations in East Timor. In November 1999, she was appointed Chief of Staff of the Peace Monitoring Group in Bougainville, PNG. For these later activities, she was awarded a Conspicuous Service Cross (CSC) in the 2001 Australia Day Honours List.

On her return from Bougainville she was seconded to the Joint Standing Committee for Foreign Affairs, Defence and Trade in the House of Representatives. In November, 2007 she was the first female to be promoted to the rank of Major General (that's AVM in the real money – tb). After an extraordinary and satisfying career, she retired from the Army in October 2010 and joined the DVA as the First Assistant Secretary of the Client and Commemorations Division at the Department of Veterans' Affairs.

She was appointed to the role of Deputy Secretary, Business Services Group with the Department of Immigration and Border Protection in November 2012 to October 2014 then from October 2014 to May 2016 she was with the Commonwealth Department of Health as a Deputy Secretary, Chief Operating Officer. She returned to the DVA in May 2016 in her current position.

On the 1st April this year, Leanne Cameron returned to Queensland, this time as the Deputy Commissioner, Queensland.

Leanne's public service experience spans a range of policy, service delivery and project management roles. She joined the Department of Veterans' Affairs in 2001 as a graduate, working in Human Resource Planning and Industrial Relations before transferring into Health Policy, where she worked until she left the Department in 2009. After a couple of years in the private sector and local government, she returned to DVA, taking up a position in the Health team in Brisbane.

Prior to her current appointment, Leanne was the National Director for the Veterans' Access Network, and most recently the Deputy Commissioner for South Australia and the Northern Territory. She was responsible for implementing the on-base advisory service, and the Department's national contact centre. She was also responsible for Community Development, FOI and Case Coordination.



Liz Cosson, Leanne Cameron.



In 2010 she undertook a six month exchange program with Veterans' Affairs Canada, working on a transformation agenda for their health program. In 2011 she received a Secretary's Award as a member of the small team responsible for responding to the devastating floods in QLD and last year received a DVA Australia Day Award for her work in redefining DVA's approach to service delivery.

She has qualifications in Public Administration and Policy, and Organisational Psychology.

Today the DVA employs around 2000 staff throughout Australia and they look after 316,000 veterans and their dependants at an annual cost of \$12.1 billion dollars. They have offices located in each state and territory capital, as well as smaller regional offices, known as Veterans' Affairs Network (VAN) offices. They provide information, advice and advocacy services and contrary to some believers, staff do not attend classes on how to reject claims. We always found the staff at DVA to be extraordinarily helpful and they go out of their way to help the Veteran Community.

DVA staff are bound to administer the Act – if you have a disagreement with DVA, don't take it out on the staff, they are just doing their job, take it up with your Federal Member, they are the ones who set the rules.

As at June 2016, there were 145,955 Gold Cards on issue and 56,164 White Cards.

Others present at the get Christmas get together were the following:



Amanda Green and Bryan "Chips" Ross.

The very capable Amanda is the Executive Assistant and gate keeper to the Deputy Commissioner. She has been with the Department for a number of years and knows her job inside out. She is always available, willing to help, always sporting a big happy smile and some say the Queensland office wouldn't be the same without her.

Chips, an old RAEME who worked on the Army's Centurion Tanks, is the President of the Atomic Ex-Servicemen's Association. This Association, which was incorporated in 1985, is an independent Organisation formed by Veterans who have been acknowledged as participants in the British Nuclear Test Programme here in/on Australian Territory, during the 1950's and after. The main objective of the Organisation is to find and assist any qualified person, whether of the Armed Forces or Civilian, in their pursuit of recognition for their Service. For more information, visit their website [HERE](#).



Dianne Pickering, Carol McCool.

The effervescent Di needs no introduction, at one time she was the President of the Queensland Branch of the WRAAF Association but these days she helps husband Doug run the 2 Squadron Association.

Carol, who was Carol Karkeek when in the WRAAF, is the current President of the Qld Branch of the WRAAF Association. Carol was elected and took over the Presidency of the Association at the 2016 AGM, and some say a good thing too.

I know my secrets are safe with my friends,
because at our age they can't remember them either.



Greg Ross, Lisa Baisten, Ben Isaacs.

These three people volunteered their time, (in the military fashion??), to ensure everyone was well and truly catered for and had the odd cooling ale when needed. It's been said they were possibly the three most popular people in the room, and who could argue with that?

Greg Ross is the Assistant Director – Rehabilitation and Benefits and looks after all things Compensation.

Lisa Baisden is the VAN Forecasting and Scheduling Manager – Veterans Centric Client Contact Support. If you ring the Vets Client Support department from anywhere in Australia, your call will be answered by someone in Lisa's department.

Ben Isaacs is the Assistant Director – Client Access and Support and looks after the VAN's, On Base Advisory Service (OBAS) and Community Support for Queensland. OBAS is a very important section and provides a DVA presence on more than 40 ADF bases nationally and offers members information and advice about the support and entitlements that they might be able to receive though DVA



Marion Milne and Phil Lilliebridge.

Marion is the manager of the Veteran's Access Network (VAN) in Queensland. The VAN offices are like a mini DVA Capital City office and can:

- inform you about pension issues and help you complete forms;
- inform you about a range of health and lifestyle issues;
- help you to get the best from services and benefits offered either by DVA or by other government or community organisations; and
- help you find local health and community programs and use them to your advantage.

If you're looking for a VAN office, see [HERE](#).

Phil is an ex-Army officer and served as 2/IC with the 2/14 Light Horse Regiment in Iraq back in 2006, though a few have told me they'd love to see him try and ride one..... Phil is currently the Senior Vice President of the Kedron Wavell RSL Sub-branch.



Frank McCosker and Dianne Pickering.

Frank, who is a spritely 94 years and a few days old, served with the Army during WW2. In August 1942, as a 19 year old Sergeant, (think about that – tb) he was with the 9th Battalion, 7th Brigade which fought the Japanese at Milne Bay in PNG. He discharged from the Army at the end of hostilities with the rank of Lieutenant and joined the Queensland Police Force in which he served for 33 years. He retired from the Police Force as a Superintendent in 1980 and as he said, “has enjoyed life ever since”. Although 94 years old, he still has an eye for a pretty girl and had a firm grip on Dianne and was very reluctant to let go.

If I’m as good as he is at that age I’ll be very happy.



Jennifer Robertson with the People’s Champion, John “Sambo” Sambrooks.

Jennifer is the recently appointed Chair of the Queensland Defence Reserves Support Council (DRSC), having been appointed on the 22nd June 2016. The DRSC promotes the benefits of Reserve Service and encourages employers and the community to support Reservists. It is part of the Defence portfolio and functions in an advisory capacity.

Jennifer is an extremely qualified person with a wealth of experience as a lawyer, company director and currently holds diverse business board memberships. You can get addition information on the DRSC [HERE](#).

Everyone knows Sambo – the Honourable Secretary, Treasurer and at times bottle washer of the RTFV-35Sqn Association.



Peter Schwarze, Jennifer Robertson, John Sambrooks.

Peter is a member of the SAS Association which has branches in all States, except for Tasmania. Its aims are:

- to provide assistance to past and present members of the SASR;
- to perpetuate the close bonds of friendship and "esprit de corps" that exists amongst those who served in SASR;
- to provide support to SASR and preserve its good name and reputation.

A fundamental objective of the Association is to provide a forum for members to stay in contact with each other and to provide them with information on Association activities and up-to-date news items. This website ([HERE](#)) was developed for that purpose and it is intended to complement Rendezvous, the Association's national magazine and the State Branch newsletters. In addition, ASASA conducts a variety of social and commemorative events at State and National level for its members.

A second ASASA objective is to provide support and assistance to members and their dependents, as required. This support includes provision of assistance to members in preparing applications to DVA to claim welfare entitlements and the provision of advocacy support to appeal DVA decisions that reject members' claims. Support is also available to assist members in preparing application to the SAS Resources Fund for assistance. At the National (and State) levels ASASA is involved with Government and Government departments in furthering veterans' welfare entitlements.

Lastly, the Association supports SASR when and as necessary and works to protect the Regiment's reputation and good name. This includes assistance in conducting joint social activities and commemorative events and welfare assistance to currently serving members and work with the ex-Service co.

Every year, at about this time, Peter and his pals leave Brisbane and travel up to north Qld to be with SAS mates of theirs who are remote from the mainstream – just to bond and to let their mates know they are not forgotten.

Towards the end of the afternoon, you could clearly see the stayers.



We find it very refreshing to see the number of females in high positions around the country. Have a look at the DVA organisation chart [HERE](#) where the majority of people in decision making positions are women. As well as those holding Directorships and/or Commissions, most of the section heads are also women. This holds true for other Government Departments too.

It's great to see and it looks like the glass ceiling is a thing of the past.

Now, if only we can get rid of that Political Correctness rubbish.

The New Airbus.

The newest version of Airbus' A350 passenger jet completed a maiden flight recently during a well-attended event to see the long-haul market contender in action. The A350-1000, one of three test aircraft assembled at Airbus' main facility in France, departed early Thursday before crowds of employees and potential customers, returning to Toulouse after a three-hour flight. The test models, the largest of the A350 series, will undergo about 1,600 hours of flight tests for certification. The standard 1000 version will have 366 passenger seats, a beefier version of the A350-900 that's now in service and making it a contender against Boeing's 777 series. Airbus contends that the composite-built A350-1000 will cost 25 percent less to operate than the B777-ER. The A350-1000 is slated to enter service in 2017.

Measuring nearly 74 metres from nose to tail, the A350-1000 is the longest-fuselage version of Airbus' all-new family of wide-body jetliners, which is designed for high efficiency, maximum reliability and optimized performance.



In a typical three-class configuration, featuring Airbus' 18-inch-wide economy class seats for modern comfort, the A350-1000 seats a total of 366 passengers. Combined with a range of 7,950 nautical miles, this represents a significant revenue-generating advantage for operators. The aircraft also can be configured for a higher-density layout to accommodate up to 440 passengers.

Meanwhile, Airbus, which also is undergoing a consolidation of its Toulouse operations to cut costs, faces potential roadblocks in completing deliveries of its current aircraft. Delays from suppliers have left incomplete A350-900 jets parked in Toulouse waiting for their cabins to be finished. Meanwhile, some smaller A320 jets waiting to be delivered don't have engines from Pratt & Whitney – all of which indicates is a sign of suppliers struggling to keep up with demand for new components. But officials said the A350-900 is still on schedule for 50 deliveries this year despite ongoing concerns over suppliers. "It has improved, but it is not where it should be and we are watching them very carefully," an Airbus official said.



Remembrance Day.

Originally called Armistice Day, the 11th November commemorates the signing of the armistice to end the Great War (World War I). This occurred at 11.00am on that day in 1918 — the 11th hour of the 11th day of the 11th month. Armistice Day was observed by the Allies as a way of remembering those who died, especially soldiers with 'no known grave'.

On the first anniversary of the armistice, in 1919, one minute's silence was instituted as part of the main commemorative ceremony. In London, in 1920, the commemoration was given added significance with the return of the remains of an unknown soldier from the battlefields of the Western Front.

The Flanders poppy became accepted throughout the allied nations as the flower of remembrance to be worn on Armistice Day. The red poppies were among the first plants that sprouted from the devastation of the battlefields of northern France and Belgium. Soldiers' folklore had it that the poppies were vivid red from having been nurtured in ground drenched with the blood of their comrades.



After the end of World War II in 1945, the Australian and British governments changed the name to Remembrance Day as an appropriate title for a day which would commemorate all war dead. In October 1997, then Governor-General of Australia, Sir William Deane, issued a proclamation declaring:

"11 November as Remembrance Day and urging Australians to observe one minute's silence at 11.00 am on Remembrance Day each year to remember the sacrifice of those who died or otherwise suffered in Australia's cause in wars and war-like conflicts."

The 11 November 1918 marked the end of the bloodiest war the world had seen, 'The war to end all wars'. Of the Australian population of 5 million, 300,000 young men went to the Great War and more than two thirds of them were casualties, 60,000 Australian soldiers died and 156,000 were wounded or taken prisoner. New Zealand's sacrifice was even greater, from a population of just over one million, 100,444 of their men served overseas. An horrendous price to pay.

At the outbreak of war in Europe in 1914, Australia was a federation of colonies, as part of the British Empire. The Australian government committed itself to supporting the British war effort and Australian men volunteered to fight. Australian troops were often used by the British command as the first wave of an assault, leading to heavy casualties.

The first troops were diverted to Egypt and with the New Zealanders, were formed into the Australian and New Zealand Army Corps (ANZAC) which invaded the Turkish Gallipoli peninsula on 25 April 1915. Nearly 8000 Australian men died in the Dardanelles campaign; 800 died at Lone Pine—the most famous of the Gallipoli battlegrounds.

In early 1916, the Australian divisions joined the British army on the Western Front which ran for more than 750 kilometres, from northern France through Belgium to the French-Swiss border in the south.

In 1916, Australians were at the main battle front of the war. In July, on the Somme, the Australians were engaged in one of the bloodiest, most destructive battles in history. Over several weeks, in a series of determined attacks against a strong defence, the Australians suffered a rate of casualties that was nearly unsustainable. The single worst day of the war was at the battle of Fromelles. On the evening of the 19th July the Australian 5th Division and the British 61st Division attacked the Fromelles ridge in a diversionary attack. The two divisions chosen for this battle were both new to the sector and lacked local battle experience. The men had to assault over open fields criss-crossed with drainage ditches and in the face of heavy machine-gun and artillery fire. Many fell, while others were overwhelmed by German counter-attacks. The attack failed, with 5,000 Australian casualties and no ground was taken.



Fromelles was followed by six weeks of fighting 'in the murderous ordeal that was Pozieres'. On the 23rd July, the 1st Australian Division captured Pozieres but within five days the 1st Division had lost 5,000 men. The 1st Division was replaced by the 2nd, and there were almost 7,000 casualties in twelve days. The 4th Division was the next to take part and all suffered heavily.

Over a period of 42 days the Australians made 19 attacks, 16 of them at night and as a consequence, the total casualties were a staggering 23,000 men, of whom 6,800 were killed. Charles Bean, Australia's official wartime historian, later wrote that Pozieres Ridge marked 'a site more densely sown with Australian sacrifice than any other place on earth'.

At Pozieres the destructive power of artillery now dominated the battlefield. Shrapnel tore men to pieces, high explosive blew them to bits and destroyed trenches, smoke covered the turned-up, stinking ground. Added to this were gas shells. It was the worst artillery shelling that the Australians experienced in the entire war.

In November 1916, the Australians returned to the Somme, accompanied by the 5th Division where they made attacks near Gueudecourt and Flers, but the muddy conditions meant that the fighting came to an end on 18 November. The rain, mud, and slush of winter 'made life

wretched' with respiratory diseases, frost bite and 'trench foot' caused by prolonged standing in water. Large-scale fighting did not resume until early 1917 when spring approached.

The Somme was followed by battles at Bullecourt and Messines, followed by the battle of the Third Battle of Ypres in which all five Australian divisions and the New Zealand Division fought, where another 76,000 men were killed or wounded. The final phase of the Third Battle of Ypres, Passchendaele, was one of World War I's bloodiest battles, involving at least 300,000 troops from the British Empire and resulted in more than 250,000 German casualties between 31 July and 6 November 1917.

Finally, at 11 am on the 11th November, 1918 the guns of the Western Front fell silent after more than four years of continuous warfare. The number of casualties during that period is horrendous.

Australia	more than	62,300
Austria-Hungary	more than	1,500,000
Britain	More than	700,000
France	More than	1,700,000
Germany	More than	2,037,000
Italy	More than	460,000
New Zealand	More than	16,600

It's now 98 years since the Armistice and like all RSL sub-branches across Australia, the Kedron Wavell sub-Branch in Brisbane observed the day with a well-attended Ceremony at the Cenotaph in front of the Services Club.



Australian Serving and Ex-Service representatives as well as those from Canada, the UK and NZ as well civilian people wishing to pay their respects (an estimated 250 plus in total) began assembling at the Services Club at 10.30am for a 10.45am start.



Master of Ceremonies for the day was Phil Lilliebridge, the Senior Vice President of the Sub-Branch. Phil is ex-Army, and in 2006, as Major Lilliebridge, was the 2IC of the 2/14 Light Horse Regiment (QMI) which was deployed in Iraq.



Phil Lilliebridge – MC for the Ceremony.

Today the Regiment is equipped with ASLAV vehicles used in the armoured reconnaissance role and is assigned to the 7th Brigade based at Gallipoli Barracks in Brisbane. It was formed in 1952, though sentimentally traces its lineage back to 1860. Consequently, there is a claim that it is the oldest Australian Regular Army unit through the antecedent units, the 2nd Moreton Light Horse (QMI) and the 14th West Moreton Light Horse (QMI). It celebrated its 150th anniversary in 2010.

In March 2005, the regiment became a completely regular unit to meet the Army's increased operational tempo and since then has contributed a number of Security Detachment (SECDET) rotations to Iraq. In 2006, "A" Squadron was deployed to Iraq to serve as part of the third rotation of the [Al Muthanna Task Group](#) which became the first rotation of Overwatch Battle Group (West).





Current members of the 2nd/14th Light Horse Regiment, stationed at Gallipoli Barracks, formed up early in the morning and paraded during the Ceremony.



The Regiment also provided members for the Catafalque Party (See [HERE](#)) which was commanded by Cpl Levi Cladingboul (below).

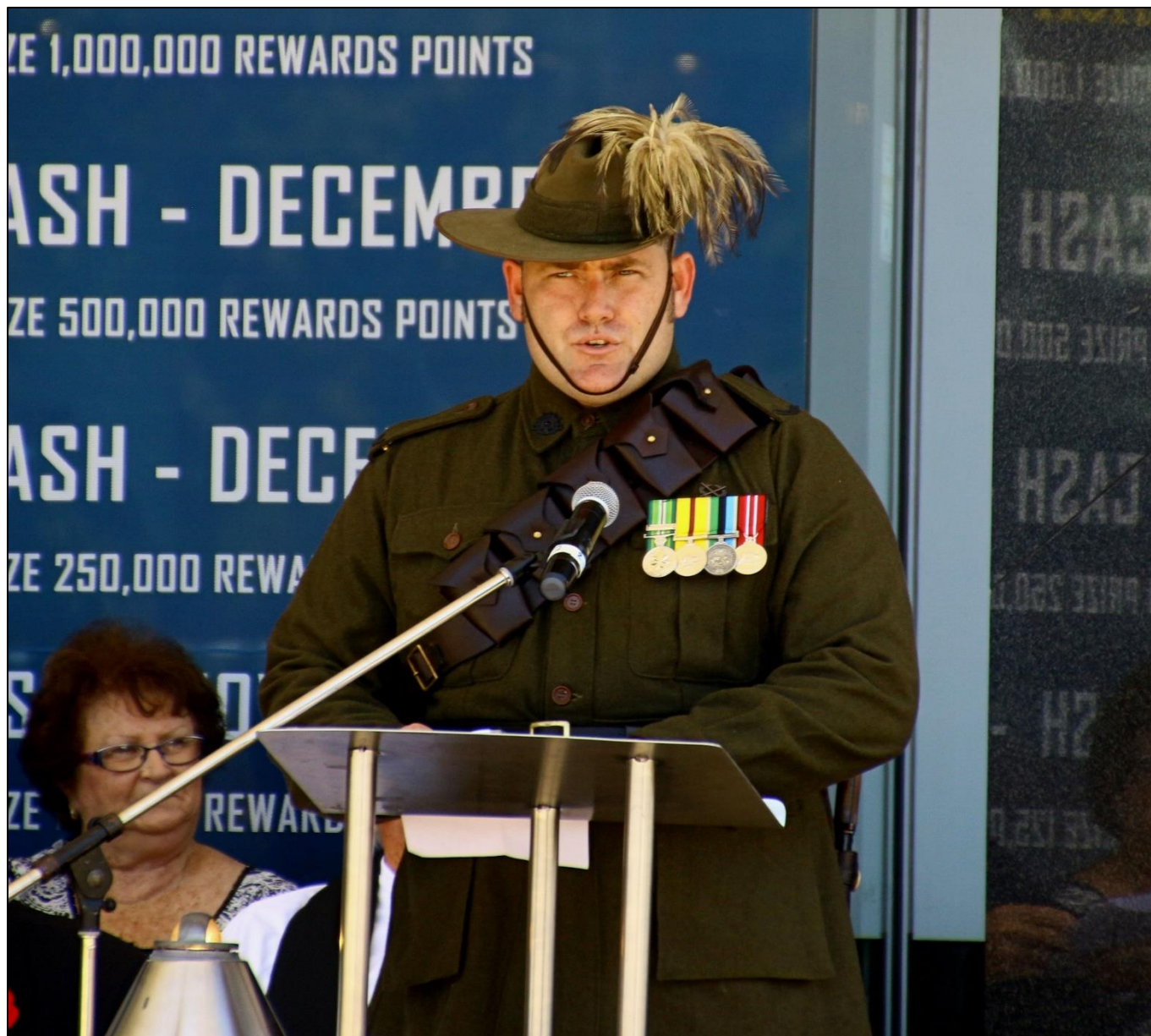




The Catafalque Party at the Shrine.

The Sub-Branch's President, Greg Peake welcomed everyone to the Ceremony and introduced Cpl Gary Wilson, serving with the 2nd/14th Light Horse, who was the guest speaker.





Cpl Gary Wilson.

Members of the Queensland Mounted Infantry Historical Troop, which is the proud custodian of the heritage of the 2nd, 5th, 11th and 14th Light Horse Regiments' horse traditions were present on their magnificent mounts.

THE RAM

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



Vol 56

Page 13



The men and women, who make up the Troop, aim to preserve the history and tradition of the Australian Light Horse, those men and their wonderful horses who served their country in both war and peace.





Members from those assembled were then invited to lay Wreaths in memory of those fallen.



Denise Busk, on behalf of the Ex-Servicewomen's Association.



A student representing Craigslea High School.

It's great to see the young people of today getting more and more involved in these commemorations. The politically stirred up stigma associated with the Vietnam war has all but vanished and the youth of today have clearly shown that the traditional spirit of Remembrance Day and also ANZAC Day will continue. A good thing as without the young it has no future.



The RAAF Association.





After the Wreath Laying Ceremony, Peter Cairnes (above), the Junior Vice President recited the Ode, which was followed by the playing of the Last Post then by one minute's silence.



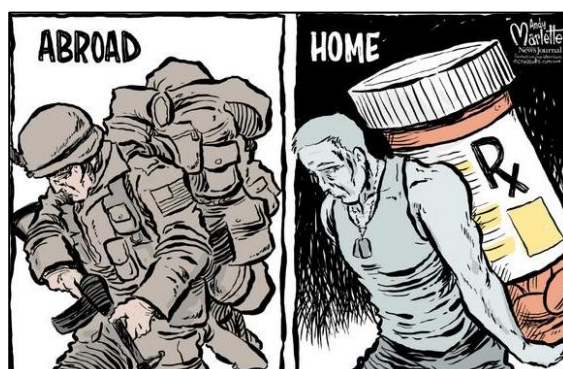
The National Anthem was then sung by those wonderful kids from Craigslea High School. It does you good to meet today's young people. The kids of today are not all lazy layabouts, no-good drug takers that our sensationalist media would suggest to us. The vast majority are sensible, intelligent, ambitious, hard working kids and left to them, Australia is in good hands.



On the completion of the service, the President invited all present into upstairs into the VC suite for refreshments.



Enjoying the generosity of the Club President.



THE RAM

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



Vol 56

Page 13



Sgt Allison Kelb (Admin) and Pilot Officer Chris Tagle (CO) from 220 Squadron - Air Force Cadets.



There are a number of Air Force Cadet Squadrons in southern Queensland, (as there are all over Australia). The SE Qld units fall under the control of number 2 Wing, situated at Archerfield Airport. 220 Sqn, of which Allison and Chris are part, meet at Aviation High in Clayfield (Brisbane) on Monday nights from 1815hrs (that's 6.15 at night if it's been a while).

The cadets have a wonderful time, enjoying such activities as flying, fieldcraft, adventure training, firearm safety training, drill (yuk), aeromodelling, first aid, ceremonial and service knowledge, navigation and gliding.



Applications are open to young people aged between 13 and 18 years of age.

If you have a son or a daughter (or grandson or granddaughter) who you think would enjoy the comradery of the AFC, click [HERE](#) for further information.

Anglesea Barracks – Hobart.

If ever you get the chance to visit Hobart, make sure you include Anglesea Barracks on your "must see" list. The Barracks, which occupies an area of 6 hectares, is not far from the centre of the city, (only 1 kilometre) is very easy to get to and there is plenty of parking. We were in Hobart a few weeks ago and had a great look around.



The barracks are the oldest Australian Army barracks still in operational use and thankfully, like Duntroon in the ACT, the security police haven't moved in, there's no guard gate, during daylight hours you can just drive in and enjoy yourself looking over its wonderful old buildings. It celebrated its bicentenary in December 2011.

In 1811, the NSW Governor, Lachlan Macquarie, visited the settlement of Hobart Town and was appalled at the ramshackle arrangement of the town. He ordered the government surveyor James Meehan to survey the town which resulted in the current City's street layout we see today. From 1804 until 1812 Van Diemen's Land (Tasmania) was divided into the northern county of Cornwall and the southern county of Buckinghamshire and the two sections were governed as separate "Lieutenant-Governorships" under the ultimate control of the Governor of New South Wales. The division occurred as a result of Lieutenant-Governor Paterson being sent to develop a settlement in the north of Van Diemen's Land, on the shore of the Tamar River at Port Dalrymple (now George Town). Paterson refused to go if he was to be under the control of Lieutenant-Governor Collins, who was based in the south at Hobart Town. To solve the problem, Governor King, the Governor of NSW at the time divided the island in two using the 42nd parallel.

The 42nd parallel crosses Tasmania on the West Coast north of Queenstown, in the Midlands just north of Ross, and on the East Coast near Cranbrook.



While in Hobart, Macquarie also became concerned about the accommodation provided in the township for the detachment of troops from his Regiment, the 73rd of Foot, which was responsible for the security of the settlement. On the 2nd December, 1811, Macquarie rode to the top of a small hill south-west of the town and declared that it was the spot for a barracks. The hill has been called Barrack Hill from that day. Macquarie directed that barracks were to be built to house 150 men, with quarters for the officers and a hospital to accommodate 32 sick persons. Construction began on the first buildings to occupy the site in 1814.

The barracks were named Anglesea by Governor George Arthur (Governor from 1823 – 1837) after the Marquis of Anglesey, who was Master General of the Ordnance in England during Arthur's tenure. Anglesea Barracks remained the headquarters of the British Imperial Forces in Tasmania until the last British regiment stationed there left in 1870. Most of the Barracks then passed out of military control, except for a small portion retained for volunteer forces which had been raised during the 1850s with a small permanent military unit. Occupants of Anglesea Barracks then ranged from a boys' school, girls' industrial school, girls' reformatory, aged women's home, a gymnasium, weather bureau, and the Royal Hobart Bowling Club.

The following pic shows the layout of the Barracks today with each major building numbered. (You can click this pic for a bigger view).



Click [HERE](#) to get a description of each one of the buildings. (You can click the following pics for a bigger view).

Apart from being a working Army Unit, it also houses offices of the RAAF and the Navy as well as a wonderful Military Museum.

The Museum is housed in what used to be the Barracks Jail which was built in 1847. This building is little changed from when it was originally built even though over the years it has been used for a number of different reasons, including a girls' reformatory, a married quarter, a store and offices. The Museum is operated by volunteers and is open from Tuesday to Saturday from 9.00am to 1.00pm. Entry is \$5.00 for adults and \$10.00 for a family.

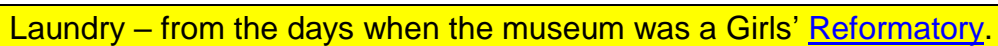
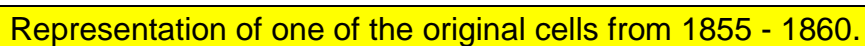
Click [HERE](#) for a brochure on the Museum and there's more info [HERE](#).



Front view of the museum.



Side view of the museum, showing the entrance.





Between the years 1846 1870, prison life was not as bad as many think, below is a copy of the sign on the wall in the cell.

Soldiers could be confined to barracks cells for up to 28 days, following trial at a Court Martial. While in prison their diet was:

<i>Breakfast</i>	<i>10oz oatmeal or 12oz bread and half pint of milk.</i>
<i>Lunch</i>	<i>4lbs of potatoes with salt, half pint of milk.</i>
<i>Supper</i>	<i>8oz bread and half pint of milk.</i>

For breaches of prison discipline, such as talking, prisoners could be deprived of their bedding or put on a bread and water diet for up to 72 hours. Prisoner were forbidden tobacco or spirits.

Prison dress consisted of grey woollen jacket, trousers and waistcoat with a grey woollen cap. Prisoners were also to have in their possession such items as socks, boots cleaning material razor and towel.

The prisoners' daily routine in summer was:

<i>6.00 – 6.30am</i>	<i>rise, wash, shave, clean cells and air bedding.</i>
<i>6.30 – 8.00am</i>	<i>empty slops and general fatigue duties, pick oakum or attend drills.</i>
<i>8.00 – 8.45am</i>	<i>breakfast, make up beds and get ready for parade.</i>
<i>8.45 – 9.15am</i>	<i>parade for chapel and take walking exercises.</i>
<i>9.15 – 9.45am</i>	<i>attend chapel.</i>
<i>9.45 – 11.15am</i>	<i>attend general parade and Governor's inspection, drill and medical inspection.</i>
<i>11.15 – 12.45pm</i>	<i>perform shot exercises.</i>
<i>12.45 – 1.00pm</i>	<i>parade for lunch and take walking exercise.</i>
<i>1.00 – 2.00pm</i>	<i>dine, clean and mend clothes</i>
<i>2.00 – 2.15pm</i>	<i>walking excise.</i>
<i>2.15 – 3.45pm</i>	<i>perform shop exercises.</i>
<i>3.45 – 6.00pm</i>	<i>pick oakum, break stone, attend drill or general fatigue duties.</i>
<i>6.00 – 6.15pm</i>	<i>dinner</i>
<i>6.15 – 7.45pm</i>	<i>reading, writing and general school instruction or in picking oakum.</i>
<i>7.45 – 8.00pm</i>	<i>make bed</i>
<i>8.00pm</i>	<i>bed.</i>

The shot exercise involved moving 24 or 32 pound cannon balls in a geometric pattern around the exercise yard.



Originally “The Tap Room”, which was built in 1935, was the soldiers’ pub. The rooms on the right were for the Erks and the rooms on the left were for the senior NCO’s. After the withdrawal of the British forces in 1870 the Tap Room was used by the Hobart Met Office (1882 – 1970’s). It is now the home of No 29 (City of Hobart) Sqn and is the last remaining Colonial Georgian military canteen in Australia.



The current Soldiers Club, built in 1956 – 57 and named after Sgt Lewis McGee who was born in Ross in Tasmania in 1888 and was awarded the V.C. for bravery and leadership in the battle of Broodseinde on the 4th October 1917. He was killed at Passchendaele on the 12th October.



The two-story Soldiers' Barracks, built in 1847-1848 is the third major barracks on the site. This building was originally named "Anglesey Barracks" and later the name with its current spelling came into common usage for the whole precinct. In 1901 this building was extended to complete its original design necessitating the demolition of the first barracks building the "Old Soldiers' Barracks" which had been built in 1814.



These buildings were the junior officers' quarters and Officers Mess, used from 1827 to 1842. This building was constructed in three stages over fifteen years and completed the enclosure of the Parade Ground. The first stage, the lowest of the three terraces, now the Sergeant's Mess, provided a Captain's quarters and the Officers' Mess – back then the social centre of Hobart Town. The later two stages provided accommodation for junior officers. Behind the terrace were kitchens, servants' quarters and a privy. These were demolished many years ago.



This building was the “New” Soldiers’ Barracks and was built in 1827. This building mirrored the “Old Soldiers’ Barracks which originally stood where the new two story Barracks now stands. It was extensively updated in 1934 and is now used as the Officers Mess.



THE RAM

THE MAGAZINE BY & FOR SERVING
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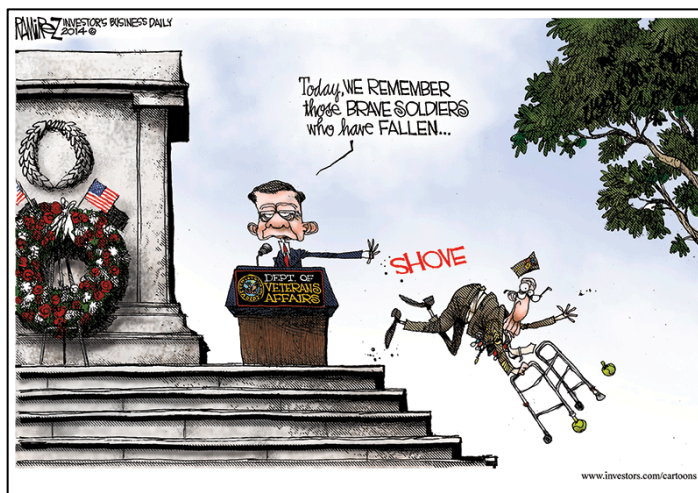
Vol 56

Page 13

This building was originally the Field Officers' Quarters and is the oldest remaining building at Anglesea Barracks. It provided separate apartments for a field officer and four captains, with their wives, families and servants. It included private kitchens, toilets, kitchen gardens and harness rooms at the rear. (now demolished). It is now occupied by the Navy.



This area, at the rear of the old Field Officers' Quarters, where once stood the kitchen gardens, has been landscaped into a picnic area for people working at the Barracks. There are covered and open air areas where people can sit and enjoy their meals in these wonderful surrounds.





This picture shows the proximity of the Barracks to the heart of Hobart. The Museum building is on the right with the old hospital, with the new metal roof, is on the left. The road leading away, between the two buildings, is the main entrance.



Being a Military establishment, it has a wide variety of cannons spread throughout the complex. This particular gun is a 3.7inch anti-aircraft gun from the second World War.



We spent a full morning looking over the Barracks and through the Museum and can heartily recommend it. If you're in Hobart, make sure you set aside some time and have a look.



2 Squadron 100th Anniversary Celebration.

15 – 18 September 2016

Williamtown.

No 2 Squadron was formed at Kantara, Egypt, in September 1916, mid-way through the Second World War. No 1 Squadron had been formed at Point Cook some months earlier, in January 1916, and in March of that year sailed for Egypt to join the War where it was called number 67 (Australian) Squadron Royal Flying Corps (RFC). The RFC was the air arm of the British Army before and during the early years of the First World War, until it merged with the Royal Naval Air Service on 1 April 1918 to form the Royal Air Force (RAF). In Egypt, several pilots and mechanics from 67 Squadron RFC were hived off and these men were the initial members who made up a new Squadron which was initially called number 68 (Australian) Squadron RFC. Both 67 Squadron AFC and 68 Squadron AFC had their names changed to 1 and 2 Squadrons in January 1918 at the same time as the RAF was formed.

In January 1917, still as 68 Squadron RFV, the Squadron was sent to England for training. There it trained on 3 separate aircraft, the [Avro 504](#), [Bristol Scouts](#) and [Sopwith Scouts](#) and in October of that year it moved to the Western Front with 15 DH-5 Fighting Scouts (right) as the Squadron's fighting aircraft and became part of the 13th (Army) RFC operating in support of the British 3rd Army. To bring the newly formed Squadron up to strength, recruits were sourced from AIF volunteers.



The DH-5 was too slow and it was powered by the unreliable Le Rhone engine so it was engaged primarily in ground attack missions. In December 1917, the DH-5 was scrapped and the Squadron was re-equipped with the far superior SE-5A aircraft. This aircraft had two machine guns, a more powerful engine, a higher speed and greater endurance and remained with the Squadron until the end of the war.

On the 11th November, 1918, the war ended and in February 1919 the Squadron handed its aircraft and equipment over to the RAF and the Squadron's personnel were shipped to England for repatriation back to Australia. They arrived back in Sydney in June 1919.

On the 31st March, 1921, the Government of the day established the RAAF and 2 Squadron was located at Laverton and equipped with four SE-5As, only to be disbanded several months later due to lack of funding. In May 1937, with events hotting up in Europe again, 2 Squadron

was reformed and this time equipped with [Hawker Demon](#) aircraft. Later it was to acquire [Bristol Bulldogs](#) and [Avro Ansons](#).

At the outbreak of WW2, the Squadron patrolled Australian waters with its Avro Anson aircraft, a task it was to carry out for 3 years. In 1941 it was re-equipped with Lockheed Hudsons (right) and was relocated to Darwin where a detachment was formed and deployed to Timor. In 1943 the Hudsons were traded in for the [Beaufort](#) and then later in May 1944 with [B-25 Mitchell](#) bombers.



At the end of the war, the Squadron ferried its aircraft back to Australia for dispersal and in May 1946, 2 Squadron was once again disbanded.

In 1948, it was reformed once again, this time equipped with [Lincoln](#) aircraft and based at Amberley and in December 1953 it entered the Jet age when it was equipped with the [Canberra](#). In 1958 the Squadron was once again on the move, this time to the newly upgraded base at Butterworth where it was a part of the Commonwealth Strategic Reserve.

Then came Vietnam.

In April 1967 the Squadron left Butterworth and moved to Phan Rang, about 35 klms south of the huge Cam Ranh Bay USAF Base and became part of the 35th US Tactical Fighter Wing. Here the Squadron really excelled itself – although it was equipped with only 8 aircraft and flew 4 to 6 percent of the sorties flown by the Wing, it was credited with 16 percent of all bomb damage. Sadly Flying Officer Michael Herbert and Pilot Officer Robert Carver from aircraft A48-231 were lost on the 3rd November 1970.



In 1971, the Squadron returned to Australia, once again to Amberley and was tasked with aerial survey and target towing roles until in 1982, when the dear old Canberra could no longer be economically operated and most were relegated to standing guard out the front of various bases. 2 Squadron was put to bed once again. Then, in January 2000 it was reformed (again) this time at Williamstown, but with a complete roll change, this time it was to be the Air Force's Airborne Early Warning and Control (AEW&C) Squadron under the command of the Surveillance and

Response Group. In May 2010 with its aircraft now on line, the Squadron returned to the skies in the Boeing Wedgetail.

The Wedgetail is based on the Boeing 737 – 700 and uses the Northrop Grumman Electronics System Scanned Array radar which is mounted on top of the aircraft in the surf-board.



The first two aircraft were built and tested by Boeing in the US with the next four built at Amberley by Alf Smith with a bit of help from Boeing.

Today the Squadron continues to provide the excellent service it has provided for the past 100 years, with its modern AWAC aircraft it is the controller of choice in the Middle East. It has achieved a record 100% mission success rate in Coalition operations, a record attributed to the professionalism of the Squadron's Air and Ground crews.

As 2016 marked the 100th anniversary of the formation of the Squadron, the RAAF couldn't and definitely wouldn't allow a milestone like that go by without a social get together and a barby, so the weekend 15 – 18 September was set aside and everyone who had been or was still associated with the Squadron was invited.

On Thursday the 15th September, the 2 Squadron Association organised a "Meet and Greet" in Newcastle City to welcome guests who had travelled from far and wide for the event and to allow ex-members to meet some of the current serving members.

The Meet and Greet was held at the Queens Wharf Hotel which is on the Hunter River in the heart of Newcastle.



Some of those that attended the Meet and Greet are: (All names left to right)

(You can click these pics to get a bigger and clearer copy which you can either download or print out)



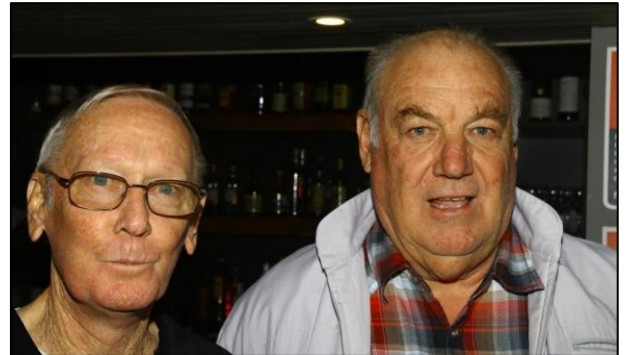
Arthur Rennick, Dax Nelson, Billy Bacon, Harry Foks, Wayne Nielsen, John Rutland.



Arthur Rennick, Warren Conroy, Brian Griffiths, Anne Tonnet.



Bob Howe, Big Al Curr, Boorie Neil.



Col Gardner, Gary Mullaly.



Daphne Wilson, Nola Downey, Fred Quiller,
Hank Wilson.



Diane Neil, Lenore Olsen.



Dianne and Noel Hendrix.



Dianne Hendrix, Lee grieves, Karen Foks,
Lorraine Rutland.

She knelt before me on the shed floor and tugged gently at first,
then harder until finally it came. I moaned with pleasure. Now for the other boot.

THE RAM

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



Vol 56

Page 14



Frank Jones, Lee-Anne Stanway, Tony Murray.



Grassy Hopper, Noel Hendrix.



Gwenda and Rodney Pearce.



James "Scotty" Potter, Ruth and Stuart Smith.



Janelle Dadge, Glenys Bickle, Dawn Nielsen.



John Richards, Doug Pickering.

"Put on this rubber suit and mask," I instructed, calmly. "Mmmm, kinky!" she purred.
"Yes," I said, "You can't be too careful with all that asbestos in the shed roof."



Kevin Dadge, Graham Bickle



Lee and Tom Grieves



Lee-Anne Stanway, Tom Grieves



Nick Dunne, Lynette Pettet-Clark, Nancy Farnham, Dianne Peacock, Lee-Anne Stanway.

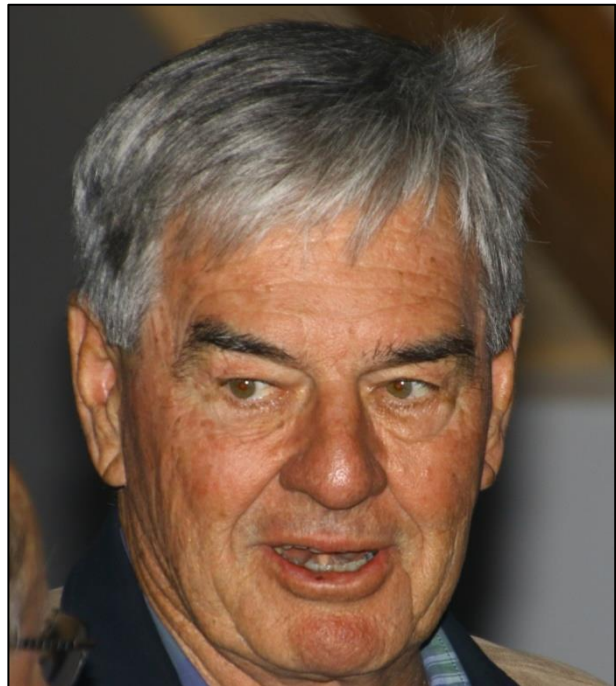


Peter and Sabina Murphy, Rhoda and Neville Duus.



Peter Murphy, Rod Nedwich, Col Gardner, Tony Murray.

Some faces in the crowd:



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



Vol 56

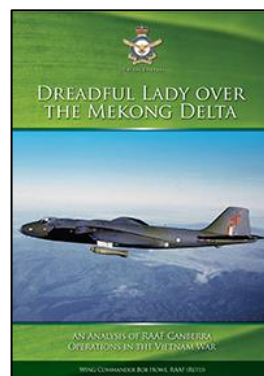
Page 14



"I'm a very naughty girl," she said, biting her lip. "I need to be punished."
So I invited my mum to stay for the weekend.



On Friday, the 2 Sqn CO, Wing Commander Christian Martin, invited everyone to the 2 Squadron hangar for a Family Day which was to include, of course, a barbecue. It was also an opportunity to launch a book titled "Dreadful Lady over the Mekong Delta". The book, written by Wing Commander Bob Howe (Retired) was recently published and is an analysis of the RAAF Canberra Operations in the Vietnam War. It looks at the men of 2 Squadron and the operations they flew in the Vietnam War in their Canberras. From April 1967, the Squadron spent four years attacking enemy targets, many of them in the Mekong Delta region and contending with the politics, weather and 'fog' of war. The riverine operations supported by 2 Squadron were but a small part of an Allied effort to disrupt the enemy's movement of troops and supplies to locations in South Vietnam. It was, according to one commentator, 'a kind of guerrilla warfare conducted in a navy environment'.



Bob Howe arrived in Vietnam in May 1969 and stayed until May 1970. During that time he completed 260 operational missions as a youthful Canberra navigator/bomb-aimer, but much of his time there was spent as a specialist in bombing techniques. His time there provided him with the first-hand experience and detailed information to write this book.

Dreadful Lady over the Mekong Delta not only fills a gap in the recording of the RAAF's operations in Vietnam, but also describes how crews overcame the difficulties of operating in an intense Asian war in an aircraft that was designed for a completely different environment.

Bob had pre-signed a number of the books and made them available for people who attended the Family Day.



Guests arrived at the Willytown guard gate about 10.30am on the Friday morning and after being checked in, were directed to a car park inside the base where a number of small busses were ready to transport people around to the 2 Squadron hangar. Very RAAF – very efficient.

The troops had cleaned out the hangar, all GSE and tool boards had been removed and a number of tables and chairs were set up.



One of the Squadron's E-7A Wedgetail aircraft had been parked in front of the hangar and after the official part of the day was completed the aircraft was made available for inspection, no cameras of course. Everyone lined up, entered by the front door, strolled through the aircraft (there were a number of 2 Squadron people on board to answer our silly questions) then exited via the rear door. The interior of the aircraft is divided into 3 sections, the first section, just

THE RAM

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

Vol 56

Page 14

inside the front door is where the 10 mission crew sit and work, next section contains the crew rest area and the galley and the final section contains all the electronic bits and pieces – and there's lots Click [HERE](#) for a tour of the aircraft.





One such bloke who had a good look over the aircraft was John Richards. John was with 2 Squadron Phan Rang from Sept 1969 to Sept 1970.



After most had done the tour of the aircraft, everyone was invited to a small garden area in front of the 2 Squadron HQ building where a tree and time capsule were planted.

Relevant bits and pieces were contained in a stainless steel cylinder and a “headstone” was unveiled to mark the occasion.



We don't know the relevance of the large open-end/ring spanner or whether that was buried too, but it looked as if it was going down with the rest for many years.





L-R: WGCDR Christian Martin, (CO of 2 Sqn), GPCAPT Stuart Bellingham (OC 42 Wing) burying the capsule - along with the spanner.

Pic supplied by Sgt Andrew Green. RAAF

It was then time to bring on lunch and 2 Squadron didn't disappoint. The meal was excellent, all prepared and served up by "volunteers" from the Squadron.

Thanks gents, really enjoyed it!!



And one very clever bloke (or blokette) from the Squadron found a use for the nose cone from the old Canberra – they make an excellent esky and can hold a ton of cans – and look heaps better than a traditional device.



THE RAM

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



Vol 56

Page 14

We did notice one piece of Phan Rang that had been “rescued” and has now become a fixture with the Squadron – the old Koala Bar sign from the Phan Rang Airman’s Boozer now adorns the wall at the crew room. We do believe this is a “cleaned up” version of the original sign.



The original Koala Bar below.



“Are you sure you can take the pain?” she demanded, brandishing stilettos.
“I think so,” I gulped. “Here we go, then,” she said, and showed me the receipt.



This pic below was taken of maintenance staff in 1970 in front of the 2 Squadron hangar in Phan Rang. Things (clothing etc) aren't quite as casual now as they were back then.



L-R: (LAC) Jimmie Muscat; LAC Jeffery Smith; LAC James Farrell; unidentified Vietnamese workshop assistant; LAC Rodney Pearce; Flight Sergeant Brian Kinsela; Cpl Gordon Walker; Cpl Alan Hayes; and Cpl Alan Murray. The Jeep was painted white and had the words '2 Squadron Aquatic Club' as well as a kangaroo.

The afternoon started to wind up about 2.00pm and the little busses were busy once again running people back to their cars. We've been to Newcastle and the Newcastle area on many occasions but mainly passing through, on the way from Brisbane heading south or heading



back north again – we’ve never had a good look around. As we had finished at Willytown early in the afternoon, we used the opportunity to have a look at Nelson Bay, a place we’d heard a lot about but never seen. It’s not far from the base and we were quite surprised how lovely it was. There’s quite a bit of history associated with the Bay too, we were told during WW2 it was used as a staging base by the US armed forces for their planned invasion of Japan.

If you get the opportunity, go and have a look.



Continued on page 15.

2 Squadron 100th Anniversary continued from page 14.

You can click most of these pics for the HD version.
All names left to right.

As the Centenary Gala Dinner was to be held at the huge Wests New Lambton Club, starting at 6.30pm, most of Saturday was free for people from outside Newcastle to do some touring.



We were a little disappointed in Newcastle City – Hunter Street looks a bit tired and there's quite a few rental opportunities to be had. One building that is definitely worth looking at though is the Christ Church Anglican Cathedral. You don't have to be religious to appreciate it either as it is impressive by anyone's standards.

"Punish me!" she cried. "Make me suffer like only a real man can!"
"Very well," I replied, leaving the toilet seat up.

The Cathedral was designed by John Horbury Hunt in the Gothic Revival style and is located on a hill at the city's eastern end in the suburb called The Hill. The present cathedral replaced an earlier Christ Church, built in 1817 and when the Diocese of Newcastle was created in 1847, the original Christ Church became a cathedral. Due to the poor condition of the original building and the growing population of the city, it was decided to build a new cathedral and a design competition was held in 1868. It was won by architects Terry and Speechley from Melbourne, but they had seriously underestimated the cost of their design and accordingly the plans of John Horbury Hunt were adopted instead. His design was for a cruciform Victorian Gothic style building with a central tower and spire over the central crossing. Work started in 1883 and the older building was demolished the following year. A temporary building was constructed nearby for services until the new cathedral could be completed and consecrated in 1902. The tower was not added until 1979, minus the planned spire. The building was damaged during an earthquake in 1989 and since been repaired.



Another site that is worth a visit is Fort Scratchley which overlooks the very popular Nobby's Beach.



The headland, originally known as Braithwaite's Head, but now called Fort Scratchley, has long been associated with the history of Newcastle. Two natural features dominated its early history, its height offered a prominent lookout and seams of coal were readily accessible around its base. Both are understood to have been used by local Aborigines.

The discovery of the coal seams by European explorers from Sydney led to the site becoming the first European coal mine in Australia and probably the first mine of any kind in the country.



Mining began using convict labour during the first European settlements of 1801 and 1804 and in time, coal mining became an economic mainstay of Newcastle and the Hunter Valley.

In 1813 a coal-fired navigation beacon was set up on Beacon Hill and continued until 1857. A flagstaff and signal station were also erected during this period and these subsequently became the Harbour Master's residence. These structures were demolished later to make way for construction of the Fort.

The strategic importance of a hilltop overlooking the harbour was recognised as early as 1804, and by 1828 an earthen battery was constructed and equipped with seven guns. In 1876, with fears of a Russian attack, the British Government sent Major General Sir William Jervois and Lieutenant Colonel Peter Scratchley to advise on naval defences. Under the direction of Jervois and Scratchley, Colonial Architect James Barnet oversaw construction of the Fort. It was designed around a battery of three guns facing eastward in an arc to the ocean, with other guns covering the harbour to north and west. The gun emplacements were cut into the top of the hill to present a low profile to attack.





The new guns were in position by 1882, and construction of accommodation for the troops followed, with the Commandant's cottage and barracks buildings completed in 1886. Other small detached buildings were also built at this time and in 1892 the dry moat and perimeter wall were completed. Mines laid in the harbour channel could be exploded from a control pit at Fort Scratchley.



Commandant's Cottage.

The guns and their enclosures were changed several times during the 20th century as military technology developed. They were used on several occasions during each of the world wars to halt unauthorised shipping movements through the harbour mouth. On the night of 7-8 June 1942 the Battery's 6-inch guns fired two salvos at a Japanese submarine that bombarded Newcastle with about two dozen shells, becoming the only coastal fortification to fire on an enemy Naval vessel.

The area outside the Fort walls has also been continuously occupied, including many buildings related to navigation or the military. Some of these remained even after the Fort was constructed, such as an assistant Harbour Master Cottage directly outside the main Fort gates and nine pilots' cottages along Nobbys Road. Various military buildings stood outside the Fort's



walls along both sides of the entry road. Only the Master Gunner's Cottage and Transport Garage remain in this area.

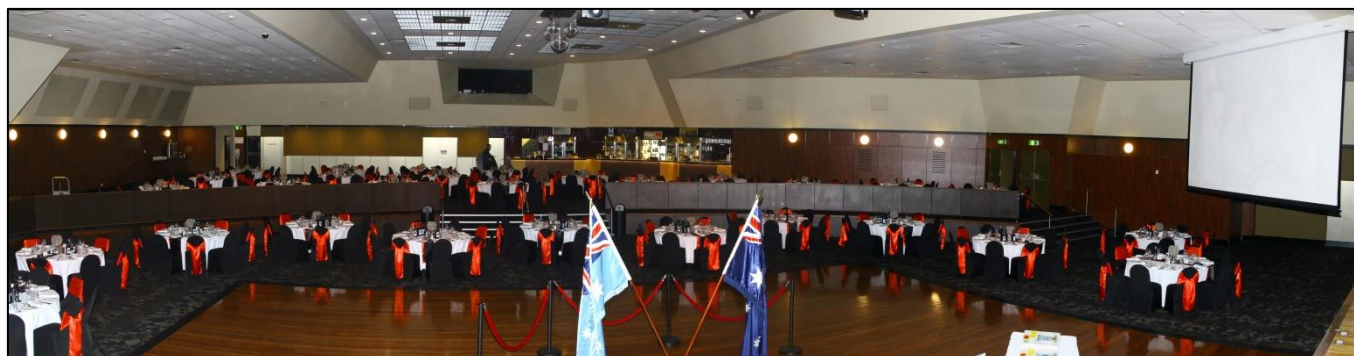


The guns at Fort Scratchley were decommissioned in 1962 and the Fort closed in 1972. It was vacant until 1977 when the Newcastle City Council entered into a lease with the Commonwealth over the site. Under Council's control the site became home to the Newcastle Regional Maritime Museum in 1977 and the Military Museum/Fort Scratchley Historical Society in 1982. Both of these groups took an active role in conserving the site and interpreting its history to visitors.

It is definitely worth a visit.

At 6.30pm it was time to frock up and head to the Club for the Centenary Gala Dinner. The CO of 2 Squadron, Wing Commander Christian Martin was expecting about 300 people to attend the evening and the Club had decorated the room with many circular tables, each seating 10 persons.

Guests were ushered into the Ante room prior to dinner being served where drinks and Hors d'oeuvres were served.



The decorated dining area before the troops were marched in.



Part of the pre-dinner Ante-room.

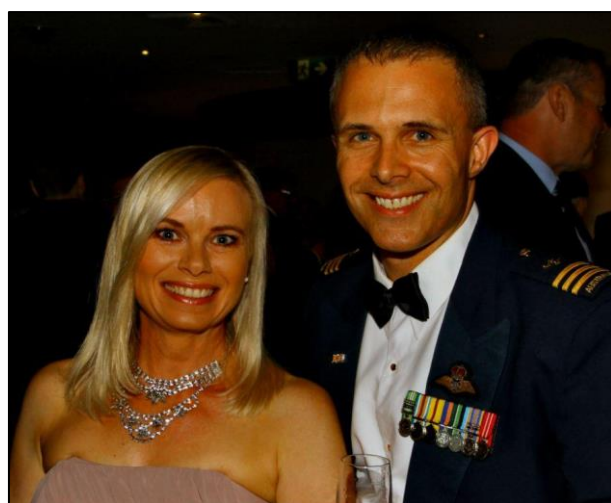
The following photos were taken in the Ante-room while guests waited to be called to the dining room.



Mrs Dorothy Evans, [Air Marshal David Evans \(Ret'd\)](#), [Air Commodore John Whitehead \(Ret'd\)](#), Mrs Adrienne Whitehead.



Anne Tonnet, Warren Conroy.



Jane and Paul Carpenter.



Beryl and Ken Wells



Dawn Nielsen, Frank Jones, Wayne
Nielsen



Brendan Campbell, Jess Rainl



Dwayne Sharrock, Rocky and Carol
Johnstone.



Dean Harvey, Tracey Friend.



Heather Barbour, Doreen Marsh.



Eileen Donaldson, Petrina Carpenter,
Annie Martan, Jen Picton.



Gwenda Pearce, Kristine Carter, Ruth
Smith.



Gordon Binder, Dennis Hoolahan,
Jeanette and Dan Kinsella, Noel Miller,
Philip Marsh.



Lee Grieves, Kevin Carter, Brian Griffiths.



Kate Bryan, Mark Swinn.



Noelene and Ken Winning, John
Riemann, John Barbour, Geoff and Diane
Neill.



Lynette Pettet-Clark, Michael Dunne,
Ross and Nancy Farnham, Nadine Page,
Diane Dunn.



Owen and Emma Hamilton, Brendan and
Breanna McLucas.



Nola Downey, Lenore Olsen.



Gary and Lenore Olsen.



Peter Schoutens, Bruce Roberts.



Peter and Sam Hassall.



Sally and Glen Edwards, Sam and Peter Hassall.



Rebecca Henderson, Andrew and Wendy Green, Shelley Scott.



Stuart Bellingham, Tracey Field.



Graham and Glenys Bickle, Nev and Rhoda Duus, Kevin and Janette Dadge.



Stuart Smith, Curley Pearce.



Sandra Appleton, Sylvia Hodges, Robin Jacob.



Sally and Glen Edwards.



Tony Appleton, Bill Jacob, Frank Hodges.

Guests were called into the dining area shortly after 7.00pm. The MC for the evening was Bruce Roberts (left) the news reader on WIN TV from Wollongong. Bruce began his career in the mid 80's with WIN (formerly BTV 6) hosting and presenting local programs from WIN's Ballarat studios. He also had a successful stint in the 90's in the UK where he hosted a variety of programs for the BBC and Sky Sports.



In recent years Bruce has headed up his own communications company in Melbourne, working closely with major organisations including Microsoft, Telstra and the AFL. He has also had significant roles in major Australian television and stage productions and is NIDA trained.

He presents weeknight bulletins for six regions throughout Victoria and Southern New South Wales.

Bruce performed effortlessly and professionally in the role of MC and really carried the night.

The following group of photos were taken with people seated for the meal. Sorry, no names.

THE RAM

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



Vol 56

Page 15



THE RAM

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



Vol 56

Page 15





After dinner had been served, Flying Officer Luke Hynes marched in the Squadron's Colours



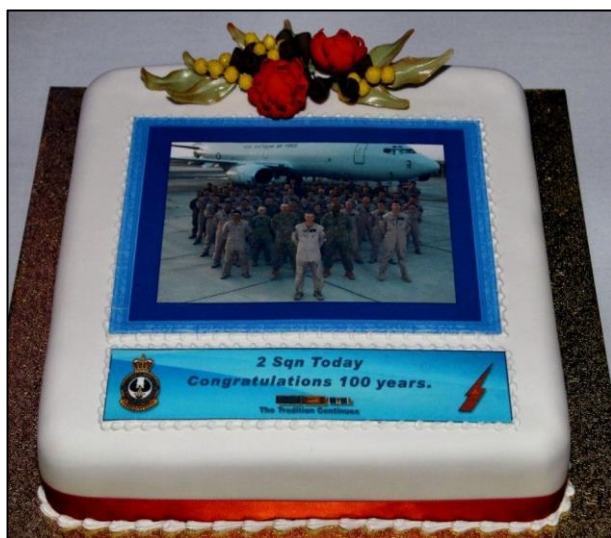
We tried various positions – round the back, on the side, up against a wall... but in the end we came to the conclusion the bottom of the garden was the only place for a good shed.



The following photos are of individuals taken at the tables, sorry, once again, no names.



Sitting pride of place in front of the flags were 8 delightful cakes, all baked and decorated by Col Gardner who now lives in Townsville. Col was a RAAF cook, having joined in 1964 and stayed with the RAAF until 1990. During those years Col had many postings, including Wagga, Butterworth twice, 2 Sqn in Phan Rang (Apr 67-Mar 68), Townsville, East Sale, SupCom, 2SD, Darwin and finally Townsville where he stayed after discharge.



Back in 2002, FILt Nick Thain approached Col to see if he could bake a cake to celebrate the (2) Squadron's move from Canberra (where it had been in storage) to Williamtown. Col insisted on baking 2 cakes, one for the Canberra bods and one for the detachment that was in the US learning their new aircraft. Nick Thain obtained approval from the US Ambassador and two cakes left Townsville via Greyhound bus-line, one ending up in Canberra, the other winged its way to the US.

Since then, Col has baked cakes for all sorts of occasions, 2 Sqn still get their Christmas Cake done by Col.

With skills like that we reckon he should be offered the rank of Air Commodore (reserve) - to say nothing of having his own TV show.

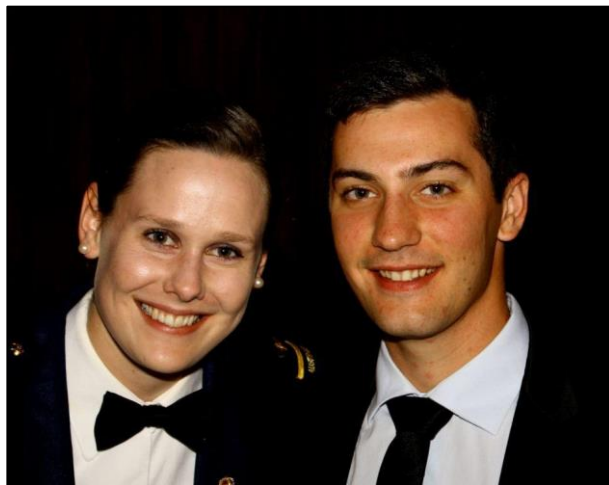
THE RAM

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



Vol 56

Page 15



THE RAM

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



Vol 56

Page 15



"She stood before me, trembling in my shed
I'm yours for the night," she gasped, "You can do whatever you want with me."
So I took her to Bunning's.

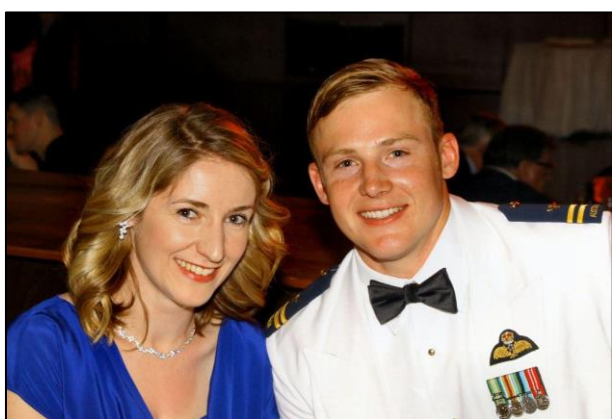
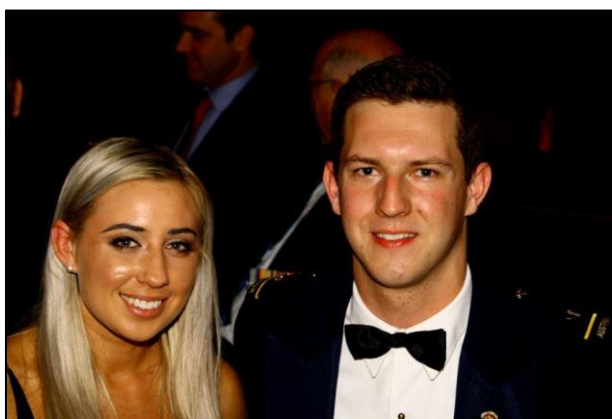
THE RAM

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



Vol 56

Page 15



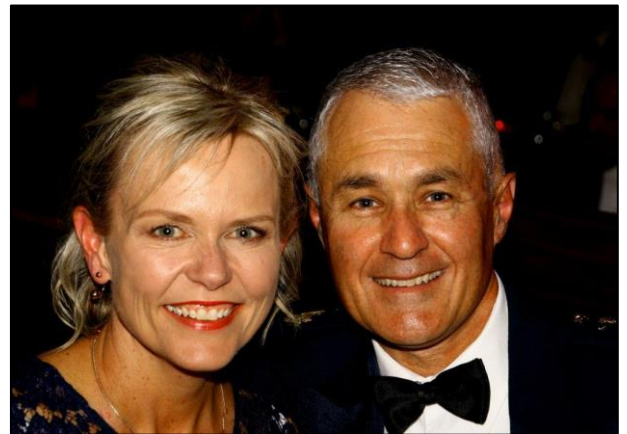
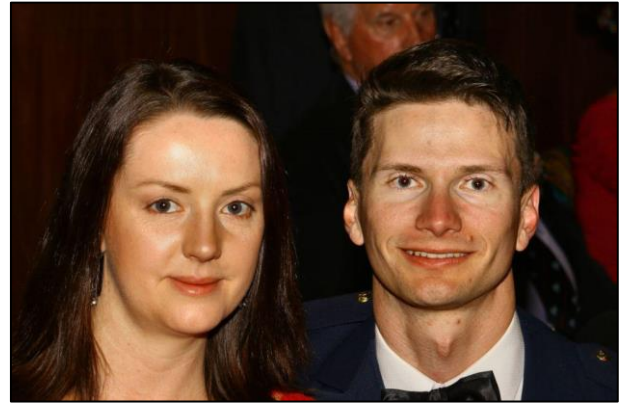
THE RAM

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



Vol 56

Page 15



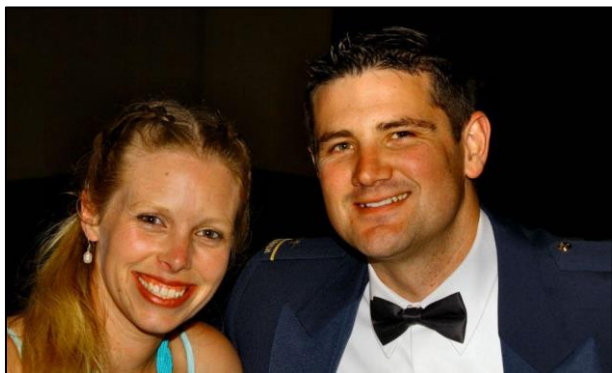
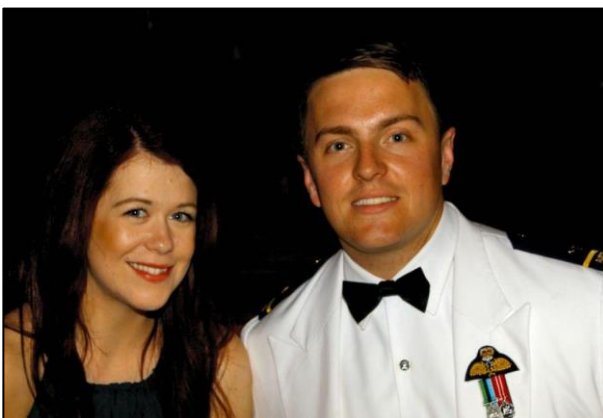
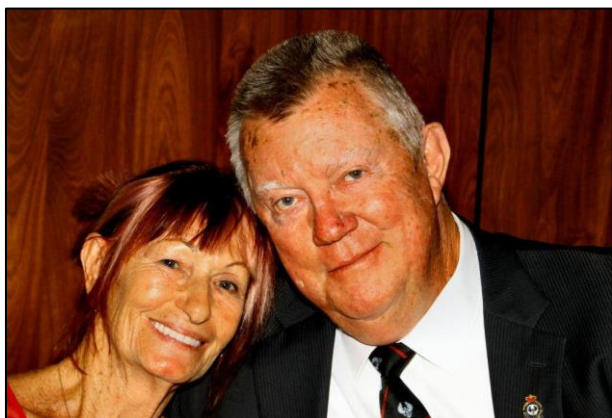
THE RAM

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



Vol 56

Page 15



THE RAM

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



Vol 56

Page 15



"Hurt me!" she begged, raising her skirt as she bent over my workbench.
"Very well," I replied. "You've got fat ankles and no dress sense."

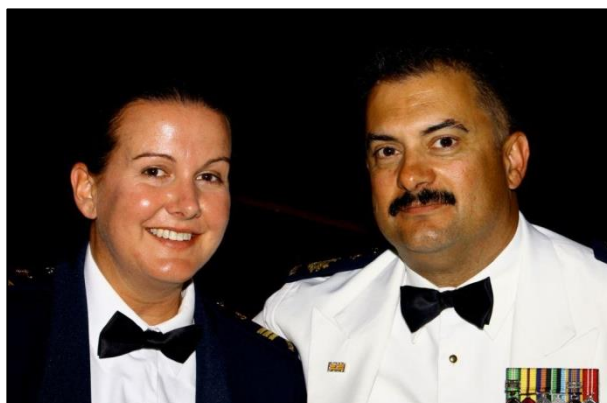
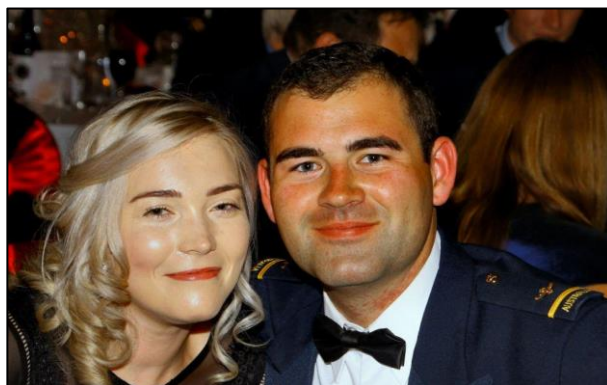
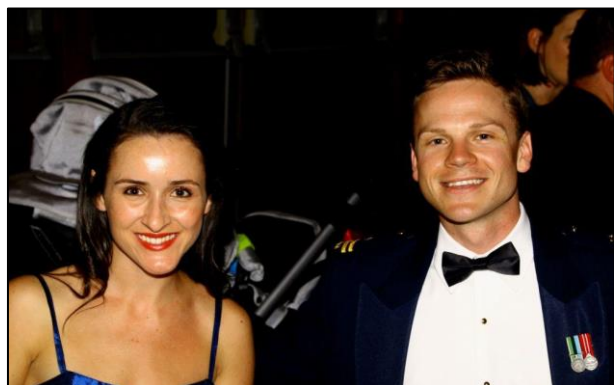
THE RAM

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



Vol 56

Page 15



Wouldn't it be nice if whenever we messed up our life
we could simply press 'Ctrl Alt Delete' and start all over?

THE RAM

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



Vol 56

Page 15



Don't argue with an idiot; people watching may not be able to tell the difference.



Ex CO of 2 Sqn, Tracey Friend (left), recounted some of the more memorable and humorous events that occurred during her term with the reins – one of which was snatching the life size painting of Chloe (below) from the snake pit at Amberley. It used to hang in the Sergeants Mess at Phang Rang and was repatriated back to Australia and for a time lived in the Sgt's Mess at Amberley until Tracey and her team nicked it.



Pictured in the Sgt's Mess back in 2001 are L-R: Joe Ross, Mick Nicholls, Geoff Renshaw (deceased) and Alan Goulding.



Doug Pickering (above) the President of the 2 Squadron Association, thanked the RAAF, and specifically SqnLdr Lee-Anne Stanway, for inviting members of the Association to this momentous event. His members had spent a big part of their young lives working in and for the Squadron and were very proud of its achievements.

The Raffle.

Peter Schoutens, an old ex-Radtech Air who was with 2 Squadron in Butterworth and then Vietnam from April 1968 to April 1969 and who now does the "Drive" program on Tuesdays on [Radio 101FM](#) in Logan south of Brisbane, (4.00pm to 7.00pm) approached Virgin Australia for a prize which the Association could raffle on the night.

Back in 2000 when 2 Squadron was a squadron without an aircraft, approaches were made to Virgin to allow Pilots from 2 Sqn, which was



waiting on its Boeing 737s, to fly with the airline in order to keep current. Virgin, to their credit, were happy with this arrangement and many pilots clocked up hundreds of hours in Virgin aircraft until the arrival of the Sqn's first Wedgetail.

Pete thanked Virgin for providing 2 Economy Flight Tickets from the winners nearest airport to anywhere in Australia. A wonderful prize.

The winner of the prize was Gordon Binder, Gordon was with 2 Sqn in Phan Rang from March 1964 to Sept 1965, then back again from Sept 1970 to July 1971.

Gordon was presented with his prize by GPCAPT Luke Stoodley, who, like everyone else in the building, wishes he'd won it himself.



Gordon is planning to travel to Perth.

Then, unfortunately, as always happens when you're enjoying yourself, "going home" time had arrived - always happens, time goes into quick march when your having a ball. Thanks to Lee-Anne Stanway and all involved, it was a wonderful night.

Click [HERE](#) to read a story titled "When the shit got real" for Australia's Wedgetail. Written back in June 2015 by Brian Hartigan.



John Laming.

WW2

As a school boy I lived in this street during WW2 from 1941 to 1945. It is Deakin Leas, Tonbridge, Kent and I lived at No. 58 which is where the nearest car is parked. I took the photo some 25 years ago on a visit.



It was while walking up Deakin Leas coming home from my school, that I saw a V1 Doodle bug (flying bomb) scorching right to left heading towards London at about 2000 feet. Behind it by

THE RAM

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



Vol 56

Page 16

2-300 yards was a RAF Hawker Tempest. The V1 was making a one hell of a noise with its pulse jet engine. You could hear those things coming a mile away. I heard the Tempest fire its cannons. There was a huge explosion of flame and smoke as the V1 blew up right over the Tonbridge railway junction yards which are out of sight in the photo. I saw the whole event quite clearly. The Tempest had no time to avoid the explosion and seemed to go straight into it. It then flew away, so damage to it was probably not enough to cause a problem.



A year or so earlier I saw a Dornier 217 at 1000 ft (I was looking slightly down on it from the top of Deakin Leas) low flying from right to left in the photo and aiming for the railway yards. I saw about six bombs dropping from the Dornier and heard machine gun fire also from the Dornier presumably aiming at the railways. The Dornier disappeared from view in a just a few seconds, heading east. I heard later that several bombs failed to explode but I sure heard the others explode. Another time in the middle of the night I heard rapid fire coming from a Bofors 40mm anti-aircraft gun positioned in a field adjacent to Deakin Leas. I have no idea what he was firing at.

You get good views of Tonbridge from where I lived near the top of Deakin Leas. An aeroplane spotter's paradise. Towards the end of the war we frequently saw ragged formations of Liberators and Flying Fortresses at quite low level coming back from over Europe. Some had feathered props. We tried to note the squadron markings on their tails like train spotters at Clapham Junction (my favourite hang out with train spotting mates).



Some five miles from Tonbridge was Penshurst emergency landing ground. Crippled USAAF aircraft would be diverted to belly land there. Penshurst Place manor was nearby and was the seat of Lord D'Lisle of Dudley who won the VC at Anzio I think. In 1964 or around that time, he became the Governor General of Australia and lived at Canberra. At the time I was flying Convair 440's with the RAAF VIP Squadron also at Canberra. In that capacity I frequently flew the GG to destinations in Australia and met him personally. A most pleasant gentleman.



It was in the front garden of 58 Deakin Leas in late 1945 that I heard the sounds of a mid-air collision in overcast cloud one mile away to the east. Looking in that direction I saw a US Thunderbolt fighter spinning in flames minus one wing. It crashed into wooded country just off Pembury road one mile from where I lived. I was playing with a school mate at the time so we grabbed our bikes and pedalled furiously to that area where the aircraft crashed.

Meanwhile, I saw a parachute floating down and smoke from behind other trees where the second Thunderbolt had crashed. The parachute came from that aircraft. The aircraft in flames with one wing gone which I had seen - well the pilot was killed. We saw the flaming wreckage in the woods but it was too dangerous to get close as ammo was cooking off. In later years I read the history of that accident on the internet. The Thunderbolts were from a fours formation and got into cloud and broke formation. Two collided. The surviving pilot told the story.

Interesting times and wouldn't have missed them for the world.

The nicest thing about the future is that it always starts tomorrow.

Emirates B777 crash was accident waiting to happen.

The Australian

"The crash of an Emirates B777 during an attempted go-around in Dubai on the 3rd August 2016 was always an accident waiting to happen. It was not the fault of the pilots, the airline or Boeing, because this accident could have happened to any pilot in any airline flying any



modern glass cockpit airliner, Airbus, Boeing or Bombardier, or a large corporate jet with autothrottle. It is the result of the imperfect interaction of the pilots with supposedly failsafe automatics, which pilots are rigorously trained to trust, which in this case failed them.

First, let us be clear about the effect of hot weather on the day. All twin-engine jet aircraft are certified at maximum take-off weight to climb away on one engine after engine failure on take-off at the maximum flight envelope operating temperature, 50 degrees C in the case of a B777, to reach a regulatory climb gradient minimum of 2.4 per cent. The Emirates B777-300 was operating on two engines and at a lower landing weight, so climb performance should not have been a problem. I have operated for years out of Dubai in summer, where the temperature is often in the high 40s, in both wide-body Airbus and Boeing B777 aircraft.



Secondly, a pilot colleague observed exactly what happened as he was there, waiting in his aircraft to cross runway 12L. The B777 bounced and began a go-around. The aircraft reached about 150 feet (45 metres) with its landing gear retracting, then began to sink to the runway. This suggests that the pilots had initiated a go-around as they had been trained to do and had practised hundreds of times in simulators, but the engines failed to respond in time to the pilot-commanded thrust. ... Why?

Bounces are not uncommon. They happen to all pilots occasionally. What was different with the Emirates B777 bounce was that the pilot elected to go around. This should not have been a problem as pilots are trained to apply power, pitch up (raise the nose) and climb away. However pilots are not really trained for go-arounds after a bounce; we practise go-arounds from a low approach attitude. Modern jets have auto-throttles as part of the auto-flight system. They have small TOGA (take off/go-around) switches on the throttle levers they click to command auto-throttles to control the engines, to deliver the required thrust. Pilots do not physically push up the levers by themselves but trust the auto-throttles to do that, although it is common to rest your hand on the top of the levers. So, on a go-around, all the pilot does is click the TOGA switches, pull back on the control column to raise the nose and, when the other pilot, after observing positive climb, announces it, calls "gear up" and away we go!

But in the Dubai case, because the wheels had touched the runway, the landing gear sensors told the auto-flight system computers that the aircraft was landed. So when the pilot clicked TOGA, the computers, without him initially realising it, inhibited TOGA as part of their design protocols and refused to spool up the engines as the pilot commanded.

Imagine the situation.

One pilot, exactly as he has been trained, clicks TOGA and concentrates momentarily on his pilot's flying display (PFD) to raise the nose of the aircraft to the required go-around attitude, not realising his command for TOGA thrust has been ignored. The other pilot is concentrating on his PFD altimeter to confirm that the aircraft is climbing due to the aircraft momentum. Both suddenly realise the engines are still at idle, as they had been since the auto-throttles retarded them at approximately 30 feet during the landing flare. There is a shock of realisation and frantic manual pushing of levers to override the auto-throttle pressure.

But too late. The big engines take seconds to deliver the required thrust and before that is achieved the aircraft sinks to the runway.

It could have happened to any pilot caught out by an unusual, time-critical event, for which rigorous simulator training had not prepared him. Automation problems leading to pilot confusion are not uncommon; but the designers of the auto-flight system protocols should have anticipated this one. Perhaps an audible warning like "manual override required" to alert the pilots immediately of the "automation disconnect".

My feeling is the pilots were deceived initially by the auto-throttle refusal to spool up the engines, due to the landing inhibits, and a very high standard of simulator training by which pilots are almost brainwashed to totally rely on the automatics as the correct thing.

Seat belts are not as confining as wheelchairs.

Convair B-58 Hustler.

The Convair B-58 Hustler (First flight 11 November 1956, Introduction 15 March 1960) was the US's first operational supersonic jet bomber capable of Mach 2 flight. The aircraft was designed by Convair engineer Robert H. Widmer and developed for the United States Air Force for service in the Strategic Air Command (SAC) during the 1960s. It used a delta wing, which was also employed by Convair fighters such as the F-102, with four General Electric J79



engines in pods under the wing. It carried five nuclear weapons; four on pylons under the wings, and one nuclear weapon and fuel in a combination bomb/fuel pod under the fuselage, rather than in an internal bomb bay.

Replacing the Boeing B-47 Stratojet medium bomber, it was originally intended to fly at high altitudes and supersonic speeds to avoid Soviet fighters. The B-58 received a great deal of notoriety due to its sonic boom, which was often heard by the public as it passed overhead in supersonic flight.

The introduction of highly accurate Soviet surface-to-air missiles forced the B-58 into a low-level penetration role that severely limited its range and strategic value, and it was never employed to deliver conventional bombs. This led to a brief operational career between 1960 and 1970 when the B-58 was succeeded by the smaller, swing-wing FB-111A.[5]

Convair built 116 of the aircraft, at a unit cost of US\$12.44million. It had a Top speed of 2,132 km/h, a range of 7,081 km, a Wingspan of 17 m and a Length of 30 m. It would cruise at 982 km/h.

It was a big aircraft, the F-111 was 22 m long, 8 m shorter.

Money will buy a fine dog, but only kindness will make him wag his tail.

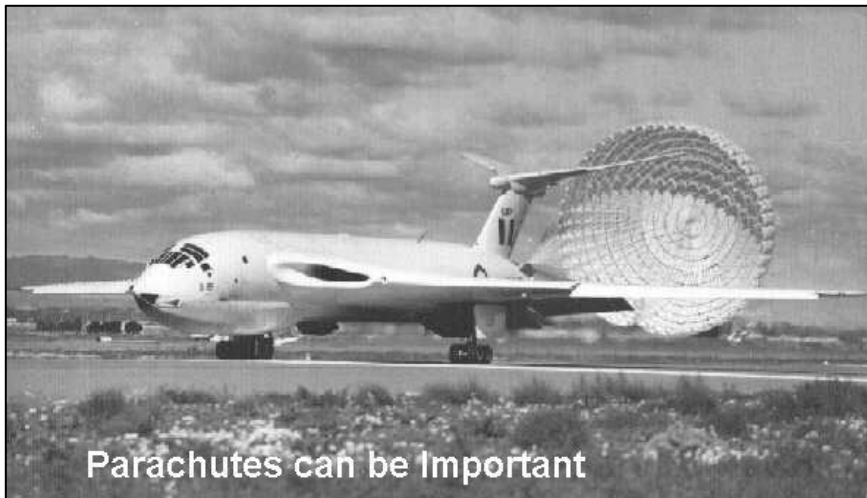
Victor Incident – All in a day's work.

John Saxon.

This was going to be another Blue Steel "carry over" trial to test missile systems – they had almost become routine. But flying in V-bombers always got the adrenalin flowing just a little. I was a civilian working with Elliott Brothers – an English firm now part of GEC I believe. We were concluding the first development phase of one of the world's first Inertial navigation systems which was used to guide the BlueSteel stand-off bomb. Our Handley Page Victor B.2 aircraft was parked in the loading bay on Edinburgh air field near Adelaide South Australia. The 6 ton 36ft long missile was secured under the bomb bay – fully fuelled with Kerosene and High Test Peroxide – a rather nasty mixture, and so the loading bay was fairly well flooded with water – just in case.



We walked out to the aircraft in a group and climbed on board – John Baker the Pilot, and chief test pilot for AVROs. Flt Lt Jimmy Catlin was in the right hand seat. Flt Lt Charlie Gilbert in the rear Radar Navigator position – myself in the centre rear looking after the Navigator systems. Flt Lt "Glen" Glendinning in the right hand rear Air electronics officer's seat looking after the missile autopilot and other aircraft systems. Finally sitting in the 6th "jump" seat was Frank Longhurst – another civilian working for AVROs who was there to see that Glen was doing the right things with "their" missile.



Parachutes can be Important

At that point in the trials the civilian crews were beginning the gradual training and hand over to RAF crews who were to complete the trials. We plugged in Intercoms, oxygen, suit cooling air, and begun the seemingly endless pre-flight checks.

Eventually everyone was satisfied and we taxied and took off – turning to the SW to climb to our first navigational fix point

over Kangaroo Island. Now despite being an aircraft weighing around 80 tons, the Victor was no slouch in the climbing stakes. I have been from sea level to 50,000ft in around 8 minutes but it was probably a lot slower rate with the BlueSteel missile loaded. Nevertheless the 10,000 ft climb points were passing rapidly until we got to around 46,000 ft I believe and then all heck broke loose. Lots of rapid discussion and attempts to pull up from the front deck, the start of a real roller coaster ride (pitch ups, pull overs, etc.) with engine noise doing wonderful things. Then what seemed (from the back) to be a wingover followed by increasingly violent positive and negative G forces. John Baker activated the "Abandon Aircraft" signs which also dumped cabin pressure, and Frank (who was nominally first out of the rear door) unstrapped and hit the roof quite violently and took no further escape action. In the nominal escape plan I was next to get out, and I managed to half stand and hang onto the camera bracket in front of the nav equipment. But I could get no further towards the side door as we were rotating fast and in what seemed to be a very steep dive. Then after what seemed like a long time (actually about 20 seconds), there was a loud bang from the rear of the aircraft and the rotation changed to a near vertical dive and rapid pull out, accompanied by much creaking and groaning and dust, pencils, pads, etc. flying in all directions. But we were back in semi level flight at around 16,000 ft!

Here is what I believe happened. Others who know better than I can correct me if I'm wrong. When we got to 45,000 ft or so the right hand air speed indicating system had a failure causing it to indicate around Mach 1.03. This sent a "transonic" flight signal to the auto stabilisers which initiated a pitch up manoeuvre as the Victors were not designed to go supersonic. The pilots however compared right and left side air speed indications and as the pitch up had started were

inclined to believe the faulty right hand system. So they too tried to further reduce speed and ended up in a violent pitch up to an almost inverted position followed by a rapid spin which was impossible to control. Very luckily for us, John Baker had done many test flights in prototype aircraft, where it had become routine to fit breaking parachutes to lift the tail of the aircraft into a more stable dive position, which could be recovered relatively easily. Now this had never been attempted in an 80 ton crescent wing Victor – but nothing much else was working. So John pulled the tail chute which lasted a few seconds before breaking away, but long enough to do the job and allow some heavy stick pulling to level out before doing a submarine imitation.

So how does one feel at a time like that? Not too great, but certainly I felt reasonably calm and I remember I had time to think about flight insurance and dependants! As usual when the adrenalin is pumping, everything seemed to go into slow motion. But it was really nice to get roughly straight and level again. It was good that we had all the records from the inertial navigator recorders and were able to analyse them later. The aircraft experienced maximums of about minus 3 and plus 5 G's (more than airframe design limits), and the whole incident lasted about 60 secs with the descent from 46,000 to 16,000 in about 20 secs – vertically supersonic!

Several things happened before we finally got to land. First there was a concern about the



correct airspeed as the two systems were still reading differently. Then possible structural damage. Luckily the radio was still working so a chase plane was requested. It was decided to jettison the missile as it was full of highly explosive fuel (whose temperature was rising) and even had some TNT on board for range safety break up if it strayed outside the Woomera range limits. Also because there was no tail parachute, if there had been undercarriage or brake problems, a wheels up landing with a fully fuelled

BlueSteel underneath would have been very spectacular! We started missile jettison procedures aiming for a Military bombing range near Port Wakefield, several of the crew had "confirm" switches for jettison, and at the last minute the pilots called stop, and then a go (I think I was the last to select my switch) and away it went. It turns out that the "stop" calls were due to the pilots spotting a school below.



There were two guards on the range where we jettisoned and they had been told to keep a look out for a bomb drop. No one thought to mention that it was 36 feet long, weighed 6 plus tons and was full of explosive mixtures, so they walked out onto the sand to take a look. Apparently they "heard it gurgling" on the way down and took off to find their hard hats when it got rapidly larger. But it crashed relatively harmlessly and burnt with only minor explosions between the high and low water marks. But they certainly got a shock!

Then the first chase plane arrived. Flt Lt Alec Hollingsworth RAF scrambled an old Meteor out of Edinburgh – it was great to see him! He flew tight formation passing on airspeed readings and confirming no apparent physical damage. There was no way we could dump the full fuel load so we had to keep flying for at least another 90 mins or so to burn off fuel to get to an acceptable landing weight. Due to the time remaining the Meteor chase plane was replaced by a Canberra flown by Wing Cdr. David Glenn which escorted us for the remainder of the flight. In the meantime, we had a nervous 70 minutes or so before the landing. During that 70 minutes Charlie Gilbert introduced me to chain cigarette smoking, I think we got through at least a pack between us in the back. Took me more than 10 more years to kick the habit! Thanks Charlie! So eventually with much foaming of runways, emergency vehicles everywhere and at least one chase plane, we made a good touch down back at Edinburgh.

A couple of aftermath items. We had a couple or more drinks in the mess at the airfield with lots of toasts to our safe return. The story goes that co-pilot Jimmy Catlin was well away by the time he had to go to a church social that evening. Apparently he strode across the dance floor to tell



the vicar in a loud voice that "I saw your boss today", before collapsing gently at the vicar's feet. I wasn't there but the story has been confirmed by others! A few days later the crew (plus significant others) had a celebratory dinner at a local hostelry, where this picture was taken.

Despite the large excursions outside its design limits, the aircraft turned out to be in pretty good shape and after some minor repairs went on to launch more BlueSteels for the trials – at the Woomera range of

course! Later XL161 returned to U.K., and after a refit at the Handley Page plant, went on to RAF squadron reconnaissance duties.

Needless to say – news of the incident leaked out to the press, and after news of the jettison near Port Wakefield got out – there were a few pointed questions in Parliament about large explosive devices being flown around populated areas. Much more fuss would be raised these days, but in the cold war atmosphere of the times, questions soon died away.

All in all, it was an exciting few hours!

After 75, if you don't wake up aching in every joint, you're probably dead.

Neptune fatal accident, Richmond 1959.

In the 4th February, 1959 an 11 Sqn Neppy crashed while coming into Richmond. All 8 crew members died.

The aircraft crashed onto the banks of the Hawkesbury River at Cornwallis, near Richmond, after a fire in the port engine nacelle, caused by the disintegration of the power recovery turbine wheel (PRT). The disintegration of the PRT caused the severing of fuel lines inside the wheel well, which then ignited the fuel spewing out of the lines. The ensuing fire burned fiercely and before the aircraft could enter into an emergency landing pattern the fire burned through to the wing subsequently causing the wing to fail in-flight a short time later. The crew were:

Squadron Leader	Geoffrey Ronald Cullen	Pilot,
Squadron Leader	Joseph Kevin McDonald	AFC Signaller,
Flt Lt	Robert Alfred De-Russett-Kydd	Nav,
Flying Officer	Frederick John Wood	Signaller,
Pilot Officer	George Ivan Holmes	Co-Pilot,
Pilot Officer	Terence Patrick O'Sullivan	Signaller,
W/Officer	Vincent Joseph McCarthy	Signaller,
Flight Sgt	John Michael Rock	Nav.

The accident occurred on the last flight prior to the aircraft going into the hangar back in the US for fitting with a pair of J-34 jet engines. A89-308 was thus the only RAAF aircraft not to receive the jets.

On that day, Neptune A89-308 from No 11 Squadron became the only aircraft of this type lost in 26 years of service with the RAAF. While on a local training exercise in the vicinity of the unit's Richmond base, the crew discovered a severe fire in the starboard engine nacelle. Realising the gravity of the situation, Squadron Leader Geoff Cullen, a very experienced



Neptune captain, initially reported that he was returning immediately to land. A minute later he advised that he would have to make a crashlanding to the north of the airfield. Within seconds, as the aircraft passed less than 100 feet above the Hawkesbury River, the starboard mainplane folded and A89-308 crashed upside down into the river bank less than three kilometres from the RAAF base. The aircraft exploded on impact and, tragically, all eight men on board were killed.



The farmer on whose land the aircraft crashed lost his ute in the accident. He took the RAAF to court stating he had 3000 pounds (\$6,000) in its glove box which he was going to bank. We don't know the result of the case.

Sad story because it was believed that the pilot was trying to put it down on the flats there. His landing at the runway was delayed by a Sabre which had a cocked nose gear.

Bob Hoover, Legendary Pilot, Dies at Age 94.

On Tuesday the 25th October, 2016, Bob Hoover, often called “the pilot’s pilot” and an aviator whose career spanned 70-plus years and nearly every facet of aviation, died at age 94.

Hoover was an annual visitor to Experimental Aircraft Association (EAA) at Oshkosh, including in 2016, where a one-of-a-kind Ford Mustang painted in colours of his iconic P-51 Ole Yeller was auctioned at EAA’s Gathering of Eagles fundraiser.

"We lost a true, one-of-a-kind aviation hero today," said EAA CEO and Chairman Jack Pelton. "We all knew of Bob's incredible aviation career and witnessed his unmatched flying skills. It was Bob Hoover as a person that also made him legendary. He was a true gentleman and unfailingly gracious and generous, as well

as a true friend of EAA through the years. We can only hope to use his lifelong example as a pilot and a person as a standard for all of us to achieve."



The aviation career of Bob Hoover had a nearly storybook quality to it, a story that was often a mix of thriller and adventure. After working at a Nashville grocery store to pay for flight lessons as a teenager and teaching himself aerobatics, Hoover entered the Tennessee National Guard and eventually was sent to Army Pilot Training School. In World War II, Hoover talked his way out of test pilot duty into combat missions, where he eventually was shot down, captured, and escaped from a German prisoner of war camp.

During World War II, he was sent to Casablanca, where his first major assignment was flight testing the assembled aircraft ready for service. He



was later assigned to the Spitfire-equipped 52d Fighter Group in Sicily. On February 9, 1944, on his 59th mission, his malfunctioning Mark V Spitfire was shot down by 96-victory ace LtN Siegfried Lemke of Jagdgeschwader 2 in a Focke-Wulf Fw 190 off the coast of Southern France, and he was taken prisoner. He spent 16 months at the German prison camp Stalag Luft 1 in Barth, Germany.

After a staged fight covered his escape from the prison camp, Hoover managed to steal a Fw 190 from a recovery unit's unguarded field, the one flyable plane being kept there for spare parts and flew to safety in the Netherlands. He was assigned to flight-test duty at Wilbur Wright

Field after the war. There he impressed and befriended Chuck Yeager. When Yeager was later asked whom he wanted for flight crew for the supersonic Bell X-1 flight, he named Hoover. Hoover became Yeager's backup pilot in the Bell X-1 program and flew chase for Yeager in a Lockheed P-80 Shooting Star during the Mach 1 flight. He also flew chase for the 50th anniversary of the Mach 1 flight in a General Dynamics F-16 Fighting Falcon.

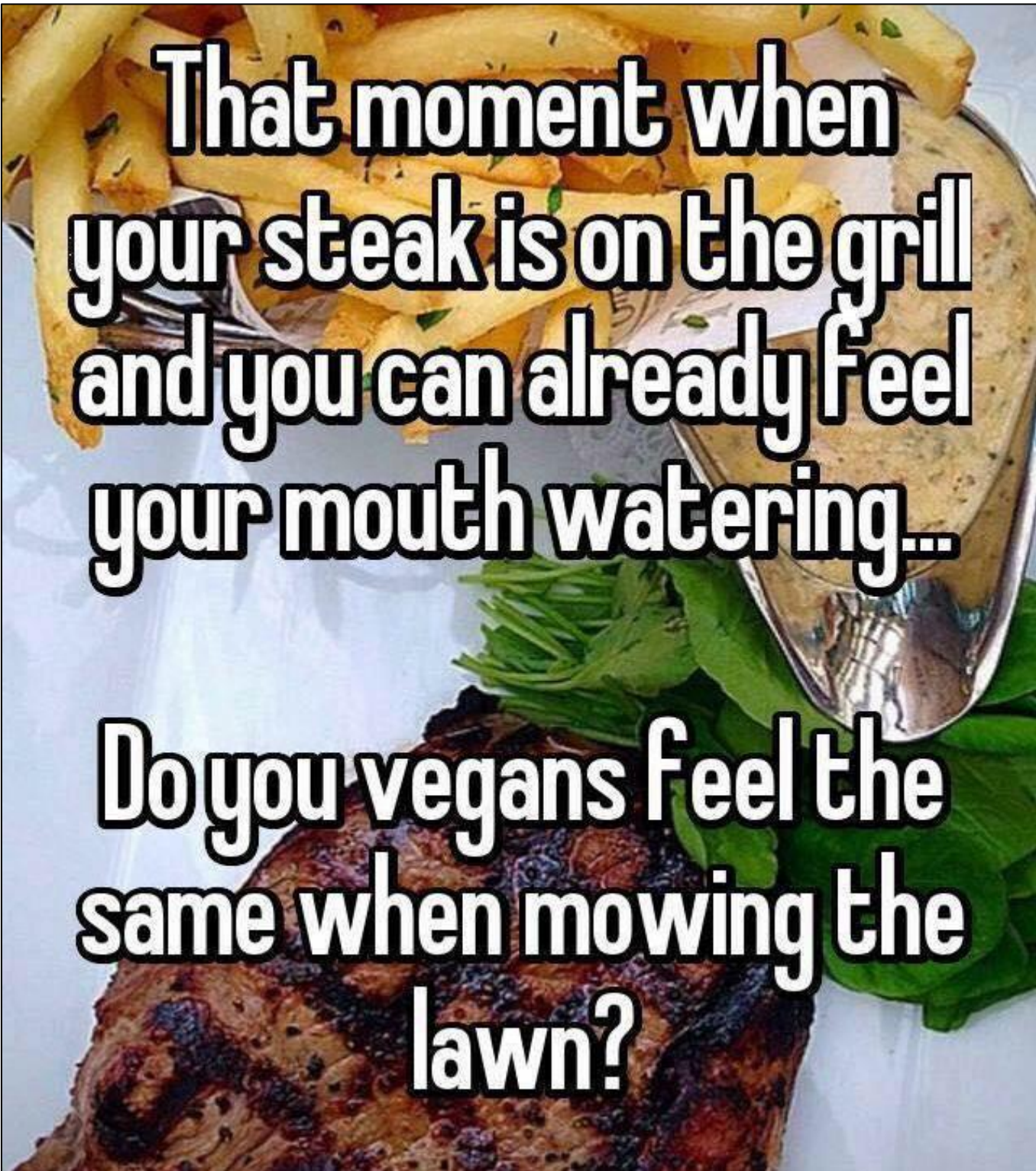
He set numerous aviation records and his long association with North American Aviation and Rockwell International allowed him to test many aircraft, ranging from the T-28 trainer to the F-100 jet.

Many EAA members and air show fans knew Hoover from his impeccable air show performances in the P-51 as well as in the Shrike Commander, where he would showcase his energy management sequence without engine power. His flying skills allowed him to pour himself a cup of tea while flying a complete roll in that aircraft.

Hoover also won a lengthy battle against the FAA in the 1990s, when he fought against the revocation of his medical certificate. His flying career was documented in the 2014 documentary *Flying the Feathered Edge*, which was first shown to an invitation-only audience at EAA AirVenture Oshkosh 2014. You can see that video [HERE](#).

A 1988 inductee to the US National Aviation Hall of Fame, Hoover also received numerous awards throughout this life. That included the Freedom of Flight Award, EAA's highest honour, in 2011.





**That moment when
your steak is on the grill
and you can already feel
your mouth watering...**

**Do you vegans feel the
same when mowing the
lawn?**



Sick Parade.

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



John Mathwin.

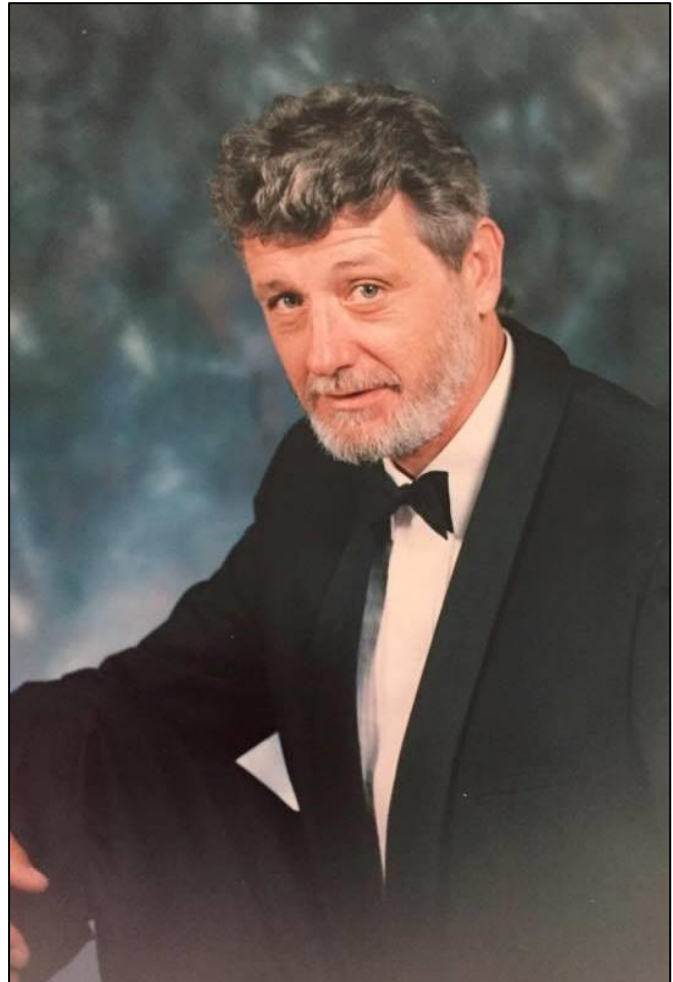
We heard from John's sister Gayle, who says that sadly, John is in hospital and not travelling all that well.

John's emphysema is causing him a lot of distress and he's struggling for breath these days.

We were on 61 RMC/42RTC at Radschool with "Matt" back in 1966/7 then we were together at Richmond when he was at 486 and I was at 38.

We had a lot of fun at Radschool, picked oranges on the week-ends to earn a bit extra, then spent it all in the Moorabbin hotel on the way home. The nurses home at the Royal Woman's Hospital was a popular and regular port of call and as Victoria was a 6 o'clock closing state back then, we'd call on John's dad who knew where all the sly grogers were.

Our favourite refreshment station, when at Richmond, was the Fitzroy hotel where John would win all the girls and I'd get the hand-me-downs - the pub is still there but doesn't have the same clientele it used to have.



Hello Val where ever you are!!

They were good harmless times and I've still got fond memories.

We're thinking of you mate...



John Staal.

Dick Jones let us know that John Staal (right), who flew Caribous and other lesser aircraft, is having a bit of a rough trot. John is being treated for cancer but Dick says he recently saw him walking the streets of Manly (Qld) and he was in high spirits.



IKEA Job Interview





Where are they now?



Ted Whitehead.

Angela O'Neil writes, Hello. I'm helping a friend do some research for a book he's writing on the Narromine Aviation history. In particular, I'm researching the graduates - and I'm having trouble finding any information about a particular graduate from the Narromine 5EFTS, Ted Whitehead. I noticed you had a photo of him on your website, in the 21 Pilots Course. I'm just wondering what this course entailed and whether you have any further information about what this course entailed and where it was held.

I was also wondering what the purpose of the '[21 Pilots Course](#)'? The person, Ted Whitehead, was, I think, a pilot graduate from 5EFTS in the war. So, was the course one that was specifically for trained pilots? If so, what did they learn? What year was the 21 Pilots Course?

You can get in touch with Angela direct at medangelus@gmail.com

(Angela, timing doesn't seem right, I think perhaps you have the right name but different person (in 21 course) but if anyone has any info on a Ted Whitehead who flew during the war, please get in touch with Angela direct – tb)

Bob Aberneathy.

We heard from Paul Falconer-West who said, In 1970-1972 I was a member of the Baseball team made up of RAAF Frognall, RAAF Laverton and RAAF Point Cook members. Our coach was FLTLT Bob Aberneathy (right) who was a staff member of Radschool. At that stage Bob would have known me as one of the West twins from DCS, Paul and Peter West. Since marrying in 1979, I added my wife's maiden name to my surname and became Paul Falconer-West. I have just finished 46.5 years of Permanent and Reserve RAAF Service. How can I get in touch with Bob?



If you can help, please get in touch with Paul here rpfw@multiline.com.au



Jane Mills.

Dianne Marshall was stationed at 2SD as a transport driver in Sydney in the early 1980's and she is trying to get in touch with an old friend Jane Mills (right) who she says "is in one of the photos at your 2014 gathering. Could you please furnish me with some contact details for her? That would be appreciated."



If you can help, let us know and we'll pass on the info to Dianne.

Harold William Bolitho.

Neil Bolitho got in touch, he says: "My father served in RAAF No 4 Wireless Unit as a Wireless Recorder. His was on Course 4, in June 1944, at Central Bureau in Brisbane. He told us very little of his war experiences, but we do know he served in the Pacific - fairly sure at Morotai, and/or Labuan Island, Borneo. Not sure if he was in the Philippines. If you have any information about WU No4, I would greatly appreciate it".

If anyone can help, please get in touch with Neil here bolmedia1@gmail.com

Ian White.

Bruce Hurrell got in touch, he says: "I have sought this information before, but the site has a much wider audience now so I will try again. I am trying to locate or get information about a Radtech Air named Ian White (Snow or Stretch). Ian joined, probably in early 1966 from Byron Bay and was possibly on RTU course 772. He went to Radschool and went out as a Radmech on Neptunes in TVL, returning to Radschool to complete his Radtech course on 16RMT from 68 to Feb 69. He was then posted to WLM in 69 and remained there until he discharged. Ian was madly into cars and eventually ended up with a Ph 2 GTHO Falcon and then raced a Twin Cam Escort with one stint at Bathurst.

If anyone has any info on his whereabouts or on his full name can you respond to this. He is the last unfound member of our era. You can contact me here: brucewh2@gmail.com."

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.

Vietnam Cap.

My name is John Davies and I served in the RAAF from 1962 to 1990. I joined as an electrical apprentice at Wagga Wagga in 1962 and completed my service as a Wing Commander Electrical Officer at HQSC in 1990. During my service, I served in Vietnam in 1966 initially at RFTV and later 35 SQN. I would like to see if you have any stock of the RAAF Vietnam Veteran cap? If so I would like to purchase one if possible. I currently live in Virginia USA but can pay for the item either by cheque or electronically as I have an Australian NAB cheque account. If the cap cannot be forwarded to the USA, I could provide an Australian address to forward the cap to.



173 is now on display at the Caloundra Air Museum.

I was also on the ground crew which was sent north in August 1966 to Ba To to extricate Caribou A4-173 which had crashed. I believe I might be the only person who has photographs of parts of the recovery. I will attach an example of the series. Yours, John Davies.

(If you want one of these, just let us know. They cost \$28.50 posted to an Australian address – tb).



109 RTC Reunion.

SQNLDR Rob Seabrook says: “Re [Vol55, Page18](#), Comments: I thought I could provide some useful info to Tim Corcoran regarding his proposed 109RTC reunion. I'm afraid I know nothing about 109 (a bit before my time - I was on 5/90 RTC 1990/91), but I was at Laverton a few weeks ago so thought advice on what's left there (and more importantly what's not) might be useful.

The Radschool buildings are still in use, now by the Director-General of Technical Airworthiness. Radschool moved out long ago to Wagga (~1994?), and then was disbanded when the training of communications/electronics technicians (descendant of RADTECHG) moved to a shared arrangement with the Navy at HMAS Cerberus. All airside functions at Laverton are long gone, including the runway which is largely now under housing developments. An Airmen's Mess still operates, but I'm not convinced it would have been the same building in 1977? A number of the airmen's accommodation buildings have been removed, but I think these were built in the '80s anyway. The cinema is still in use as a conference centre, but no longer screens movies. The SGTs' Mess was demolished ~2 years ago, and the snakes now share a combined facility with the officers in the original Officers' Mess.

Visiting Laverton for reminiscing might be enjoyable for 109, but they need to be prepared for the significant change that has occurred even in my 25-year recollection. Cheers,

Ouyen Servo.

Bill Sinclair says: “I have attached a photo of a service station at Ouyen in South Australia. When I went through my time at Wagga, many of us would head home at every opportunity. The trip to Adelaide would take us along the Sturt Hwy across the wonderful and scenic Hay plains where at night you could see the headlights of an approaching car at least half an hour before you passed. From there it was on through Mannum (I think) and the punt that could



keep you waiting for an hour or so. The other option was to head south from Balranald and on through Ouyen.

At Ouyen there was a service station where the owner slept on site and was happy to fill your tank at any hour. Just tap on the window and out he would come. Whether this was just for servicemen I couldn't say. Recently I travelled through that area and took a photo of what I think may have been that service station.



Considering it was back in the late 60's the memories could be a bit off

Love to hear of anyone who remembers this and if I may have the right place."

Pilot course photos.

Stephen Wessels writes: "I checked out your collection of photos of [Pilots Courses](#), well done, except you only have the NAVY photo for [Number 83 Pilots Course](#), any idea where the RAAF photo is? We were there on No 83! Would the photo be missing as Perry Kelly was killed straight out of Pilots Course in Butterworth?"

(Stephen, sorry, at the moment that's all I have. I've been trying to get access to the course photos held by the RAAF but they keep putting up road blocks. I want to do other courses as well (Radschool, Nav etc) so I'll keep trying – tb)

Never criticise your husband's faults.
It may have been those little imperfections which stopped him from getting a better wife.



114 MCRU.

Geoff Mayhew writes: "Further to my photos and story about 114MCRU: I am presently sitting in a bar on Via Guglielmo Marconi in Verona and being here suddenly reminded me of an old notice that used to be around in the 60s attached to the Marconi Myriad Computers at 114MCRU. Computers in those days all had banks of lights and switches, each lamp was connected to a data line, and one could see the state of the various registers, addresses and the data passing through them. It was mesmerising to watch.

These days, the 3 leds on a PC indicating power, the hard disk doing something and shiftlock, is about as much as we can keep up with because the data is moving so quickly any visual indications would be a blur, but back then we could glean a lot from those blinking lamps to tell us what was going on. The Marconi Myriad even had a loudspeaker attached to one of these lamps so we also had an audio indication of the state of affairs; something that continued into the 80's with dialup modems.

Some wags at IBM in the U.S in the 50s wrote this notice which spread to the UK and beyond in the 60s, and would be posted on the mainframes and mini computers but why the faux German, complete with the germanic font Fraktur is not too clear. Here is that notice.

Achtung, Alles Lookenspeepers!

Das computermachine ist nicht fuer gefingerpoken und mittengrabben. Ist easy schnappen der springenwerk, blowenfusen und poppencorken mit spitzensparken. Ist nicht fuer gewerken bei das dumpkopfen. Das rubbernecken sichtseeren keepen das cotten-pickenen hans in das pockets muss; relaxen und watchen das blinkenlichten.



News and Reunions!

Anzac Day 2017 – Radschool.

We've had several emails asking whether the Radschool Association is going to march in Brisbane next Anzac Day, under its own banner, similar to what it did in April earlier this year.



If there is sufficient interest there in no reason why not, we have the banner here in Brisbane and the RTFV-35Sqn Association would welcome the Radschool bods to their "Post Mortem"

celebration at the Jade Buddha after the march. To test the waters, we've included a form below which we'd ask you to fill in if you would like to march under the Radschool Banner. If there are enough starters, we'll get the ball rolling.

Results next issue.

There are some nice people in this world.

We recently received the following email: "Hello, I was wondering if you could please help me contact either Gary or Robyn. I own a taxi company in Calgary, Canada, and Robyn left her purse in one of our taxis. We would like to get it back to her. If you could please help us do that. She could email me at XXXXX. Thank you. Kim". *(We've kept the surnames out – tb)*

Isn't that amazing, when he found the purse, Kim did a Google search on Gary and Robyn's names and found them in one of the earlier Radschool Magazines, he then got in touch with us, we got in touch with Gary and Robyn and bingo! Robyn got her purse back.

Suggy's Men – RAAF Transport Flight Vietnam.

For some time, a few blokes had been working on the book and now it's finished. The book is about 200+ A4 pages with many photos of the those who were there and of some events of that time. It is not a story per se but more a collection of articles/recollections of the members who were part of the original deployment. It covers pre-deployment, the deployment, the early days of the formation of RTFV together with the challenges of setting up facilities at Vung Tau, which were rudimentary at best.

The book focuses on the CO at that time, Sqn Ldr Chris Sugden, (right) who was the ideal man for the task of establishing RTFV and one who was respected and admired by all who served under him. He was aided by Flt Lt Chummy Wade, the little Englishman who many would have known.



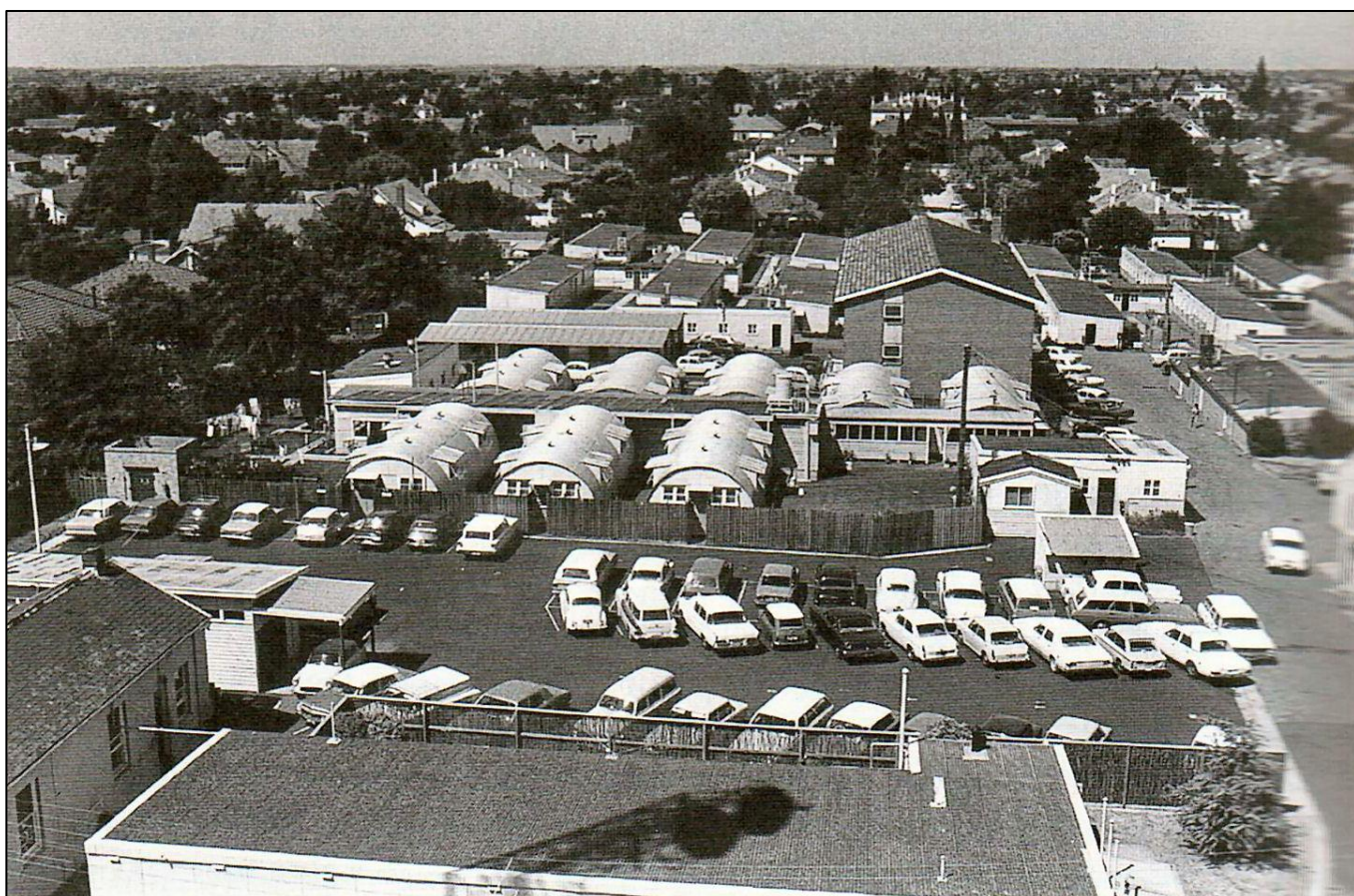
RTFV in its early days was unique. It had brand new aircraft which were operated throughout South Vietnam by crews, who were given quite significant latitude by the CO to get the job done, a situation that unfortunately changed as more RAAF units arrived.



The book is available through Don Pollock at a cost of \$25 plus postage of \$13.50 (200 pages A4 size is heavy). If you would like a copy, Don can be contacted at dnrpollock@bigpond.com.

Frognall Fusiliers.

Garry Bates is organising a reunion for all those that spent time as a Radio Appy at that wonderful old building in Canterbury - Frognall. (Canterbury being a suburb of Melbourne.)



The Reunion will be held in Maroochydore (Qld Sunshine Coast) from Friday to Monday 17 - 20 February, 2017.

Those that went through Frognall are a mixed bag of multi-year graduates but all shared a special experience at Frognall during those overlapping years. Also, those civvies on the Aero Course are also invited as many of them lead significant careers contributing to Air Force activities.

This is the plan for the weekend:

Friday 17th February: QLD Country Pub evening, transport arranged.

Saturday 18th February: Free day to surf, swim, sunbathe, stroll, spend, stare or stupefy at your choice in preparation for an evening dining at the Maroochydore RSL Club Function Room.

Sunday 19th February: BBQ Brunch either at adjacent Cotton Tree Park or Alexander Headlands, probably weather dependant.

Monday 20th February: Hinterland Excursion including, mountain views, boutique shopping, coffee houses, wineries, gastronomic gluttony and more.

Accommodation:

is plentiful and within strolling distance of the venue within the Maroochy CBD precinct and stumbling distance to Ocean Street and the Plaza hot spots. Alternatives in Mooloolaba and Alexandra Headlands are adjacent for those not needing walking frames or mobility scooters.

Costs: Garry has obtained a waiver of the cost for the hire of the venue, being military-like folk, and the meal is about \$60pp. Drinks are affordable and yes, there is wine in these hotter climes north of the boarder.

Please advise your best intentions of participation based on the precise engineering criteria of: 'Definitely, Maybe, Longshot or You've got to be Kidding,' to Garry [HERE](#).

Vietnam Gallantry Cross Unit Award.

Stew Bonett advises that this unit award has been awarded to all members of RTFV and 35SQN that served in Vietnam and are listed on the Honour Roll.

This should take place in the New Year and could possibly entail each person making a separate application for the award.



This award is the result of many years of hard work undertaken by Lee Scully.

More information will be made available as it comes to hand.



Djinnang Reunion.

The Djinnang Association will hold their annual AGM/Reunion in 2017 in a new venue in Brisbane. Due to the closure of the Public Service club, the reunion in 2017 will be held in the Transcontinental Hotel which is at 482 George St, directly opposite the Roma St railway and bus terminal.



Click [HERE](#) for their flyer.

The Earth is going Green.

Carbon dioxide emissions have driven a huge growth in trees and other plants. A new study says that if the extra green leaves prompted by rising CO² levels were laid in a carpet, it would cover twice the continental USA.

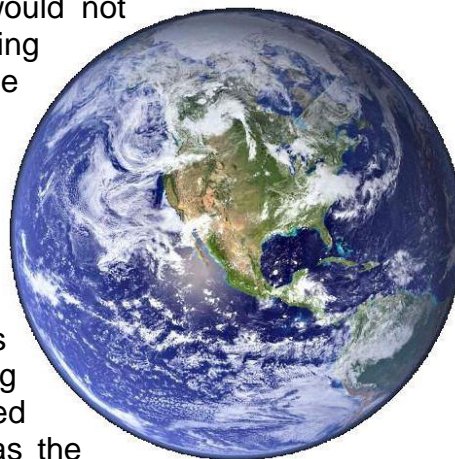


Climate sceptics argue the findings show that the extra CO₂ is actually benefiting the planet.



But the researchers say the fertilisation effect diminishes over time. They warn the positives of CO² are likely to be outweighed by the negatives. The lead author, Prof Ranga Myneni from Boston University, told BBC News the extra tree growth would not compensate for global warming, rising sea levels, melting glaciers, ocean acidification, the loss of Arctic sea ice, and the prediction of more severe tropical storms.

The new study is [published in the journal Nature Climate Change](#) by a team of 32 authors from 24 institutions in eight countries. It is called Greening of the Earth and its Drivers and it is based on data from the Modis and AVHRR instruments which have been carried on American satellites over the past 33 years. The sensors show significant greening of something between 25% and 50% of the Earth's vegetated land, which in turn is slowing the pace of climate change as the plants are drawing in CO² from the atmosphere.



Just 4% of vegetated land has suffered from plant loss.

The extra growth is the equivalent of more than four billion giant sequoias – the biggest trees on Earth. This is in line with the Gaia thesis promoted by the maverick scientist James Lovelock who proposed that the atmosphere, rocks, seas and plants work together as a self-regulating organism. Mainstream science calls such mechanisms "feedbacks".

The scientists say several factors play a part in the plant boom, including climate change (8%), more nitrogen in the environment (9%), and shifts in land management (4%). But the main factor, they say, is plants using extra CO² from human society to fertilise their growth (70%). Harnessing energy from the sun, green leaves grow by using CO², water, and nutrients from soil.

"The greening reported in this study has the ability to fundamentally change the cycling of water and carbon in the climate system," said a lead author Dr Zaichun Zhu, from Peking University, Beijing, China.

If you're interested, you can read more [HERE](#) – or you could watch another view [HERE](#).

All Appy Reunion.

Dick Tracy advises that the annual All Appy and JEATS Reunion will be held at the Werribee RSL on the 21st January 2017. Doors open at 1.00pm. Click [HERE](#) for the flier.



He's now officially old.

Seen celebrating his milestone birthday recently was that man about town, the people's champion, John "Sambo" Sambrooks. We heard that the PM was discussing whether or not to declare it a public holiday but because the celebration was held on on a Sunday it was felt most people were not at work and were able to attend.

We believe there were a cast of thousands at the Arana Hills Leagues Club to help Sambo relive all those years and to share a beer or two with him.

Happy birthday mate.



THE RAM

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Vol 56

Page 20

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