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 Brenda Vogelzang and we have lots of old time pics.

See Page 3

Apple and Adobe software is being targeted by hackers and there are many Windows 10 myths out there – be careful.

See Page 4

HMAS Tobruk is to become a dive site.

See Page 5

The pension rates WEF 20 Mar 2017. DVA offers lots of support for Vets, you can see some of that support here.

See Page 6

Ian “Tiny” Ashbrook tells us his story.

See Page 7

It seems there are some mean and nasty little people out there who are trying to be-little Harry Smith. It’s not on!!

See Page 8

Do you know who you are insured with, and is nitrogen in your tyres a benefit?

See Page 9

Another “know-it-all” kicks dirt on the F-35 and what was the WW2 Central Bureau?

See Page 10

Is white multi-grain bread any good and are nutritional subs worth buying?

See Page 11

Jeff gives us another chapter from his book and a bunch of Ex-Appies get together in Brisbane..

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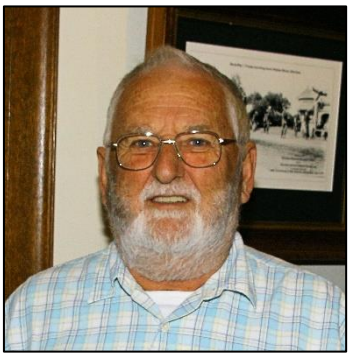
The Ex-Frogger diploma cadets got together in Maroochydore.

See Page 13



A bunch of Ex-Appies got together at the Werribee RSL.

See Page 14,

Fort Lytton is at the mouth of the Brisbane River and was built to defend Brisbane. It's definitely worth a visit.

See Page 15

John farewells Fl/Lt Keith Wilson and Ron Green dead-sticks a Mirage at Avalon.

See Page 16

Sick parade.

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.

Membership.

We've decided to go with the following membership.

- 1 year's full membership for $12.00. (now $18 till 30 June 2018)
- Life (5 year's) full membership for $50.00 to 30 June 2021.

Annual Membership will run from July one year to June the next, with this year's annual membership expiring in June 2018. 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:

Email address: Your State:

Membership type: Sum transferred:

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.

Reunions.

If you're having a reunion and you would like us to cover it and publish it, let us know and we'll see what can be done.

RAM thought for the day.

Integrity is doing the right thing - even when no one is watching.

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

Michael Clements.

Kev Rosser advises: “Some time ago when I was on my travels, I arrived in the Lockyer Valley in time to see the departure of Michael Clements. I first met Mick in Townsville in 1973 when I was posted to 10 SQN. Later, in 1985 - 1988, Mick was one of the Technicians working in 75 SQN radio Darwin when I was SNCO I/C radio.

Later, after I had departed the RAAF and joined QUEENSLAND RAIL and was working as a technician based in Hughenden in 1996 - 2003, I once again met Mick while he was working as a technician with NDC.

His wife Lillian, told me he had the last laugh as he has donated his body to the Queensland University!

Mick died in the Laidley Hospital on the 15th April, 2016. He was 78 years old.”

Harry Kirkland.

Kerrie Damen, the daughter of Harry Kirkland advises: “I would like to let you know of the passing of my father. He was a Cinema Operator in the RAAF. He started his service career in the Navy in 1946 but then joined the RAAF and attended Radchool at Ballarat in 1947. He served at Point Cook (x2) Darwin (x2), Sale and Wagga. He finished his career at Support Command in 1976 as a Flight Sgt. He was instrumental in bringing 70mm movies to the RAAF cinemas.

He passed away on New Year’s Eve at the Werribee Mercy Hospital. His wife Win and Granddaughter and Grandson were by his side.

He is survived by his wife Win, daughters Judith and Kerrie (both who married Rad Techs) grandchildren Mathew, Dale, Justine, Katie and Anthony and 6 great grandchildren. Much respected grandfather in law of Brad, Pete, Stephanie and Jacqueline.

The following article appeared in a local newspaper some years ago”

Films Are His Business. *After years at RAAF Base Point Cook as a cinema operator, Cpl Harry Kirkland has been posted to Darwin. Known for his initiative, Harry will be missed at Point Cook where he could always be relied upon to provide a bright film program. Some of the methods he used to attract "customers" to the cinema were:*

A veteran Ford car, gaudily painted, which he used to drive around the base to display his advertising hoardings.
Printed programs, paid for by advertising from local traders wooden cut-outs of an airman, dressed either in winter or summer clothing, pointing the way to the cinema.

He made personal contact with the film companies with such success that he often showed major films at Point Cook at the same time as they were running in Melbourne theatres. Many of his ideas were incorporated when the old cinema was replaced and he has since built in many refinements to improve the cinema.

Harry's old Ford.

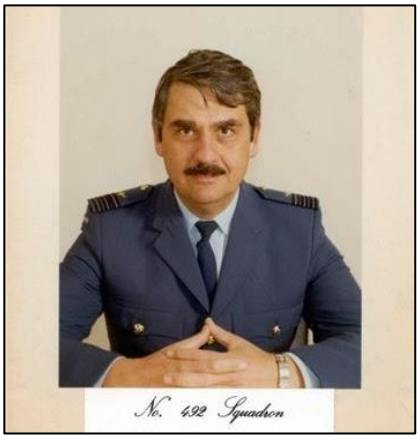
He will be sadly missed.

Cyril Wetherall.

Col Hingston advises us of the passing of Cyril Wetherall on the 31st December 2016 (DOB 16Jul40). Cyril's funeral was held on the 6th January at St Chad's Anglican Church, Highgate in SA. He had been ill for some time. All who knew Cyril say he was a lovely man, very competent and professional and an absolute pleasure to know.

Cyril graduated as an Engineer from the NSW Uni then in 1959 joined the RAAF and attended OTS at Pt Cook. After graduation, he was posted to 2AD at Richmond then to 478Sqn at Butterworth. While there he was posted between 77Sqn and 3Sqn and we believe it took a crow-bar to get him to eventually leave Butterworth.

On his return to Australia, it wasn't long before he had to pack the bags again, this time off to the US to learn the F111. In 1973 he was selected as one of the first engineers to undertake an exchange posting to Nellis AFB to develop key relationships with the USAF. He remained in the US until 1975.



He returned to Australia, with a posting to Amberley to work in an engineering and logistics capacity on the F111 and served on four boards of inquiry into Mirage and F111 crashes.

In 1977 the RAAF identified the need for a maintenance squadron at Edinburgh to service and modify the P3's. Cyril was posted to Edinburgh as the inaugural CO of the new 492 Mntce Sqn where he reorganized Orion maintenance operations to improve efficiency and also managed the introduction of the new 10 Sqn P3-C aircraft into RAAF Service.

Inaugural 492SQN CO, WGCDR Cyril Wetherall, formally opens 492 Arm Section.

In 1978, 10SQN had 'traded in' its venerable Neptunes and was re-equipped with P3C Orions, and as part of the reorganisation it also moved to Edinburgh from its long-time bolt hole at RAAF Garbutt, in Townsville. The new 492Sqn initially comprised of the former members of 11SQN maintenance but grew quickly as the maintenance facilities at Edinburgh were expanded and upgraded to cater for ten new aircraft.

In 1980, after three years with the Orions, he was posted into a management role for the F111.

In 1982 Cyril felt it was time to leave the RAAF and he took a discharge from the Permanent Air Force but signed on with the Active Reserve and settled in the Adelaide area. He took a job with BAE as a Project Engineer.

He left the Reserve in July 1995.

After 8 years with British Aerospace, he was enticed back into Public Service as the inaugural Civvy Chief Engineer at ARDU (which had moved from Laverton to Edinburgh in 1977) where he became the Chief Engineer for the MPLM Sqn (Maritime Patrol Logistics Management) for about five years which was responsible for managing logistics support to the P-3 and its systems across the board (eg including such things as spares provisioning and so on) as well as for anti-corrosion and surface management of the Orion Aircraft. When MPLM transformed into MPSPO (Maritime Patrol Systems Program Office) about 2001, the powers that be decided the Chief Engineer had to be uniformed. Cyril then left ARDU.

He was also a Fellow of the Royal Aeronautical Society (RAeS) and in 1999 was elected President of the Australian Division. One of his key achievements was the establishment of a Biannual Aeronautical Conference in Melbourne that coincides with the Avalon Airshow and he introduced an annual Student Prize for Undergraduate Aviation Students and agitated for a local conference or symposia, on the matter of UAVs/Drones. Always the innovator!

In his “spare” time, he was also a lecturer at the SA University.

John Mager

Sean Mager has advised us that that his father, John Mager, passed away on the 8th January. John was a Sigsop at 3TU in the 70s. A memorial ceremony was held on Tuesday 24th January, at Seasons Funerals in Redcliffe, WA.

Nev Middleton.

Noel Hadfield advises the sad news that Nev Philip Middleton (DOB 17th April 1940) (Air Commodore – retired) was admitted to hospital on the 12th January and, sadly, passed away overnight. (Nev's middle name comes from his family's association with the Burns Philp Trading Company. His Grandfather was the Philp in that company). Nev has been fighting lung cancer for some time (see HERE) and was at the stage of receiving palliative care. Unfortunately, there was nothing more that the medicos could do for him.

Nev was a graduate of 11 Radio Apprentice Course (Frognall in 1957-1959) followed by a final year (1960) at Ballart to complete an Engineering Diploma Course, the forerunner to Engineering Cadet Squadron. Nev was one of the 1st apprentice group from Ballart to be commissioned and was on the last course at Ballart with Radio School moved to Laverton in 1961.

In 1968, the Queensland division of the RAAFA obtained a propeller from a Neppy and decided to erect a memorial at Bundaberg's Hinkler airport to commemorate the airport's RAAF history. The memorial is now situated on the tarmac outside the domestic terminal. Air Marshal David Evans was invited to unveil the plaque but was unable to attend so Group Captain Neville Middleton, CO 3 AD at Amberley did the honours (see right). The plaque which sits by the memorial was constructed by 3 AD at Amberley.

Nev's RAAF career included:

- Enlisted in RAAF at Frognall 11th February 1957 on No 11 Radio Apprentice Course
- Graduated from RMIT and RAAF School of Radio (Ballarat) November 1960
- Commissioned early 1961
- 1961 – 1970; various postings, including 1 CRU Brookvale, 2 CRU Darwin, HQSC - Tel Eng Division (various appointments)
- 1967 - posted to the UK for Hubcap training (the Plessey "Hub Cap" automated air defence system utilised Westinghouse radar and Marconi computer programs. This was never used, as it proved to be too large and too heavy. Instead the RAAF incorporated the Westinghouse AN/TPS-43)

- 1971 – 1974; Maintenance Control, No 1 Joint Communications Unit, Woomera.
- 1974 – RAAF Staff College
- 1975 – 1976; Air Force Office Tel Eng 3
- 1976 – 1977; Communications Engineering, Joint Communications Electronics, Defence HQ Canberra
- 1978 – 1980; Staff Officer Communications Electronics, Washington USA
- 1981 – 1982; RAAF Reorganisation Implementation Staff Air Force Office
- 1982 – 1984; Staff Officer, SO Tel Eng HQSC Melbourne
- 1985 – 1987; Director Telecommunications Engineering, Canberra
- 1988 – 1990; CO 3 AD, Amberley
- 1990 – 1991; Director Systems Engineering B, Air Force Office, Canberra
- 1991 Promoted Air Commodore and posted to Director General, Joint Communications Electronics.
- Retired 16 Apr 1995.

Nev's Funeral Service was held at 2 PM on Friday 20th January at the Duntroon Chapel followed by a Committal Service at Norwood Park Crematorium.

He will be sadly missed.

Hugh Mullins.

Grant Mullings advises that his father, Hugh Mullins, died on the 20 January, 2017. Hugh spent 21 years in the RAAF as a metal basher and served in Vietnam with 35 Sqn from Sept 1967 to Sept 1968. Hugh survived prostate cancer 18 years ago and has done it tough ever since. His wife passed away back while he was having surgery and about 9 months ago Hugh suffered a heart attack and several small strokes. At the same time he was also diagnosed with stomach cancer of which he lost the battle early on the 20th.

Ronald Phillip Hennings.

We have been advised that Ron Hennings passed away on the 04th January, 2017 after suffering from cancer for some time. He was 81 years old. Ron emigrated from the UK with his mother in January 1937. He was one year old at the time. He joined the Army in 1955 and did a tour of Malaya with the 2nd Battalion, RAR after which he joined the RAAF and came out of Wagga as a sumpie and in May 1970 was posted to 35Sqn in Vietnam. He returned to Australia in May 1971.

Ron was buried on the 12th January at Tewantin on Queensland's Sunshine Coast.

Allan John Pinches.

Arthur Rennick advises us of the passing of Allan Pinches (DOB 09 Oct 1929) on the 26th January at Ipswich – aged 87.

Allan was on 7 Rookies course in 1947 which was the second rookies course to be held at Laverton. He became a navigator and was posted to Canberras and in 1970, as a Flight Lieutenant, was posted to 2 Squadron in Phan Rang.

On the 14th March, 1971, Canberra A84-228 was preparing to bomb a target 80 kilometres west of Hue, South Vietnam, when it was struck by two surface-to-air missiles (SAMs). Although the aircraft, crewed by Wing Commander John Downing (the unit's Commanding Officer) and Flight Lieutenant Alan Pinches, was at 14,000 feet, it was also more than 600 kilometres from its home base at Phan Rang. Realising that the bomber had suffered critical damage and was at

risk of breaking up, the two men were forced to eject. Both landed by parachute on a steep mountain ridge, from where they were rescued by an American helicopter late the next day. While both required hospitalisation for injuries sustained in the ejection or parachute landing, they had survived the only time that a RAAF aircraft has been confirmed as shot down by a SAM.

John Downing suffered a fractured kneecap and Allan Pinches had fractured vertebrae in his lower back and a broken wrist. After being transferred to a hospital at Da Nang and later Back Beach hospital in Vung Tau and 4RAAF in Butterworth, they returned to Australia for an extended convalescence.

Allan was buried on the 3rd February 2017 at the Centenary Memorial Gardens, Sumner Park, Qld.

Alf Bridle

Jim Dunn reports that sadly, Alf (Hoss) Bridle had passed away somewhere in the SW. Alf was on 57 Telegs (15 March 1960 - 23 December 1960). He has no record of habitat details for Alf as he has not been a member of 3TU Association for as long as Jim can recall but he was well known to many.. RIP, Hoss.

Francis Albert Robertson.

Geoffrey Robertson QC, regrettably reports the death of his father, Francis “Frank” Robertson, (December 1921 - February 2017) who was one of the last surviving World War 2 combat pilots from 75 Squadron. He was 95 years old.

F/O Frank Robertson flew for 75 Squadron, 1943-4, in Port Moresby, Morotai, Biak and throughout the islands north of New Guinea. After his tours of duty, which included flying as wingman to Les Jackson and leading some of the Squadron’s assault missions, he was sent to Point Cook to instruct on Spitfires.

At war's end, he married Joy Beattie, the WAAAF Officer he had met in Townsville and their marriage lasted 73 years; she died on Christmas Day 2016, and he could not go on without her.

He inspired his son, Geoffrey Robertson QC, to make the ABC documentary "44 Days" in 1992, which told the story of the formation and early success of Australia's first fighter squadron.

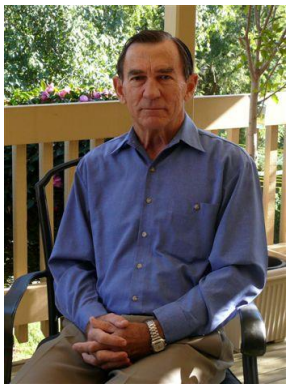
You can see that video HERE.

Frank's funeral was held at the Northern Suburbs Crematorium on Saturday 11th February at 1.00pm, with refreshments afterwards. All welcome.

Bon Voyage Frank Robertson
Good and True Australian

LEST WE FORGET

Brig (Retired) Neil Weeks AM, MC.



Neil Weeks, who was born in Mackay, Qld on the 21st September 1945, passed away on the 6th March, 2017 - aged 71. Neil was a teacher and when his marble was drawn from the barrel he was Nasho'd into the Australian Army. He served in Vietnam with the 1st Battalion, RAR from 17Mar68 to 10Dec68 as a Platoon Commander, where he was awarded the Military Cross (MC) for gallantry. After his two years' engagement was up, he remained with the Battalion for its tour in Malaysia and Singapore during 1969-1971. He subsequently served in postings in Papua New Guinea and Malaysia and retired after 31 years in the Army, three of which were spent in the Reserve.

Brigadier Weekes was the Patron of the Vietnam Veterans' Association of Australia (Townsville Branch), Patron of the National Servicemen's Association of Australia (Townsville Branch) and Patron of the Townsville Branch of the RSL. He is also the Chair of the North Australian Military Heritage Association.

For many years Neil had been a staunch supporter of veteran's rights and has fought tirelessly for just and equitable DFRB/DFRDB payments to veterans.

Phil Thuel.

Ted McEvoy has advised us of the passing of Philip Henry Thuel at the far too young age of 74. Phil was a gunny and peacefully passed away on Friday 3rd March 2017. He lived in Waikiki in West Australia.

Sorry – we have no further details.

Gary Martin.

After a long illness, Gary Martin, one of the original RTFV unit pilots who flew the Caribou into Vietnam on 8 Aug 1964, passed away peacefully on 16 March.

Gary went to Mona Vale (Sydney) hospital 16 February with an infection from the donor site of his skin graft on his thigh. He was treated with 2 lots of IV antibiotics and then oral antibiotics over a 2 week period. He was discharged from Mona Vale but not considered a suitable candidate for a rehab facility. He went to Minkara Nursing home who had a physio to assist with regaining mobility, but he gradually became weaker and palliative. He was surrounded by his family and his daughter from USA arrived in time to be with him. He fought his disease over 16 years with grace and courage.

Funeral arrangements are for Friday 24 March at 12 pm at Anne Wilson Chapel Cnr Barrenjoey Road and Darley Street Mona Vale 2013.

Amongst many other achievements, Gary will be remembered for easing the overcrowded accommodation at Vung Tau when he located the Villa Anna, which enabled all the officers to be relocated. This move eased the overcrowding in the Ngoc Huong and pleased everyone immensely.

Later, during a Caribou ferry and an engine failure, Gary and John Lindner flew the aircraft on one engine for 7 hours on the leg Hawaii to Fiji.. This was an unbroken record for Caribous. As the fuel burn was higher on one engine Gary had to divert to Canton Island.

L-R: Villa Anna Residents 1964/5 Tony Young, Don Jordon, Chris Sugden, Dave Henry, Gary Martin, John McQueen, Don Pollock.

Page 3 Girl.

Our lovely Page 3 girl this edition is Brenda Vogelzang

In 1957 the year after the Melbourne Olympics, Brenda arrived in Melbourne from England on the SS Morton Bay with her mother, father and brother. Back then she was Brenda Tabrah.

The ship took six weeks to make the trip and it carried a cargo of potatoes and you know what it's like when one potato goes off in your pantry, well try a whole cargo hold of them, they had to dump the lot at sea. Brenda says every time she thinks of that time she can still smell them.

On the way over they passed through the Suez Canal and she can still remember the bright yellow colour of the sand against the rich blue of the sea and sky. As young as she was, she still found it amazing. She was a little frightened when the locals came on board to sell their wares when they were at Colombo. Someone on the loud speaker told everyone to close their port holes as some of the locals had been known to climb through and she was especially frightened when one fella asked her mother "how much for missy?"

When they arrived, they spent a few years moving around Melbourne until they finally settled in Lalor, a northern suburb of Melbourne. She met her husband David, or as his mates know him, Joe (right) at Northcote at a nightclub and about two years later they married and moved when David was posted to Newcastle. 12 months later they were in Malaysia, (Penang) where she says she met lots of lovely people who were all around the same age. She says it was one of the best times of her life and although she had never been a sporty person, up there she was heavily involved in volleyball, tennis and ten pin bowling and she found herself out most days.

When she arrived back in Australia, she and David had two children and a

three bedroom house to look after and after living in Malaysia for a number of years, where every ex-pat household employed an Amah who looked after the household, it came as a bit of a shock.

No longer was she footloose and fancy free and able to enjoy the carefree social life that all enjoyed while on posting to Malaysia, instead it was head down and tail up. It took her quite a few weeks to adjust to suburban life back in Australia but like everyone else she soon settled into the housework and looking after two young kids.

David and Brenda, during their courting years.

Not long after returning to Australia, David decided the RAAF was not where he wanted to be spend the rest of his working years so he took a discharge and they moved to a place called Nanneella which is about 165 klms from Melbourne and between Rochester and Echuca and there they bought a dairy farm. Over the next few years, living in the country and working on the farm, they lost contact with most of their Air Force mates. Brenda found milking cows was a completely different life for her but their kids loved it, there's nothing like a good old green cow-poo fight. The kids did their primary schooling in a little school house which sometimes got down to only 7 students.

They sold the dairy farm and moved to Shepparton when the kids started high school and Brenda worked in aged-care and David worked for the rural water as a planner. About this time, David joined the Flemington Race Course and eventually they were invited to the committee room for lunch. While collecting their name badges at the door, they noticed a woman, who was on the desk, was looking at them out the corner of her eye and a few minutes later this chap asked David if his name was Joe. Turns out they were Barry (Whale) and Marie Roberts (right) who lived next door to them in Penang all those years ago. What a great coincidence, meeting up with great friends after all those years, at the races!!!

They had both been working that day which was very unusual, Barry was in charge of the Committee Room and Marie had been called in at the last minute.

Brenda says, "Since that chance meeting we have kept in contact with the Roberts's and have travelled many miles and had been on a few cruises together. On one of the cruises we went through the Panama Canal and that was another experience, going through all of those locks. We eventually caught up with all our air force mates again and we'd been back to Penang for several reunions.

Once we retired we decided to move to Queensland and on our arrival, we realised we should have moved here years ago. We have two children, a boy and a girl and three grandchildren, all girls and lots of amazing air force friends.

Life is good!”

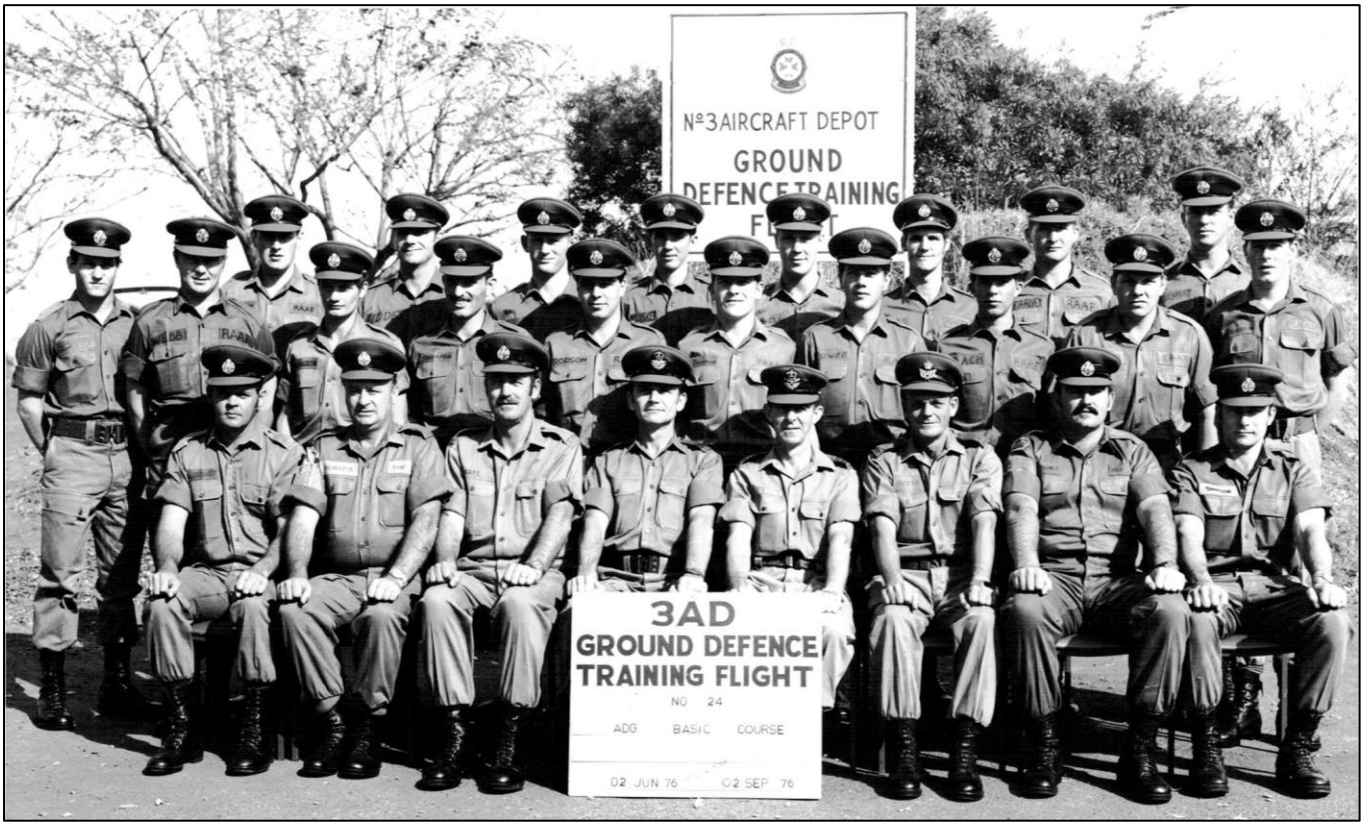
Judy Marsh.

Ron Marsh, Judy Marsh, Sandra Apap.

Judy Marsh was dux of her rookies course (WRAAF 243) which was the last course to be held at Tottenham back in December 1976. Her brother, Ron, was on 104 RTC at Laverton, also in 1976. After rookies, Judy was posted to Williamtown as a CLKFA.

Not long after the WRAAF integrated into the RAAF, Judy left the Air Force to marry and now works with the Department of Defence in Canberra.

24 ADG Course.



Graduation photo for No 24 ADG Basic Course. This course ran from Jun 1976 to Sep 1976 and was held at Amberley.

I was in a store that sells sunglasses and only sunglasses. A young lady walks over to me and asks, "what brings you in today?". I looked at her, and said, I'm interested in buying a refrigerator. She didn't quite know how to respond…. Am I getting to be that age?

25 ADG Course.

Graduation photo for No 25 ADG Basic Course. This course ran from Feb 1977 to May 1977 and was held at Amberley.

Surad Display Course 1982

Russ Marriott sent us these pics:

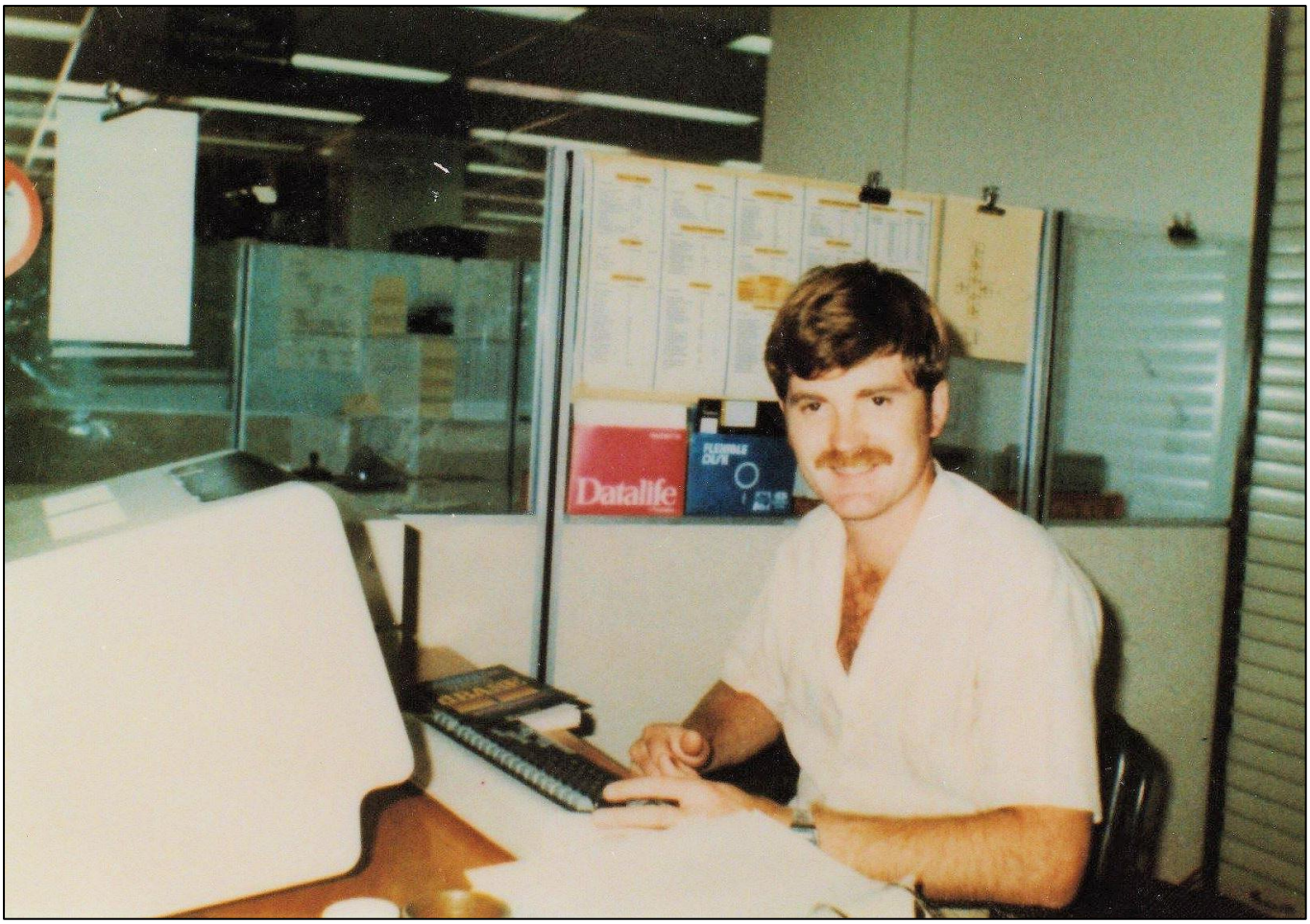
L-R: Mick Cockburn; Mick Marks; CPL Lelevievre? (INSTR); John Perry; George Browne – (with an E, I'm from the UK" as he would say) (INSTR); Russ Marriott; Rob Nottage.

No1AD TELS Installations Team, 1980.

L-R: Mal Ford; Ron Oddy; Bill Rigg; Fred Chilco; Mick Collisson; Chris Olsson; Russ Marriott.

The Installations Team and the Refurbished ATC Tower Laverton open for business, 1980. Not actually a 'refurbished' ATC Tower, but the building was retrofitted from its original purpose, as the Engine Test facility building for the Avon turbojet. The building was recently flattened for the new Williams Landing Estate Shopping Square

Employment application blanks always ask who is to be called in case of an emergency.
I think you should write, 'An ambulance.'

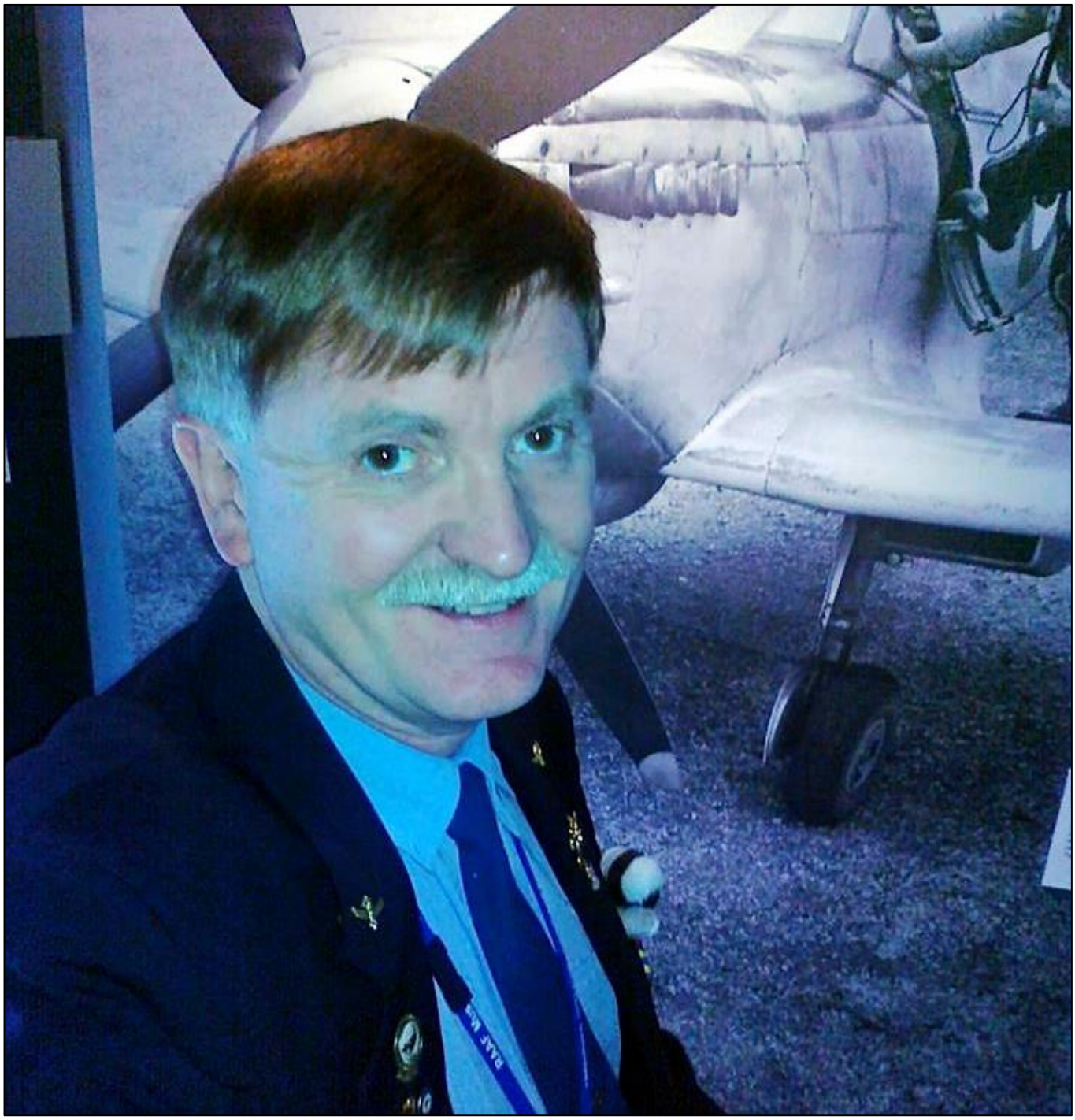


Russ Marriott working in the Sponge, 1987, in Support Command as TELENG2B1A2. All ATC project engineering data processed being saved on 8" Vebatim floppies…. Technology!!

Laverton Tower 1979.

The photo below was taken in Oct 79 at Laverton Tower. Russ and Mal were propping an RMU up for the benefit of the 1AD instalment in the next April 1980 issue of the Laverton base magazine 'Intercom' The tower was very modern, with ELCO sockets and Page 606-100 series logic equipment - to complement the valve stuff (CADF) After closure, the tower held together very well with Silastic, Panduit straps and Bishop Tape - until the graffiti vandals eventually tore the place apart...

L-R: Russ Marriott, Mal Ford.



Russ is now one of the volunteers who help out at the Point Cook Museum.
He's been there for 13 years.

17 Appy Lizards.

Recently, a bunch of 17 Wagga-Appy bods and their ladies got together at the northern NSW coastal town of Woolgoolga. Woolgoolga is about 25 km north of Coffs Harbour. It's bypassed now and is known for its fibre-glass elephants and white Sikh Temple.

We don't have any names of the blokes above – if you can help, please do.

Eventually you reach a point when you stop lying about your age and start bragging about it.

Lizards and their Lizardesses dining at the Woolgoolga RSL

13 Appy (Oysters)

At a get together August 2008

Standing L-R: Graham Wallace, Bob Milton, Brian Minchin, Allan Eades, Brian Bawcombe, Allan Burns, Noel Martin.
Seated L-R: John Leahey, Terry Dawson, Mike Tehan, Bob Schwartz.

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Computers and Stuff.

Sam Houliston.

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

2017: More Apple Security Flaws, Cyberattacks, Hacktivisim.

Be warned! More security vulnerabilities will appear in Adobe and Apple's software than in Microsoft's, more attacks on the Internet's infrastructure will occur, and cybersecurity events will stoke international tensions. Those are a few of the predictions for 2017 from security experts.

Users of Apple desktops and laptops for years have been relatively insulated from the kinds of malicious activity that has besieged those in the Windows world, but that's going to change next year, warned Trend Micro. Declining PC sales and an exodus to mobile platforms have dampened interest in targeting devices running Windows. Microsoft also has upped its security game in recent times, which has made it more difficult for attackers to find vulnerabilities in Windows.

Signs of hackers' increased interest in Adobe and Apple started appearing in 2016. Zero day vulnerabilities -- flaws unknown to researchers until malicious actors exploit them -- numbered 135 for Adobe compared to 76 for Microsoft. Meanwhile, Apple's vulnerability count during the same period increased to 50, shooting up from 25 in 2015.

The increased attention Apple has drawn from criminals can be associated with its growing success in the desktop and laptop market. There's a much broader use of Apple products now and the criminals go where consumers and enterprises are. If consumers and enterprises are utilizing more Apple products, then that's where they're going to focus their activity, because that's where the money is going to be.

Distributed denial of service attacks have long functioned as a cyberweapon against websites, but their use reached a new level in 2016, when they disrupted Internet service in parts of North America and Europe by choking an important piece of Net infrastructure: the domain name system. The DNS converts domain names into corresponding IP addresses. If a domain name can't be paired with its IP address, then a browser becomes lost on the Net.

More "upstream" attacks on the Internet will take place in 2017. If you're an enemy of someone who depends on the Internet for business or commerce, it was shown last year that if you upstream a little bit and launch a crafted Denial of Service attack, you can bring down large provider websites and infrastructure and really sock it to your emeny. In 2017, we're going to see more upstream attacks and DDoS (Distributed Denial of Service) is going to make a comeback as a cyberweapon, we're going to see a powerful denial of service attack on something that will cause problems for a national infrastructure.

Simmering tensions over nations hacking nations will come to a boil in 2017. Geopolitics will be the harbinger for cyberattacks in 2017 which will be fostered by both old and new presidents of the United States. Due to the new president rhetoric against China, Chinese hacking will begin again with increased vigour and North Korea will commence more denial of service attacks against the West. In addition, President Trump's anti-Muslim statements during the presidential campaign have increased the membership of cyberterrorist organizations -- like al-Qaida and the Cyber Caliphate -- that will use their new resources to dismantle and destroy U.S. infrastructure in the coming year.

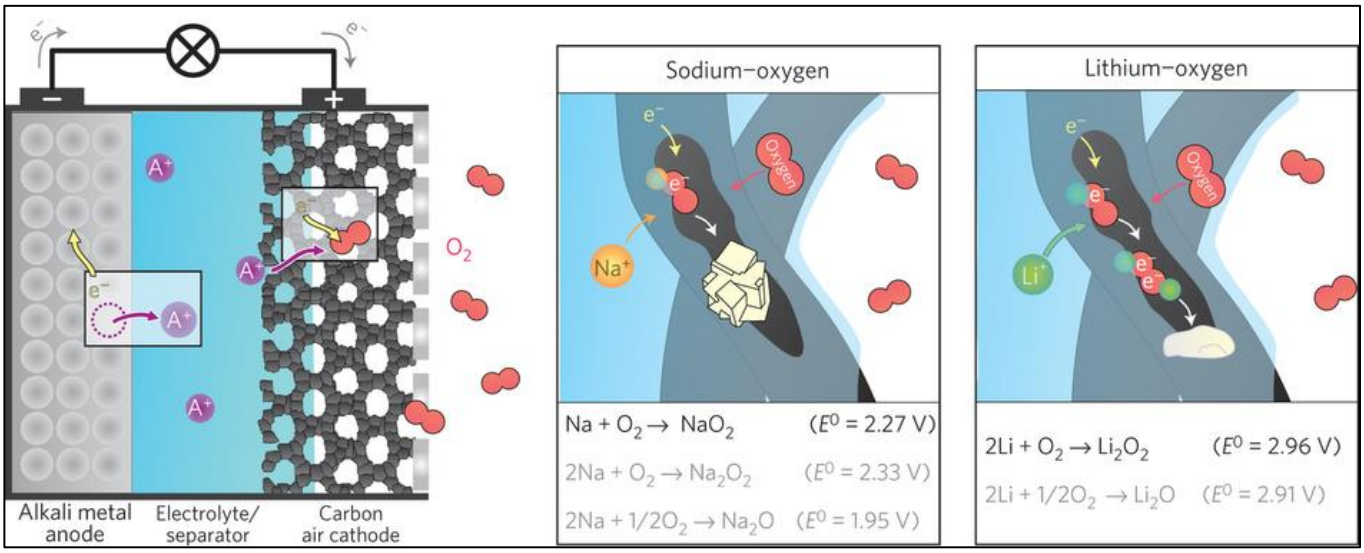
Russian cyberattacks also will increase.

It’s coming so be warned. Keep all your systems up to date.

Battery Improvements.

Smartphones, laptops, electric cars—whatever the device, an efficient battery is high on any user's wish list. The search for the next-generation battery has recently focused on sodium–oxygen batteries. Theoretically, these should provide previously unattainable efficiency but their practical implementation has proven to be a stumbling block. Researchers now report in the journal Angewandte Chemie, that a highly concentrated electrolyte solution may make the sodium–oxygen battery more stable and therefore more practicable. Researchers have high hopes for alkali metal/oxygen batteries, because their

theoretical energy density is particularly high. In such batteries, one electrode is made from the pure alkali metal. Upon discharging, this electrode gives up electrons to the circuit and positive ions to the electrolyte. The counter electrode is made of porous carbon and is in contact with the air. At this electrode, oxygen is reduced by taking up electrons in the presence of the metal ions. This may result in a variety of metal oxide compounds. As the battery is charged, this process is reversed: Oxygen (O2) is released to the air at the positive electrode, while the alkali metal is deposited at the negative electrode.



A number of fundamental problems stand in the way of practical implementation of such systems:

- insufficient rechargeability, numerous side reactions that limit the stability; and,
- in trials using lithium, clogging of the porous electrode by lithium peroxide.

Sodium is much easier to obtain and may be a better choice. Sodium–oxygen cells surprisingly do not produce sodium peroxide, instead making mainly sodium superoxide (NaO2), which can be almost reversibly converted back to the elements during charging.

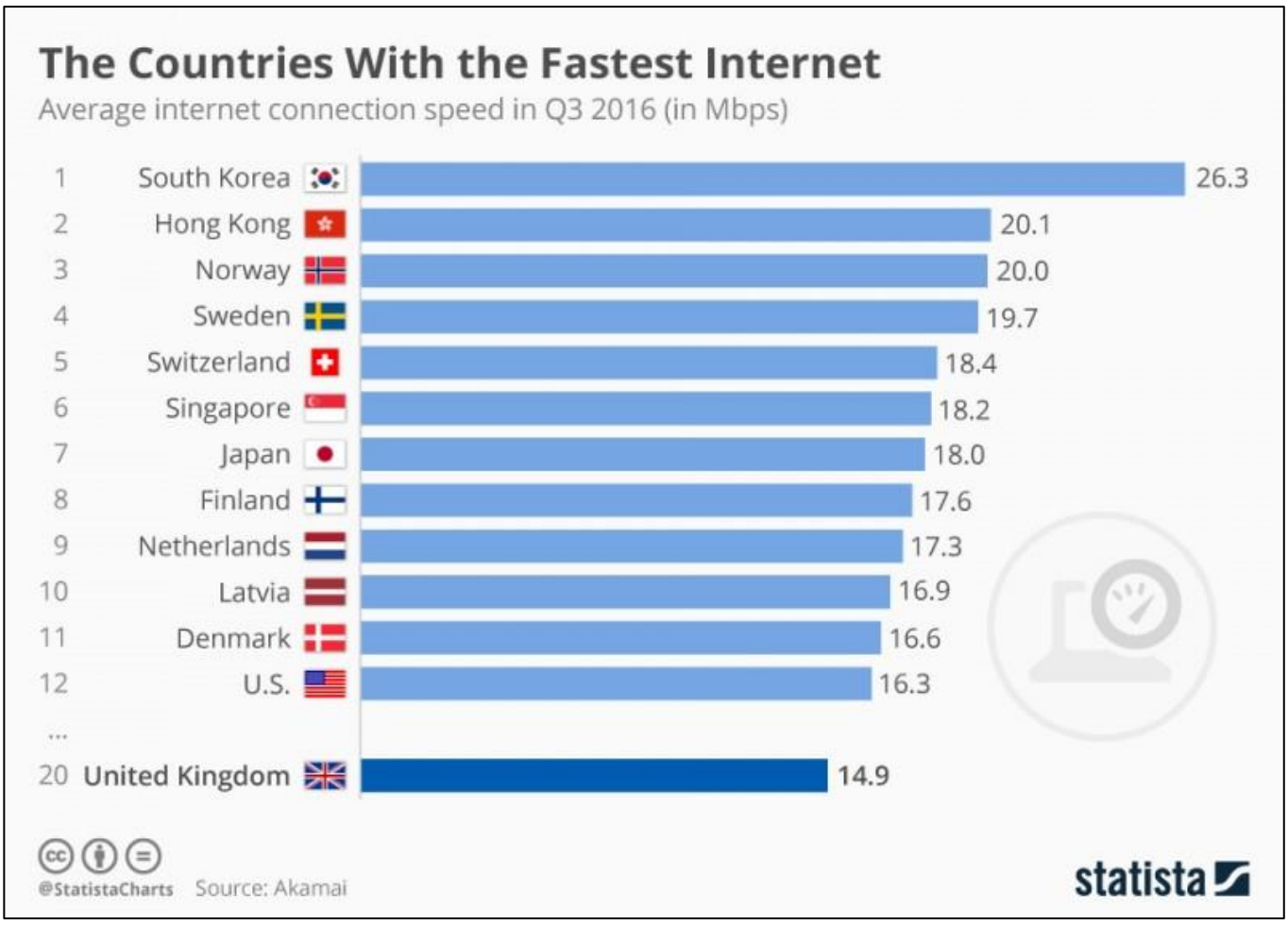
The system also requires an anhydrous, aprotic solvent (that cannot release any H+ ions) for the electrolyte. Dimethyl sulfoxide (DMSO) is a good choice for electrochemical applications, but it unfortunately reacts with sodium to form products that can be problematic.

A team at the Ohio State University have found an approach to solve this problem. The researchers built a small battery which demonstrated good electrochemical properties and underwent 150 charge/discharge cycles without any notable loss of efficiency. In contrast, cells with a dilute electrolyte solution could only last for 6 cycles.

I think my neighbour is stalking me as she's been Googling my name on her computer.
I saw it through my telescope last night.

Internet Speeds.

According to Akamai, South Korea is well ahead of the pack when it comes to fast internet. With an average connection speed of 26.3 Mbps, 10 more than the US, no country even comes close. The UK has even less to shout about than the US with a paltry 14.9 Mbps. For an advanced country with a small geographical area to cover, you would be excused for expecting to see the island nation significantly higher up in the rankings. Australia is way down the list with a disgusting 8.2 Mbps (New Zealand is 9.3 Mbps). See HERE.



Wifi went down during family dinner tonight.
One kid started talking and I didn't know who he was.

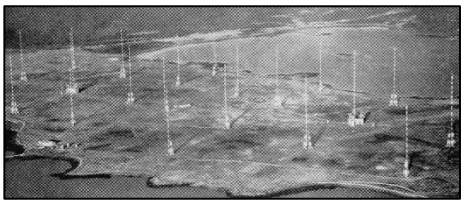
Breakthrough in Radio??

Here's something easy to forget when you are chatting on your cell phone or flipping channels on your smart TV, although wireless communication seems nothing short of magic, it is a brilliant, reality-anchored application of physics and engineering in which radio signals travel from a transmitter to a receiver in the form of electric and magnetic fields woven into fast-as-light electromagnetic waves. That very same physics imposes some strict limits, including ones that frustrate the Department of Defence. Key among these is that radio frequency signals hit veritable and literal walls when they encounter materials like water, soil, and stone, which can block or otherwise ruin those radio signals. This is why scuba buddies rely on sign language and there are radio-dead zones inside tunnels and caves.

With his newly announced A Mechanically Based Antenna (AMEBA) effort, program manager Troy Olsson of DARPA's Microsystems Technology Office is betting on a little-exploited aspect of electromagnetic physics that could expand wireless communication and data transfer into undersea, underground, and other settings where such capabilities essentially have been absent. The basis for these potential new abilities are ultra-low-frequency (ULF) electromagnetic waves, ones between hundreds of hertz and 3 kilohertz (KHz), which can penetrate some distance into media like water, soil, rock, metal, and building materials. A nearby band of very-low-frequency (VLF) signals (3 KHz to 30 KHz) opens additional communications possibilities because for these wavelengths the atmospheric corridor between the Earth's surface and the ionosphere—the highest and electric-charge-rich portion of the upper atmosphere—behaves like a radio waveguide in which the signals can propagate halfway around the planet.

If these experiments are successful, scuba divers would be able to use a ULF channel for low bit-rate communications, like text messages, to communicate with each other or with nearby submarines, ships, relay buoys, UAVs, and ground-based assets. Through-ground communication with people in deep bunkers, mines, or caves could also become possible. And because of that atmospheric waveguide effect, VLF systems might ultimately enable direct soldier-to-soldier text and voice communication across continents and oceans.

To date, there's been a huge and expensive rub to actually pulling off low-frequency radio communication in the versatile ways that Olsson has in mind. The wavelengths of VLF and ULF radio signals rival the distances across cities and states, respectively. And since longer wavelengths have required taller antennas, communications in these frequency bands have entailed the construction of enormous and costly transmitter structures. A VLF antenna that the US Navy built on a remote peninsula in Cutler, Maine, in the heat of the Cold War just to send a trickle of data to submarines makes the point, the gargantuan transmitter complex occupies 2,000 acres, features 26 towers up to 1,000 feet high, and operates with megawatt levels of power.



With the AMEBA program, Olsson aims to develop entirely new types of VLF and ULF transmitters that are sufficiently small, light, and power efficient to be carried by individual war-fighters, whether they are on land, in the water, or underground. Rather than relying on electronic circuits and power amplifiers to create oscillating electric currents that, when driven into antennas, initiate radio signals, the new low-frequency VLF and ULF antennas sought in the AMEBA program would generate the signals by mechanically moving materials harbouring strong electric or magnetic fields.

In principle, this is as simple as taking a bar magnet or an electret—an insulating substance, such as a cylinder of quartz (silica) glass, in which positive and negative electric charges are permanently segregated to create an electric dipole— and moving it at rates that will generate ULF and VLF frequencies. To open up practical new capabilities in national security contexts, however, the challenges include packing more powerful magnetic and electric fields into smaller volumes with smaller power requirements than has ever been achieved before for a ULF or VLF transmitter. That will require innovations in chemistry and materials (new magnets and electrets), design (shapes and packing geometries of these materials), and mechanical engineering (means of mechanically moving the magnets and electrets to generate the RF signals).

Mobile low-frequency communication has been such a hard technological problem, especially for long-distance linkages, that there has been little progress for ages, but with AMEBA, it is expected that will change. If things go as planned (and hoped) they should be able to give our war-fighters extremely valuable mission-expanding channels of communications that no one has had before.

she'll slam my head on the keyboard,
but I think she's jokinfjreoiwjrtwe4to8rkljreun8f4ny84c8y4t58lym4wthylmhawt4mylt4amlathnatyn

Who said size doesn't matter?? – could be right!!

Researchers from the Harvard John A. Paulson School of Engineering and Applied Sciences have made the world's smallest radio receiver - built out of an assembly of atomic-scale defects in pink diamonds. This tiny radio, whose building blocks are the size of two atoms, can withstand extremely harsh environments and is biocompatible, meaning it could work anywhere from a probe on Venus to a pacemaker in a human heart.

The radio uses tiny imperfections in diamonds called nitrogen-vacancy (NV) centres. To make NV centres, researchers replace one carbon atom in a diamond crystal with a nitrogen atom and remove a neighbouring atom, creating a system that is essentially a nitrogen atom with a hole next to it. NV centres can be used to emit single photons or detect very weak magnetic fields. They have photoluminescent properties, meaning they can convert information into light, making them powerful and promising systems for quantum computing, phontonics and sensing. (Can you believe all this stuff?? - tb)

Radios have five basic components—a power source, a receiver, a tuner, a transducer to convert the high-frequency electromagnetic signal in the air to a low-frequency current, and a speaker or headphones to convert the current to sound.

In the Harvard device, electrons in diamond NV centres are powered, or pumped, by green light emitted from a laser. These electrons are sensitive to electromagnetic fields, including the waves used in FM radio, for example. When NV centre receives radio waves it converts them and emits the audio signal as red light. A common photodiode converts that light into a current, which is then converted to sound through a simple speaker or headphone.

An electromagnet creates a strong magnetic field around the diamond, which can be used to change the radio station, tuning the receiving frequency of the NV centres. The developers used billions of NV centres in order to boost the signal, but the radio works with a single NV centre, emitting one photon at a time, rather than a stream of light.

The radio is extremely resilient, thanks to the inherent strength of diamond. The team successfully played music at 350 degrees Celsius. This radio would be able to operate in space, in harsh environments and even the human body, as diamonds are biocompatible.

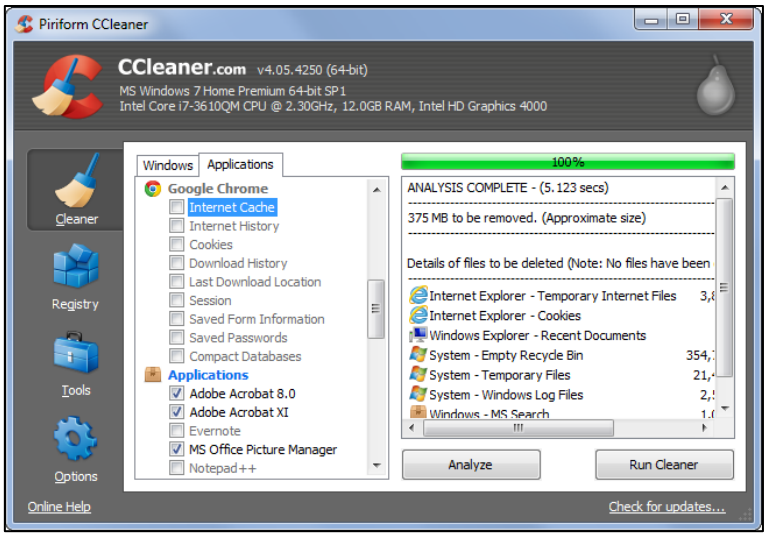
10 Windows Tweaking Myths Debunked.

Windows is big, complicated, and misunderstood. You'll still stumble across bad advice from time to time when browsing the web. These Windows tweaking, performance and system maintenance tips are mostly just useless, but some are actively harmful. Luckily, most of these myths have been stomped out on mainstream sites and forums, however, if you start searching the web, you'll still find websites that recommend you do these things.

My advice – don't!

1. Erase cache files regularly to speed things up.

You can free up disk space by running an application like CCleaner, another temporary-file-cleaning utility, or even the Windows Disk Cleanup tool. In some cases, you may even see an old computer speed up when you erase a large amount of useless files, however, running CCleaner or similar utilities every day to erase your browser's cache won't actually speed things up. It will slow down your web browsing as your web browser is forced to redownload the files all over again and reconstruct the cache you regularly delete. If you've installed CCleaner or a similar program and run it every day with the default settings, you're actually slowing down your web browsing. Consider at least preventing the program from wiping out your web browser cache.



2. Enable ReadyBoost to Speed Up Modern PCs.

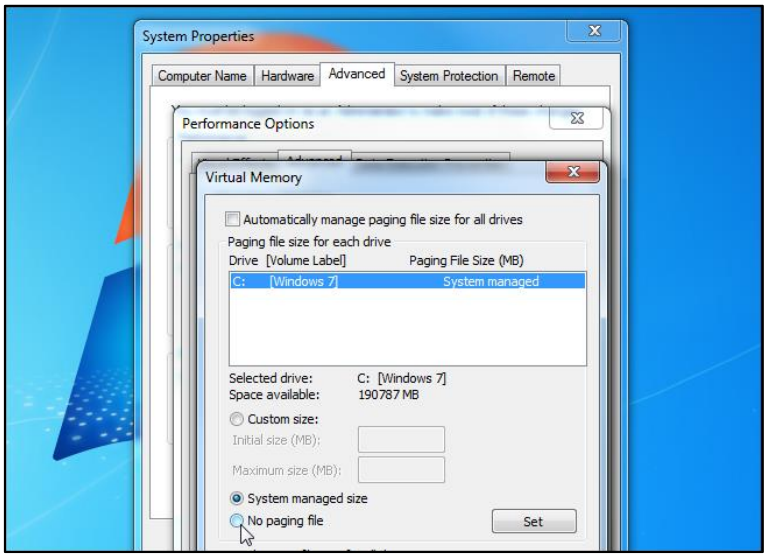
Windows still prompts you to enable ReadyBoost when you insert a USB stick or memory card. On modern computers, this is completely pointless, ReadyBoost won't actually speed up your computer if you have at least 1 GB of RAM. If you have a very old computer with a tiny amount of RAM, think 512 MB, ReadyBoost may help a bit. Otherwise, don't bother.

3. Open the Disk Defragmenter and manually Defragment.

On Windows 98, users had to manually open the defragmentation tool and run it, ensuring no other applications were using the hard drive while it did its work. Modern versions of Windows are capable of defragmenting your file system while other programs are using it, and they automatically defragment your disks for you.
If you're still opening the Disk Defragmenter every week and clicking the Defragment button, you don't need to do this, Windows is doing it for you unless you've told it not to run on a schedule. Modern computers with solid-state drives don't have to be defragmented at all.

4. Disable Your Page-file to increase Performance.

When Windows runs out of empty space in RAM, it swaps out data from memory to a pagefile on your hard disk. If a computer doesn't have much memory and it's running slow, it's probably moving data to the pagefile or reading data from it.

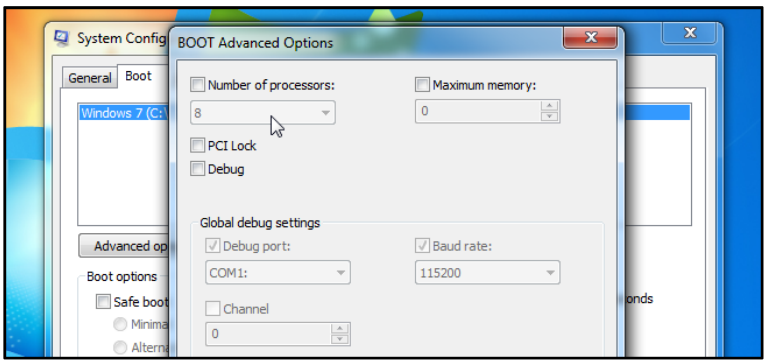


Some Windows geeks seem to think that the pagefile is bad for system performance and disable it completely. The argument seems to be that Windows can't be trusted to manage a pagefile and won't use it intelligently, so the pagefile needs to be removed.

As long as you have enough RAM, it's true that you can get by without a pagefile, however, if you do have enough RAM, Windows will only use the pagefile rarely anyway. Tests have found that disabling the pagefile offers no performance benefit.

5. Enable CPU Cores in MSConfig.

Some websites claim that Windows may not be using all of your CPU cores or that you can speed up your boot time by increasing the amount of cores used

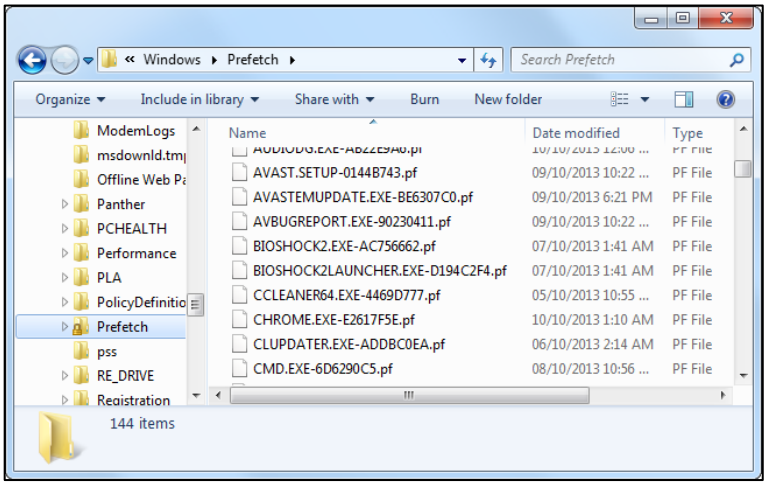


during boot. They direct you to the MSConfig application, where you can indeed select an option that appears to increase the amount of cores used.

In reality, Windows always uses the maximum amount of processor cores your CPU has. (Technically, only one core is used at the beginning of the boot process, but the additional cores are quickly activated.) Leave this option unchecked. It's just a debugging option that allows you to set a maximum number of cores, so it would be useful if you wanted to force Windows to only use a single core on a multi-core system — but all it can do is restrict the amount of cores used.

6. Clean Your Prefetch to increase Startup Speed.

Windows watches the programs you run and creates .pf files in its Prefetch folder for them. The Prefetch feature works as a sort of cache, when you open an application, Windows checks the Prefetch folder, looks at the application's .pf file (if it exists), and uses that as a guide to start preloading data that the application will use. This helps your applications start faster.



Some Windows geeks have misunderstood this feature. They believe that Windows loads these files at boot, so your boot time will slow down due to Windows preloading the data specified in the .pf files. They also argue you'll build up useless files as you uninstall programs and .pf files will be left over. In reality, Windows only loads the data in these .pf files when you launch the associated application and only stores .pf files for the 128 most recently launched programs.

If you were to regularly clean out the Prefetch folder, not only would programs take longer to open because they won't be preloaded, Windows will have to waste time recreating all the .pf files. You could also modify the PrefetchParameters setting to disable Prefetch, but there's no reason to do that. Let Windows manage Prefetch on its own.

7. Disable QoS to increase Network Bandwidth.

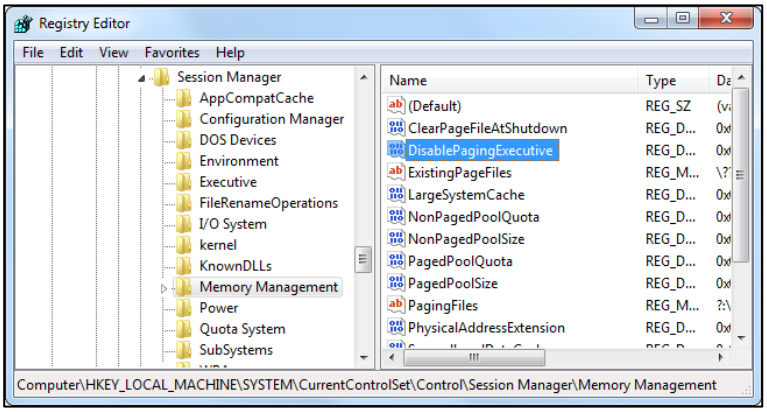
Quality of Service (QoS) is a feature that allows your computer to prioritize its traffic. For example, a time-critical application like Skype could choose to use QoS and prioritize its traffic

over a file-downloading program so your voice conversation would work smoothly, even while you were downloading files.

Some people incorrectly believe that QoS always reserves a certain amount of bandwidth and this bandwidth is unused until you disable it. This is untrue. In reality, 100% of bandwidth is normally available to all applications unless a program chooses to use QoS. Even if a program does choose to use QoS, the reserved space will be available to other programs unless the program is actively using it. No bandwidth is ever set aside and left empty.

8. Set DisablePagingExecutive to make Windows faster.

The DisablePagingExecutive registry setting is set to 0 by default, which allows drivers and system code to be paged to the disk. When set to 1, drivers and system code will be forced to stay resident in memory. Once again, some people believe that Windows isn't smart enough to manage the pagefile on its own and believe that changing this option will force Windows to keep important files in memory rather than stupidly paging them out.



If you have more than enough memory, changing this won't really do anything. If you have little memory, changing this setting may force Windows to push programs you're using to the page file rather than push unused system files there, this would slow things down. This is an option that may be helpful for debugging in some situations, not a setting to change for more performance.

9. Process idle tasks to Free Memory.

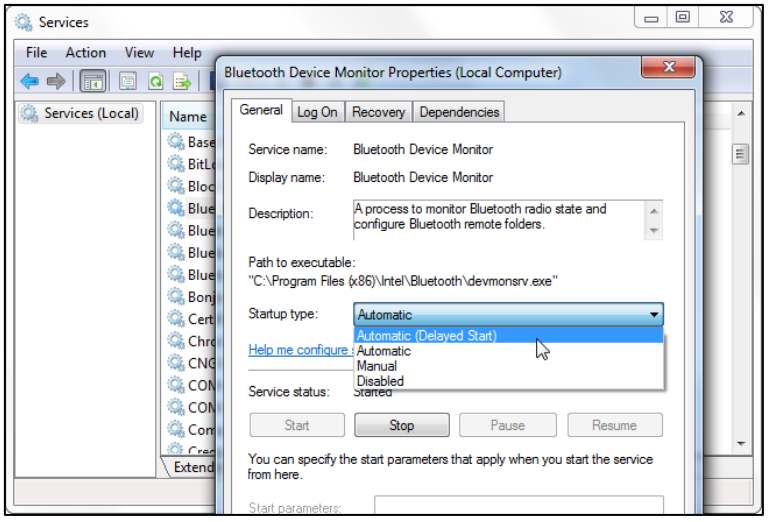
Windows does things, such as creating scheduled system restore points, when you step away from your computer. It waits until your computer is "idle" so it won't slow your computer and waste your time while you're using it.

Running the "Rundll32.exe advapi32.dll,ProcessIdleTasks" command forces Windows to perform all of these tasks while you're using the computer. This is completely pointless and won't help free memory or anything like that , all you're doing is forcing Windows to slow your computer down while you're using it. This command only exists so benchmarking programs can force idle tasks to run before performing benchmarks, ensuring idle tasks don't start running and interfere with the benchmark.

10. Delay or Disable Windows Services.

There's no real reason to disable Windows services anymore. There was a time when Windows was particularly heavy and computers had little memory — think Windows Vista and those "Vista Capable" PCs Microsoft was sued over. Modern versions of Windows like Windows 7 and 8 are lighter than Windows Vista and computers have more than enough memory, so you won't see any improvements from disabling system services included with Windows.
Some people argue for not disabling services, however — they recommend setting services from "Automatic" to "Automatic (Delayed Start)". By default, the Delayed Start option just starts services two minutes after the last "Automatic" service starts.

Setting services to Delayed Start won't really speed up your boot time, as the services will still need to start, in fact, it may lengthen the time it takes to get a usable desktop as services will still be loading two minutes after booting. Most services can load in parallel and loading the services as early as possible will result in a better experience. The "Delayed Start" feature is primarily useful for system administrators who need to ensure a specific service starts later than another service.



If you ever find a guide that recommends you set a little-known registry setting to improve performance, take a closer look — the change is probably useless and could harm your computer.

Any room is a panic room if you've lost your phone in it.

Want to actually speed-up your PC?

The 10 tips above are what not to do to speed up your computer, following is the best and safest way to speed up a slow computer.

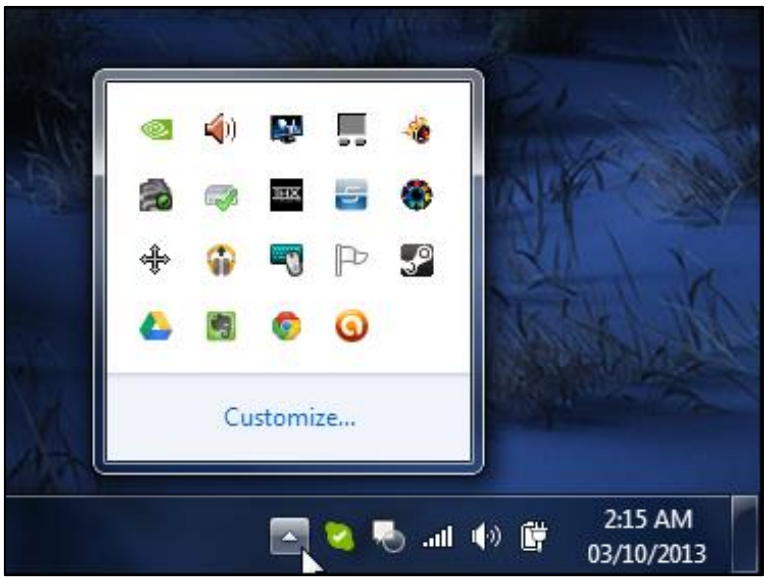
Programs that automatically start with Windows can slow down your computer's boot time, making you wait to get a useful desktop while icon after icon loads into your system tray. Fortunately, it's possible to prevent these programs from automatically starting.

Some of these programs perform a useful function, but many autostart programs are unnecessary and do little more than slow down your boot time, particularly programs that may have been preinstalled by your computer's manufacturer.

When your computer starts, or, more accurately, when you log into your computer, Windows loads your desktop and all the system processes it requires. Windows also loads programs that are configured to automatically start with Windows. These could be chat programs, file-downloading applications, security tools, hardware utilities, or many other types of programs. On a typical Windows computer, you'll likely find quite a few programs automatically starting with Windows. Windows hides most of these programs in the system tray beneath an arrow by default. This helps unclutter your taskbar, but it doesn't help speed up your boot times.

Every startup program your computer loads increases the time you must wait for a usable Windows desktop. Small programs may load very quickly, but heavier programs generally take longer to load. Multiply this by the many different programs set to automatically start with Windows on a typical PC and you'll see significant increases in boot time. Several years ago, studies found that startup programs installed by a Windows computer's manufacturer could increase a typical Windows computer's boot time by as much as two minutes.

Startup programs also occupy memory and use other system resources, although their presence will typically be felt mostly through longer boot times. Worse yet, these programs are often not important, so you're getting a longer boot time for no real advantages.



Most Windows computers include quite a few programs set to automatically start out-of-the-box. Other programs you install afterwards may also set themselves to automatically start. Most of these programs will appear in your system tray, but some may not and may run hidden in the background. Programs automatically start for a variety of reasons:

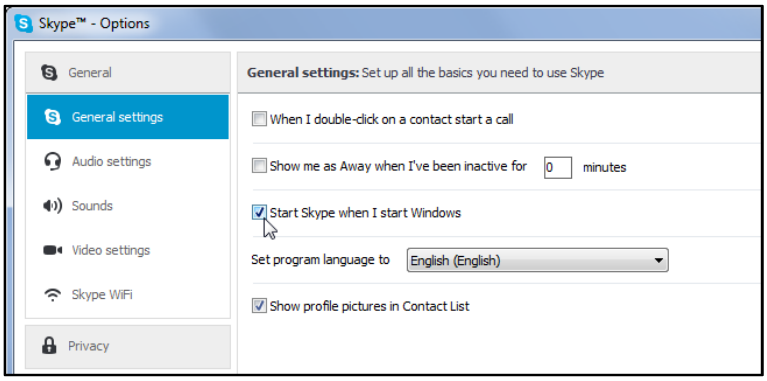
To stay connected: Programs like Skype and other instant messaging solutions automatically start up by default, keeping you signed in so you can be contacted by other users.

To download and upload: Steam automatically starts to download the latest updates for your PC games in the background, while uTorrent and other file-downloading programs automatically start so they can continue your active downloads.

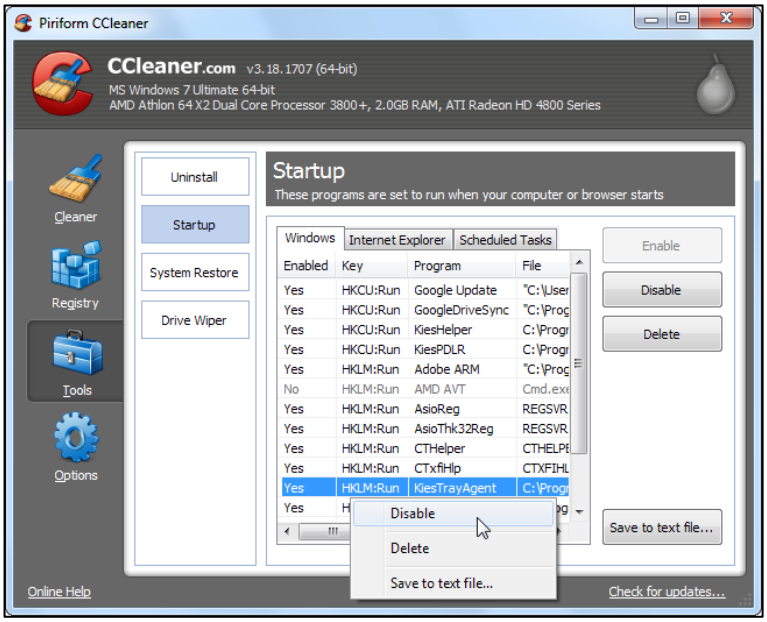
To stay running: Programs like Dropbox, Google Drive, and SkyDrive start up with Windows so they're always running, downloading and uploading your files. Other programs, like your antivirus program, automatically start for the same reason — so they'll always be running in the background.

To control your hardware: Hardware utilities often automatically start to monitor your hardware and provide quick access to settings.

Some programs may just automatically start to preload themselves so they'll open more quickly when you need them. Other programs may place themselves in the system tray exclusively to give you quick access to certain settings. In many cases, you may not want these programs to automatically start with Windows.



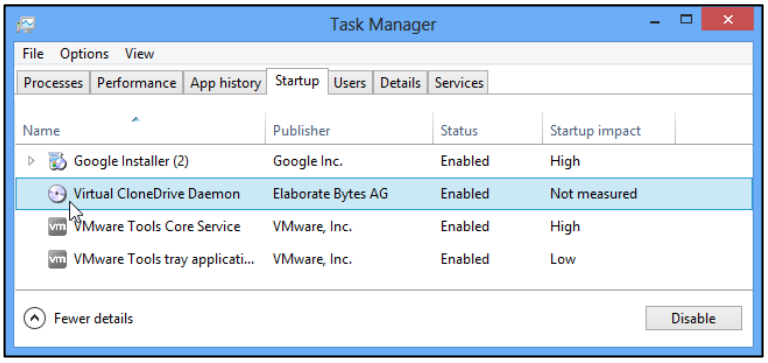
You can often prevent a program from automatically starting in its preferences window. For example, common programs like uTorrent, Skype, and Steam allow you to disable the autostart feature in their options windows, however, many programs don't allow you to easily prevent them from automatically starting with Windows. How you should disable such startup programs depends on the version of Windows you're using. If you use Windows 7 or earlier, you can use built-in MSConfig tool to disable startup programs, but we recommend you download the free CCleaner and use its built-in Startup Manager — you'll find it under the Tools section in CCleaner.



If you haven't got CCleaner, you can download it for free HERE.

If you're using Windows 8 or 10, you'll find a new startup manager in the Windows Task Manager. This tool also

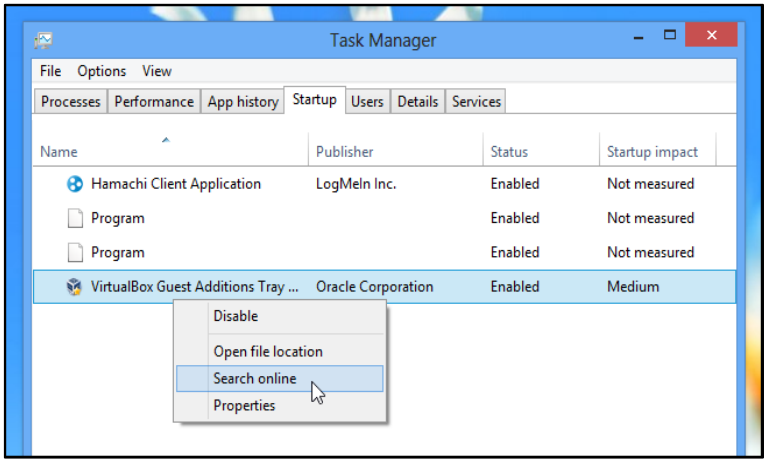
informs you how long each program takes to start when you log in, showing you which programs are really slowing down your boot time. The pic below is Windows 8 Task Manager.



With the nuts and bolts out of the way, all that's left is deciding which programs are important and which you'll want to disable. First, use a bit of common sense to understand what each program may be doing. For example, uTorrent is clearly starting so it can continue downloading files, while Skype is starting so it can keep you logged in in the background. if you don't care about continuing to download files or automatically logging into Skype, you can disable these programs and load them normally when you want to use them.

This only goes so far, however. Some autostart programs may have names you don't recognize, they may have been included with your computer or a hardware driver and not be related to software programs you use. For more information, you can perform a web search for the name of the program and see what other people are saying. This will give you more information about the program, letting you know whether or not it's useful.

With Windows 8 and 10's task manager, you can right-click an autostart entry and select Search online to quickly perform a web search for it.



Some Windows software, both software included with Windows and some software added by programs you install, run as low-level system services. For example, Adobe Flash installs an updater service that will automatically check for updates in the background.

These services can be managed from the Services configuration tool in Windows, however, we don't recommend messing with these, most programs won't install services and the ones that do generally need the services for their operation. You won't see much improvement in boot times or memory use from messing with your computer's services, although you could cause problems if you disable the wrong services. We recommend leaving system services alone.

Some programs also install useless browser toolbars, add-ons, and other junk. These won't make your computer take longer to startup, but they automatically start with your browser and can make your browser take longer to start up. Such junk software can be removed from within your browser's options window or by uninstalling them from the Windows Control Panel. CCleaner also allows you to disable such software using its Startup tool.

Maybe if we start telling people the brain is an app they will start using it.

India was the First to Start Selling Fruits & Vegetables ONLINE.

RAAF tanker 'Bones' up on refuelling missions.

CONTACT Air Land & Sea

In late October and November 2016, the RAAF's KC-30A Multi-Role Tanker Transport conducted air-to-air refuelling clearance trials with a United States Air Force B-1B Lancer during a rigorous test program at Edwards Air Force Base in California.

The test team, led by the RAAF's Aircraft Research and Development Unit and the USAF's 418th Flight Test Squadron, examined all parameters of the air-to-air refuelling procedures between the two aircraft, with a total of 185 dry contacts and 16 wet contacts (where fuel was transferred) being conducted.

The B-1B is a heavy strategic bomber in-service with the US Air Force and the ability to refuel the USAF B-1B is an important milestone for the RAAF, as the aircraft is often employed by the USAF in the Middle East and the Asia Pacific regions, including ever-increasing visits to Darwin and local bombing ranges.

The B-1B Lancer was first flown in 1974 and entered US Air Force service in 1986, with a total of 100 B-model Lancers built, 62 still flying.

Nicknamed “The Bone,” the B-1B Lancer is a long-range, multi-mission conventional bomber that was originally designed for nuclear capabilities, but switched to an exclusively conventional combat role in the mid 1990s. It has been nearly continuously deployed in combat operations over Afghanistan and Iraq since 2001.

It can carry 34 tonnes of bombs. (The Canberra could carry 7.3 tonnes)

A good wife always forgives her husband when she's wrong.

HMAS Tobruk destined for Bundaberg dive wreck.

Ex-HMAS Tobruk will continue to serve Australia, now as a tourist destination, when it is scuttled off the coast between Bundaberg and Hervey Bay as a dive wreck.

The Minister for Defence Personnel, Dan Tehan, recently announced the Royal Australian Navy’s former Landing Ship, HMAS Tobruk (II) will be provided to the Queensland Government to be scuttled in the Wide Bay area east of Bundaberg and north of Hervey Bay.

Mr Tehan said it marks the final chapter for a fine Navy ship which has served Australia well since her commissioning in 1981. Those who served on the Tobruk and those who have been supported by the many operational and humanitarian deployments she undertook will fondly remember her. Her scuttling in the Wide Bay Burnett area will be a permanent monument to Tobruk's proud history and a reminder she served as her motto intended 'Faithful and Strong'.

Federal Member for Hinkler and Assistant Minister for Trade, Tourism and Investment Keith Pitt said the hard-fought battle for more than three years had finally paid off. He said Christmas has come early for the Wide-Bay Burnett region. This dive wreck will not only bring domestic and international visitors to the region, it will also bring much needed long term, sustainable jobs and a future for the next generation. That has always been the driver behind this campaign: more jobs for this region, with an economic boost of $4 million per year. It is hoped this dive wreck will become one of the country's premier diving sites, potentially attracting thousands of divers each year. The region will now be home to an important part of Australia's military history that will also attract tourists from around the world.

Tobruk had provided 34 years of service to Australia, sailing more than 947,000 nautical miles. She was a multi-purpose, roll-on/roll-off heavy lift ship capable of transporting soldiers, armoured personnel carriers and tanks, delivering them to shore via landing craft or directly by beaching. She as deployed on 26 major operations, including the Sinai Peninsula, Fiji, Solomon Islands, Bougainville, the Middle East, East Timor and the Philippines and was awarded Battle Honours for her East Timor service in 1999.

3 AD Amberley 1982

Tom Bowring sent us this

C

Back Row L-R: ? (Blackie) White, Len Lackey, ? (Thommo) ?, ? Lapworth, Sid Harbour, Keith Beaty, Ken Huntley, ? McDougal, ? Reeves, ? ?, Scotty King, Kev Roser, Darryl Hooper, Alex Metcalf, Lee Heron, Tommy Tonkin, Peter Dejonge, ? Stuart, Bob Klinke, Tony Hirst, Russel Porter
Front row Mick Tate, Dave Hall, Ian Roe, Ben Healy, Lance Hughes, Dave Thackeray, Steve Adams, Dave Lehane, Tom Bowring, John Lakner, Wayne Newman, John Telford, Ian Fraser, Peter Lezinski, Phil Healy, Peter Eiser, Dave Strickland, Wally Watson, Garry Bridge, Roger Coates.

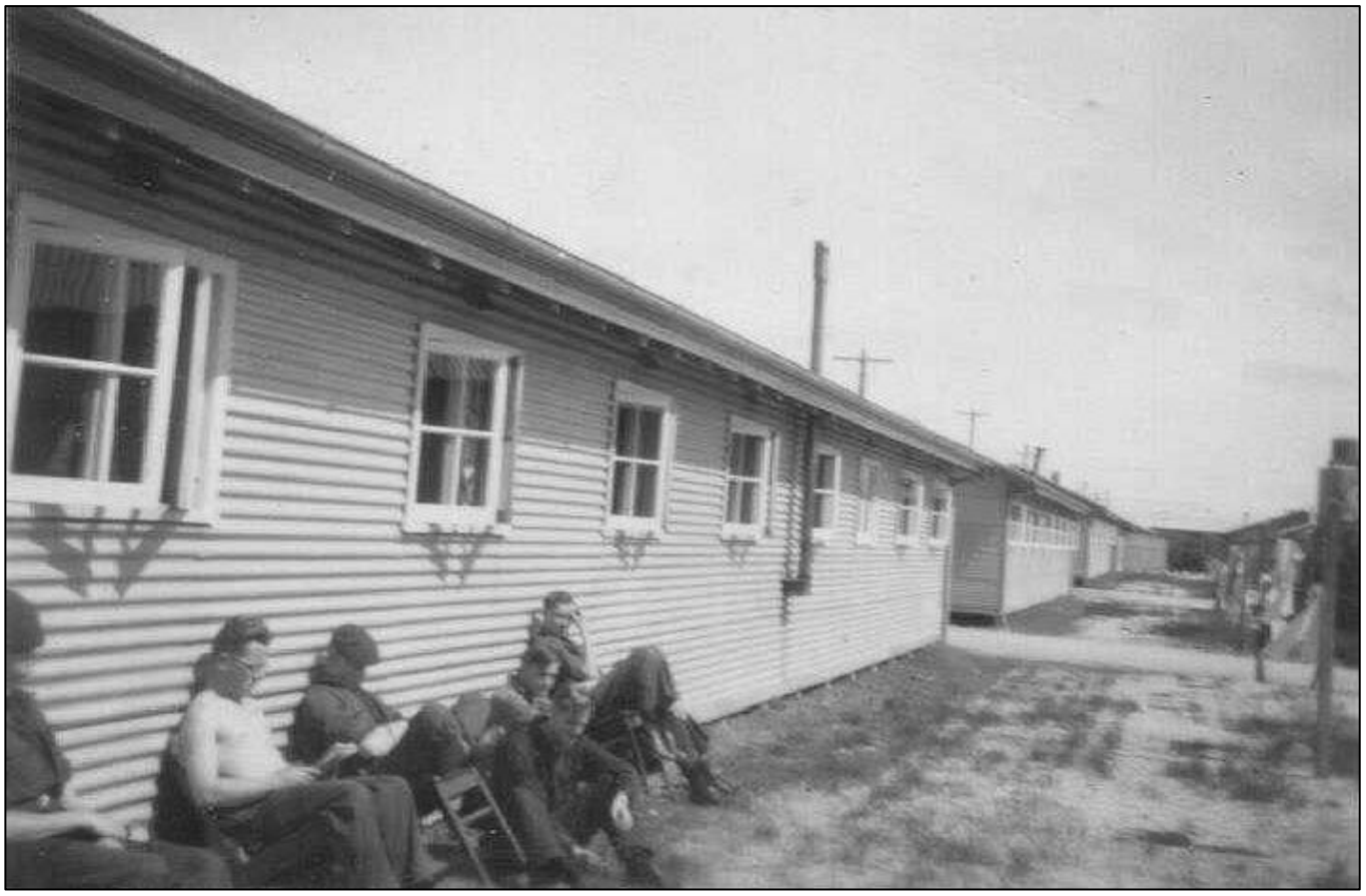
Superman course.

Back Row: L-R: Fred Rowe, Col Bonnyman, Sandy Sanderson, Dennis Scott, Dennis Freeman, John Grovermann, Bob Stephenson-
Middle Row L-R: Irish Coleman, Dick Joyce, Will Clough, Ian Cawse, Dick Whittaker, Bill Noble, Jack Panter, Shorty Bower,
Front Row L-R: Tubby Holt, Tony Neave, Kev Bodel, Ron Asprey, Beetle Bailey, Mac McCarron, Lou Micaleff.

We're not sure when this was taken – if you do please let us know.

'I've had bad luck with both my wives.
The first one left me, and the second one didn't.'

16 bed hut – Ballarat.



L-R: Ken Lapworth, Rex Roser, Bob Klincke, John Reeves, Ian Rowe.

No. 30 (City of Sale) Squadron

Formed at Richmond, New South Wales, in March 1942, 30 Squadron was quickly deployed to New Guinea, becoming the first RAAF Beaufighter squadron to see action in the Pacific Theatre. The Beaufighter, with its heavy cannon and machine gun armament, proved particularly effective against Japanese shipping and troop barges.

During the Battle of the Bismarck Sea, one of the decisive engagements of the Pacific Theatre, 30 Squadron Beaufighters, flying at mast height, provided suppressive fire for following waves of allied bombers. The Japanese, under the mistaken impression that they were under torpedo attack, made a disastrous tactical error and turned their ships towards the Beaufighters, leaving them exposed to attack by American and Australian bombers. Eight troop-laden transports and four destroyers were sunk in this battle for the loss of five aircraft, including one Beaufighter.

The day after this battle 30 Squadron attacked the Japanese base at Lae. Catching the base defenders unprepared, the Beaufighters destroyed six Zeros on the ground and extensively damaged base facilities.

Throughout the war, No 30 Squadron Beaufighters ranged far and wide, attacking targets in the Celebes, Ambon, Ceram and the Halmaheras. Operating at low level, Beaufighter crews had

little chance to escape if their aircraft was crippled and consequently high crew losses were to remain a hazard of Beaufighter operations throughout the War.

After the War, No 30 Squadron undertook Target Towing and Special Duties at various bases throughout New South Wales, until the unit was disbanded in 1956.

Equipped with Bloodhound surface-to-air missiles, 30 Squadron reformed at Williamtown in January 1961. The role of the newly formed missile squadron was to provide high-level air defence for Australian military bases and industrial centres. A permanent detachment was based in the Northern Territory in 1965. Until its disbandment in 1968, 30 Squadron had the distinction of being the RAAF's only surface-to-air missile unit.

Reforming in July 2010, 30 (City of Sale) Squadron is now responsible for combat support and base operations functions (ie: Base Sqn) at East Sale.

A census taker in rural Tasmania went up to a farmhouse and knocked. When a woman came to the door, he asked her how many children she had and their ages. She said, 'Les' see now, there's the twins, Sally and Billy, they're thirty-two. And the twins, Seth and Beth, they're twenty-six. And the twins, Penny and Jenny, they're twenty-four. "Hold on!' said the census taker, 'Did you get twins EVERY time?' The woman answered, Heck no, there were hundreds of times we didn't get nothin.'

Sth Korean P3C Crew Member Pushes Wrong Button

A South Korean maritime patrol airplane lost its entire load of live weapons when a crew member accidentally hit the wrong button. Nearly $5 million dollars' worth of weapons tumbled into the Sea of Japan. The South Korean military is attempting to recover the weapons, which it says were not armed when lost.

The incident was reported on January 1 by the Yonhap News Agency. The U.S. made P-3CK Orion maritime patrol aircraft was flying a routine mission over the Sea of Japan when a crew member on board "mistakenly touched the emergency weapons release switch."

Among the weapons lost were three U.S.-made Harpoon missiles, each of which costs an estimated $1.35 million. Harpoon is an anti-ship missile with a range of 67 miles and packing a 488 pound warhead. It is the standard anti-ship missile of many U.S. allies. Also dropped was a lightweight anti-submarine torpedo, likely the locally developed Chang S ang Eo ("Blue Shark").

Blue Shark costs approximately $883,000 each. Finally, the sub-chaser lost a depth charge, a relatively inexpensive weapon.

The ordnance lost was probably mounted to the plane's underwing stations. Large aircraft such as the Orion typically have the ability to quickly drop their external stores in order to gain speed, such as when they are being intercepted by enemy fighters.

The South Korean military has sent a minesweeper and a salvage ship to the area to fetch the weapons and pledged it won't drop $5 million worth of missiles in the future.

Why look for them, weren't they going to drop them anyway??? tb

Vung Tau 1968.

L-R: Terry, Joe Patten, John Mullins and Bill (Brisbane??).

No. 1 AD - TELS.

Russ Marriott sent us this.

1AD TELS Installations Team, 1980 and the refurbished ATC Tower at Laverton about to be opened for business. It is now long gone, replaced by the new Williams Landing Estate Shopping Square.

Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years unless you give them your email address.

Russ Marriott.

Back in the days of the E Model Hercs - departing from Laverton Air Movements, via Richmond on the Milk Run back to Darwin

Two secrets to keep your marriage brimming.
1. Whenever you're wrong, admit it,
2. Whenever you're right, shut up.

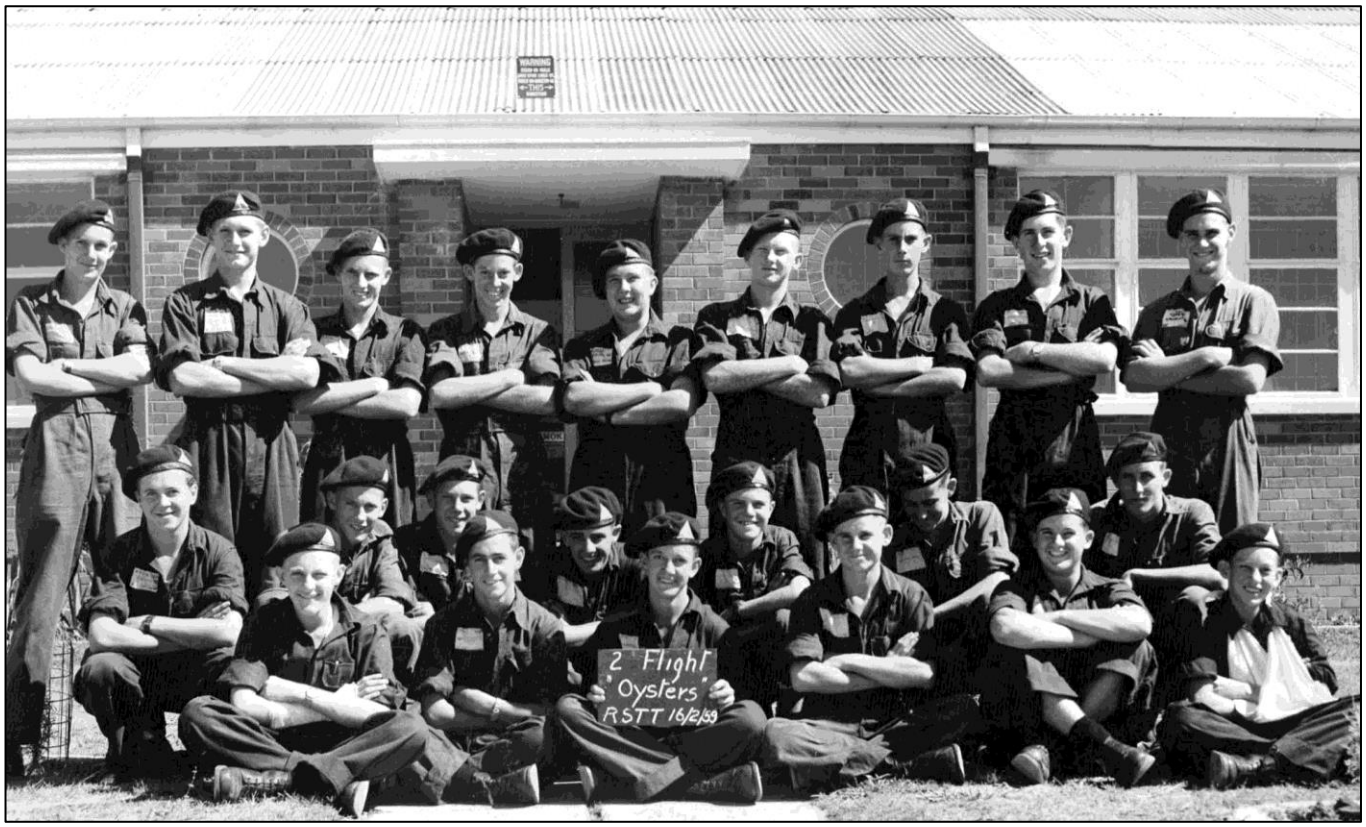
13 Appy Course, (Oysters) Wagga.

These photos were taken in Feb 1959 and a few names (without initials) didn't make it through. The intake graduated on the 8th December 1961.

1 Flight.

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

2 Flight.



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

Some people ask the secret of our long marriage.
We take time to go to a restaurant two times a week.
A little candlelight, dinner, soft music and dancing.
She goes Tuesdays, I go Fridays.

3 Flight.

Back Row L-R: Clark, KC Haines, G Stewart, Inch, AE Greaves, Hartigan, AP Windsor, R Wright, Bradshaw, Connell, Sweeney, KN Walsh.
Front Row L-R: AG murray, P Klasups, BJ Dick, IJ Gray, Baillie, NH Martin, Louez, Malt, Parfitt.

5 Flight.

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

4 Flight.

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

6 Flight.

Back Back: ER Smith.
Seated on aircraft: JA McGowan, Eades, HR Crowther.
Standing L-R: BE Minchin, Seagrim, N Montgomery, GB Wallace, Mudge, Dempsey, Spence, WJ Power, Molloy, RM Targett.
Front Row L-R: DH Broom, RR Swanson, Renfrew, JM Hall, DRT Wright, Jackson, RA Kilah.

The most effective way to remember your wife's birthday is to forget it once...

How they used to be.

Here are some pics of Bases how they used to be in their hay day, Click each name. Fairbairn, Wagga.

A2-1022

A2-1022 getting a recent clean-up at Caloundra in August 2016. This Huey, captained by Australian pilot Flight Lt Cliff Dohle, was one of the two RAAF Huey's used in the Battle of Long Tan for the ammunition resupply mid-battle and earlier in the day for the transporting of Little Pattie and Col Joye from Vung Tau to Nui Dat.

L-R: Quentin McCutcheon (ex 9Sqn Framie), Ian Newham, Roy Robinson (ex 9 Sqn Metal Basher), Bob McInnes (ex 9 Sqn Clerk A, President of the Caloundra Ex-Services club), Ingo Meier (ex 9 Sqn Framie) .

This aircraft was also one of the seven RAAF and one U.S. Huey's which transported the Australian dead and wounded from the edge of the rubber plantation around midnight of 18th August 1966.

A4-1022 was dedicated at the Caloundra RSL on the 16th March 2012 – see HERE.

"The trouble with quotes on the internet is that you can never know if they are genuine."
Abraham Lincoln.

Out on the Trail.

Spotted on the trail down in Tassie recently, Ted McEvoy and John Broughton (both obviously shop at Lowes) on their top to bottom tour of the State. Ted had just finished his volunteer stint at the Avalon Air Show and decided to check out the Apple Isle before heading back to Perth via all points. John had been in Tassie with wife Josie for nearly a month and was heading back

to Devonport to catch the boat. They ran into each other at a little place called Tullah on Tassie's West Coast.

After sharing a few snags and a few golden ales, it's believed all the world's problems were suitably solved....

Lunching.

Spotted at the Jade Buddha recently, on a work day, this bunch of blokes who refuse to work, were seen unashamedly eating and drinking in public.

L-R: John "Sambo" Sambrooks (The people's Champion), Trev Benneworth (Top Radtech), Tran and Diamond Trai Dang, John "Macca" McDougal, Jeff “Pedro” Pedrina.

THE RAM
THE MAGAZINE BY & FOR SERVING & EX-RAAF PEOPLE & OTHERS
Vol 57

Just got his wings.

Stephen Wessels of Armidale NSW on his graduation day as one of the RAAF's pilots, after 15 months training. Stephen, who was on 83 Pilot's Course, is pictured above in the cockpit of a Macchi trainer at Pearce.

Out in the shed with Ted.

Ted McEvoy

Mental health support for the ADF

The Department of Veterans' Affairs (DVA) provides mental health support for current and former ADF personnel. It comes under the Non-Liability Health Care program and covers treatment for post-traumatic stress disorder (PTSD), depression, anxiety, and alcohol and substance use disorders. Treatment is available to anyone who has served one day as a full-time member of the ADF and funding for your treatment is demand driven and not capped.

Importantly, a diagnosis is not required at the time of applying for mental health support, and you do not need to prove the condition is the result of your service.

Complete the Application for Health Care for Certain Mental Health Conditions which you can find HERE. Complete the form and sent it to DVA, GPO Box 9998, in your capital city. If you have any queries, call DVA on 133 254 or 1800 555 254 if you live in the bush.

Depending on your type of service, treatment for malignant cancer and pulmonary tuberculosis is also available under Non-Liability Health Care but you will need to have been formally diagnosed before making an application.

Two golfers are waiting their turn on the tee when a naked women runs across the fairway and into the woods. Two men in white coats and another guy carrying two buckets of sand are chasing her, and a little old man is bringing up the rear. One of the golfers grabs the old man and asks, "What's going on?" The old guy says, "She's a nymphomaniac from the asylum, she keeps trying to escape, and we attendants are trying to catch her." The golfer asks, "What about the guy with the buckets of sand?" The old man says, "That's his handicap. He caught her last time."

The Australia's Vietnam War website.

The Australia's Vietnam War website has recently been upgraded. New features include:

- Several new articles
- Honour Roll: Photographs, biographical sketches and brief service histories of the 521 Australians who lost their lives during the campaign
- Improved filtering by unit and sub-unit
- Unit/sub-unit tracking. Follow a unit or sub-unit by jumping chronologically through their contacts with the enemy
- Place a poppy against the name of Australians who lost their lives or remember your mates by writing a brief personal tribute against their name.

Visit the website at https://vietnam.unsw.adfa.edu.au

What one person receives without working for,
another person must work for without receiving.

What is J walking.

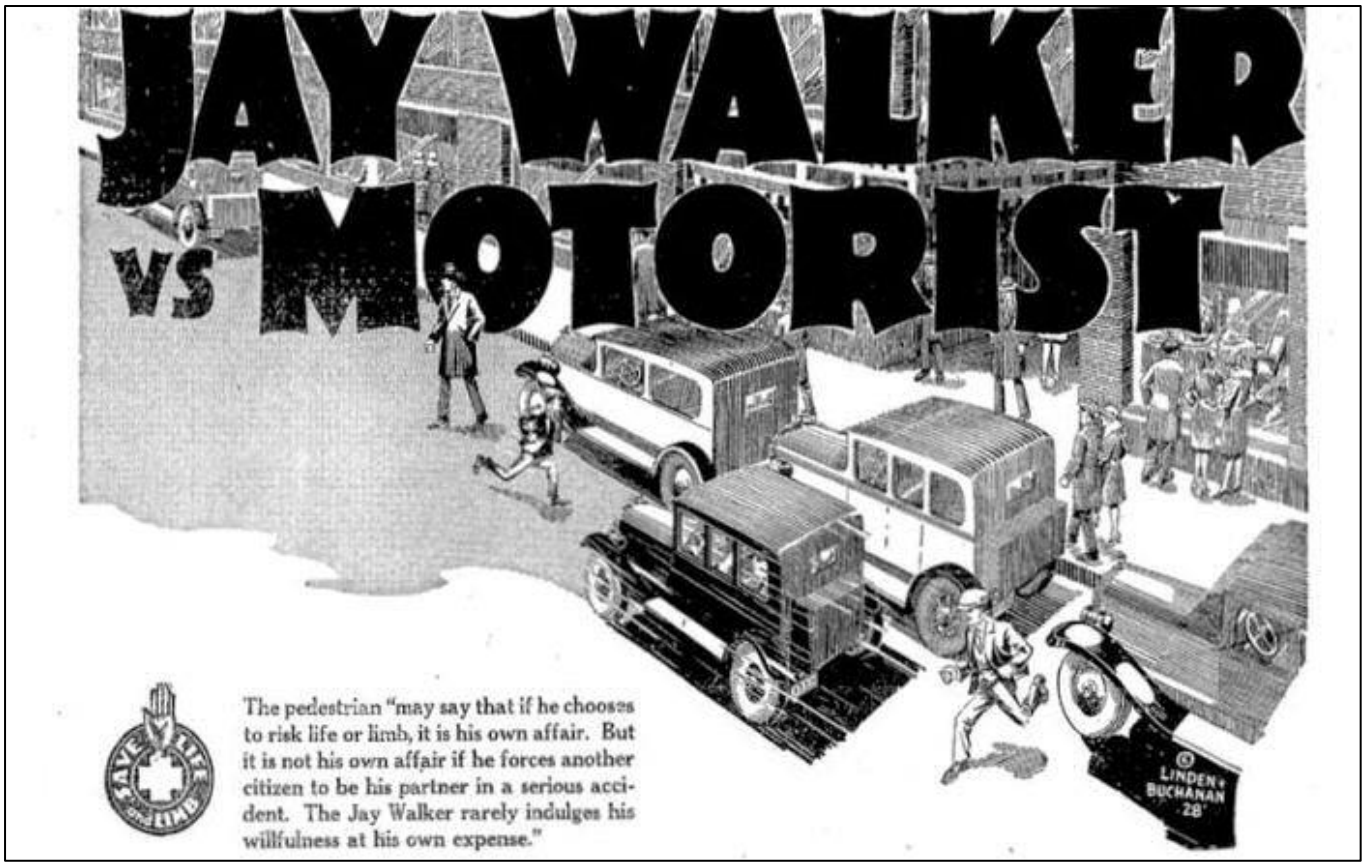
In Australia, it is illegal to start crossing the road at an intersection when a pedestrian light is red or flashing red. If no such pedestrian light exists, the traffic lights are used, making it illegal to proceed on red or orange. Furthermore, it is illegal to cross any road within 20m of an intersection with pedestrian lights or within 20m of any pedestrian crossing (including a zebra crossing, school crossing, or any other pedestrian crossing).

However, laws against jaywalking are rarely enforced, with the exception of the occasional police "blitz" on jaywalking for a week or so at a time, when the laws are enforced more stringently. Some roads with a record of pedestrian accidents feature fences in the centre to discourage pedestrians, but there is no law against traversing them.

But!! – where did the term come from?

The word jaywalk is a compound word derived from the word jay, an inexperienced person and a curse word that originated in the early 1900s, and walk. No historical evidence supports an alternative folk etymology by which the word is traced to the letter "J" (characterizing the route a jaywalker might follow).

In towns in the American Midwest in the early 20th century, "jay" was a synonym for "rube", a pejorative term for a rural resident, assumed by many urbanites to be stupid, slightly unintelligent, or perhaps simply naïve. Such a person did not know to keep out of the way of other pedestrians and speeding automobiles. Originally, the legal rule was that "all persons have an equal right in the highway, and that in exercising the right each shall take due care not to injure other users of the way."



A newspaper article introduced the term to readers in the town of Grants Pass, in Oregon, USA in 1913. It read:

"A campaign of ridicule directed toward the extermination of the "Jay Walker Family" was inaugurated today by the local automobile club. The "Jay Walker Family" is composed of those pedestrians who cross congested streets without first looking to see if it is safe to do so. The

local automobile club today adopted resolutions suggesting propaganda to be distributed all over the country to "kill off the Jay Walker Family."

It seems the term first appeared in the Oxford English Dictionary in 1917. The term's dissemination was due, in part, to a deliberate effort by promoters of cars, such as local auto clubs and dealers, to redefine streets as places where pedestrians do not belong.

In time, streets became the province of motorized traffic, both practically and legally.

When half of the people get the idea that they do not have to work,
because the other half is going to take care of them,
and when the other half gets the idea that it does no good to work,
because somebody else is going to get what they work for,
that is the beginning of the end of any nation!

War Widow Pension.

You may have read reports in the media about some widows claiming to have lost their War Widows pension because of recent changes to the assets test.

Those reports are inaccurate.

The facts are that the War Widows pension is not means tested and is not affected by changes to the assets test which came into effect on 1 January 2017 and therefore it is not possible for a widow to lose their War Widows pension because of the recent changes. (Please also note that the changes to asset testing is a Government initiative, not DVA).

However, some War Widows may have been affected by the changes, specifically those widows in receipt of a supplementary pension, which may have been affected as a result of the changes to the assets test.

By way of explanation, some widows were offered and elected to receive a lump sum compensation payment instead of an ongoing War Widows pension (this being dependent upon which Parliamentary Act was involved at the time of application). Such widows then do not receive a War Widows pension, although are still classified as War Widow (and have a DVA Gold Card). This is because the War Widows pension is classified as compensation and one cannot be compensated twice (because of having received a lump sum). However - and this is where the confusion lies – they may still qualify for a supplementary pension. Some widows mistakenly view that supplementary pension as being their "War Widows pension" - it is not, and unlike the full War Widows pension, is subject to asset testing. Thus, the recent changes to

asset testing mean that some widows may had had their supplementary pension affected (but retain their Gold Card).

All widows should be reassured that any widow who is affected by the recent changes to asset testing will have received a letter from DVA some time ago explaining their personal circumstances.

Should you have any questions on this matter or your pension and entitlement payments, please contact the DVA and/or Centrelink, depending on your personal circumstances, noting that this advice is just that - advice, albeit given in good faith and to the best of our knowledge and understanding

I'm so glad I grew up in the 50s and 60s.
I did so much stupid shit and there is no record of it anywhere.

Update: The Assets Test.

As part of the 2015 Budget, the Government announced that it would rebalance the assets test parameters by increasing the assets test free area and increasing the assets test taper rate at which a pension is reduced once assets exceed the asset free area.

From 1 January 2017 the:

- asset free area will increase to $250,000 for single homeowners and to $375,000 for homeowner couples;
- asset free area will increase to $450,000 for single non-homeowners and to $575,000 for non-homeowner couples; and
- the taper rate for income support pensions will increase to $3.00 per fortnight for every $1,000 of assets over the new asset free areas.

Any client that has their income support pension reassessed as nil and would have normally lost their eligibility for a Gold Card due to losing their income support payment from 1 January 2017, will continue to retain their gold card through grandfathering arrangements under the legislation.

Clients whose pension is cancelled because of the assets test rebalance, will automatically be issued with a Commonwealth Seniors Health Card if over pension age, and may apply for an Australian Government Health Care Card. These clients are not required to meet the usual income test for these cards.

Disability and War Widow pensions are not affected by this measure.

Around 18 November 2016, DVA wrote to pensioners whose pension rate was anticipated to be affected by this measure on 1 January 2017 to inform them of the changes, the likelihood they will be affected and to provide them with an opportunity to review their circumstances, if applicable.

On Wednesday 7 December 2016, letters were lodged with Australia Post to advise pensioners whose pension rate will vary due to the assets test rebalance from 1 January 2017, how they are affected and informing them of their new pension rate.

Future Predictions:

In 1998, Kodak had 170,000 employees and sold 85% of all photo paper worldwide. Within just a few years, their business model disappeared and they went bankrupt. What happened to Kodak will happen in a lot of industries in the next 10 years - and most people don't see it coming. Did you think in 1998 that 3 years later you would never take pictures on paper

film again? Yet digital cameras were invented in 1975. The first ones only had 10,000 pixels, but followed Moore's law.

So as with all exponential technologies, it was a disappointment for a long time, before it became way superior and got mainstream in only a few short years. It will now happen with Artificial Intelligence, health, autonomous and electric cars, education, 3D printing, agriculture and jobs. Welcome to the 4th Industrial Revolution.

Welcome to the Exponential Age.

Software will disrupt most traditional industries in the next 5-10 years. Uber is just a software tool, they don't own any cars and are now the biggest taxi company in the world. Airbnb is now the biggest hotel company in the world, although they don't own any properties.

Artificial Intelligence: Computers become exponentially better in understanding the world. This year, a computer beat the best Go player in the world, 10 years earlier than expected. In the US, young lawyers already don't get jobs. Because of IBM Watson, you can get legal advice (so far for more or less basic stuff) within seconds, with 90% accuracy compared with 70% accuracy when done by humans. So if you study law, stop immediately. There will be 90% fewer lawyers in the future, only specialists will remain. Watson already helps nurses diagnosing cancer, 4 time more accurate than human nurses. Facebook now has a pattern recognition software that can recognize faces better than humans. By 2030, computers will become more intelligent than humans.

Autonomous Cars: In 2018 the first self-driving cars will appear for the public. Around 2020, the complete industry will start to be disrupted. You don't want to own a car anymore. You will call a car with your phone, it will show up at your location and drive you to your destination. You will not need to park it, you only pay for the driven distance and can be productive while driving. Our kid's kids will never get a driver's license and will never own a car. It will change the cities, because we will need 90-95% fewer cars for that. We can transform former parking space into parks. 1.2 million people die each year in car accidents worldwide. We now have one accident every 100,000 km, with autonomous driving that will drop to one accident in 10 million km. That will save a million lives each year.

Most car companies may become bankrupt. Traditional car companies try the evolutionary approach and just build a better car, while tech companies (Tesla, Apple, Google) will do the revolutionary approach and build a computer on wheels. Engineers from Volkswagen and Audi; are completely terrified of Tesla.

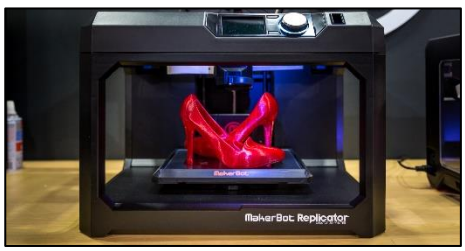
Insurance Companies will have massive trouble because without accidents, the insurance will become 100x cheaper. Their car insurance business model will disappear.

Real estate will change. Because if you can work while you commute, people will move further away to live in a more beautiful neighbourhood.

Electric cars won't become mainstream until 2020. Cities will be less noisy because all cars will run on electricity. Electricity will become incredibly cheap and clean: Solar production has been on an exponential curve for 30 years, but you can only now see the impact. Last year, more solar energy was installed worldwide than fossil. The price for solar will drop so much that all coal companies will be out of business by 2025.

Water: With cheap electricity comes cheap and abundant water. Desalination now only needs 2kWh per cubic meter. We don't have scarce water in most places, we only have scarce drinking water. Imagine what will be possible if anyone can have as much clean water as he wants, for nearly no cost.

Health: There will be companies that will build a medical device (called the "Tricorder" from Star Trek) that works with your phone, which takes your retina scan, your blood sample and you breathe into it. It then analyses 54 biomarkers that will identify nearly any disease. It will be cheap, so in a few years everyone on this planet will have access to world class medicine, nearly for free.



3D printing: The price of the cheapest 3D printer came down from $18,000 to $400 within 10 years. In the same time, it became 100 times faster. All major shoe companies started 3D printing shoes. Spare airplane parts are already 3D printed in remote airports. The space station now has a

printer that eliminates the need for the large number of spare parts they used to have in the past.

At the end of this year, new smart phones will have 3D scanning possibilities. You can then 3D scan your feet and print your perfect shoe at home. In China, they already 3D printed a complete 6-storey office building. By 2027, 10% of everything that's being produced will be 3D printed.

Business Opportunities: If you think of a niche you want to go in, ask yourself: "in the future, do you think we will have that?" and if the answer is yes, how can you make that happen sooner? If it doesn't work with your phone, forget the idea. And any idea designed for success in the 20th century is doomed to failure in the 21st century.

Work: 70-80% of jobs will disappear in the next 20 years. There will be a lot of new jobs, but it is not clear if there will be enough new jobs in such a small time.

Agriculture: There will be a $100 agricultural robot in the future. Farmers in 3rd world countries can then become managers of their field instead of working all days on their fields.
Agroponics will need much less water. The first Petri dish produced veal is now available and will be cheaper than cow-produced veal in 2018. Right now, 30% of all agricultural surfaces is used for cows. Imagine if we don't need that space anymore. There are several start-ups that will bring insect protein to the market shortly. It contains more protein than meat. It will be labelled as "alternative protein source" (because most people still reject the idea of eating insects).

Moodies: There is an iPhone app called "moodies" which can already tell in which mood you are. By 2020 there will be apps that can tell by your facial expressions if you are lying. Imagine a political debate where it's being displayed when they are telling the truth and when not.

Bitcoin will become mainstream this year and might even become the default reserve currency.

Longevity: Right now, the average life span increases by 3 months per year. Four years ago, the life span used to be 79 years, now it's 80 years. The increase itself is increasing and by 2036, there will be more than one year increase per year. So we all might live for a long long time, probably way more than 100.

Education: The cheapest smart phones are already selling at $10 in Africa and Asia. By 2020, 70% of all humans will own a smart phone. That means, everyone has the same access to world class education.

We truly live in an exciting world.

Just sold my homing pigeons on Ebay – for the 22nd time.

Tesla Model S.

The Tesla Model S is a fantastic looking full-sized all-electric five-door, luxury lift-back, produced by Tesla Inc. and introduced in June 2012. It scored a perfect 5.0 NHTSA automobile safety rating, as well as being the "third fastest accelerating production car ever produced," and the fastest accelerating car in production as of December, 2016. The United States Environmental Protection Agency (EPA) official range for the 2012 Model S Performance model equipped with an 85 kWh (310 MJ) battery pack is 426 km, higher than any other electric car at the time. EPA rated its energy consumption at 237.5 watt-hours per kilometre (24 kWh/100 km) for a combined fuel economy of 2.64 L/100 km.

The Model S became the first electric car to top the monthly new car sales ranking in any country, twice leading in Norway, in September and December 2013 and also in Denmark in December 2015. Global Model S sales passed the 150,000 unit milestone in November 2016, with the U.S. as the leading market with 57% of global sales. Other leading country markets are Norway, China, Hong Kong, the Netherlands, Canada, Denmark, Germany, and Switzerland.

The Model S was styled by Franz von Holzhausen, who previously worked for Mazda's North American Operations.

Click HERE to see how the Tesla is made.

Veterans' Suicide.

On the last day of the Senate Hearings into ADF Veteran' Suicide, where DVA leadership rallied in defence of their deliberate money-saving dysfunction… one more warrior lost his fight!

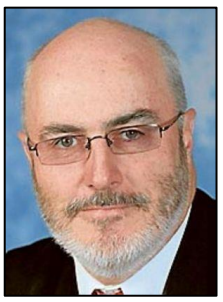
The horrific numbers are:

From 2001 through to 06 Feb 2017 – a total of 409 veterans have taken their own lives.

- From 2001 to 2014 there were a total of 292 suicides.
- In 2015 there were 35
- In 2016 there were 78
- From 01 Jan 2017 to 31 Jan 2017 there were 3
- From 31 Jan 2017 to 06 Feb 2017 there has been 1

Discraceful!

Senate Inquiry into Suicide by veterans and ex-service personnel.



Department of Veterans' Affairs (DVA) Secretary Simon Lewis PSM recently reminded members of the Veteran and Defence communities that support is available for anyone who may be disturbed by the Senate Inquiry into Suicide by veterans and ex-service personnel public hearings.

Mr Lewis encouraged members of the veteran and Defence communities who may be upset by the public hearings, including witnesses and those who observe the hearings in person or through media reporting, to contact the Veterans and Veterans Families Counselling Service (VVCS) for support.

"VVCS provides specialised mental health services to around 27,000 current and former ADF members and their families each year. "Services include face-to-face and telephone

counselling for individuals and families through VVCS centres around Australia and a strong network of outreach counsellors in regional and rural areas.

Clinicians also work with couples and families on relationship issues that arise from the unique demands of military life, and run a range of group programs, including free suicide prevention workshops for members of the veteran community.

VVCS is free and confidential and available 24/7 on 1800 011 046. For more information, visit the VVCS website or follow VVCS on Facebook.

Pension Rates:

These are the pension rates, effective from the 20th March 2017 and will apply until adjusted again on the 20th September 2017.

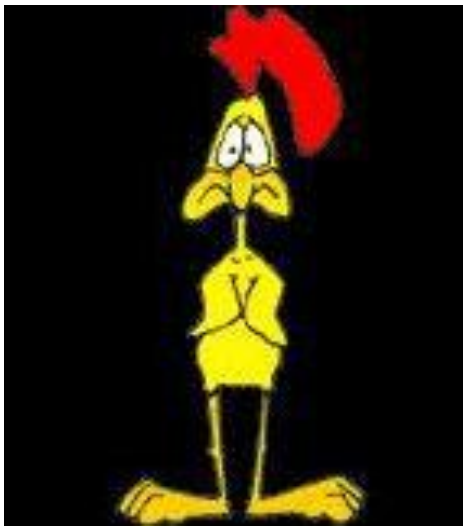
Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	$1,346.90	$1,364.30	$17.40	1.3%
Extreme Disablement Adjustment	$744.00	$753.60	$9.60	1.3%
100 per cent General Rate of Disability Pension	$478.80	$485.00	$6.20	1.3%
50 per cent General Rate of Disability Pension	$239.40	$242.50	$3.10	1.3%
Intermediate Rate Disability Pension	$914.40	$926.20	$11.80	1.3%
Service Pension - Single	$877.10	$888.30	$11.20	1.3%
Service Pension - Couples	$1,322.40	$1,339.20	$16.80	1.3%

War Widows/ers Pension	$891.30	$902.80	$11.50	1.3%
Income support Supplement	$263.10	$266.60	$3.50	1.3%

Carer Allowance until 31 December 2017 is $124.70

The government cannot give to anybody anything
that the government does not first take from somebody else.

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!!

M

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My Story.

Ian “Tiny” Ashbrook.

Some highlights from a Full Career in Aviation.

Ian (Tiny) Ashbrook served in the RAAF as a pilot and professional engineer in a range of command, policy, flying and specialist positions. He was awarded a Chief of Air Force Commendation in 1997 for the financial management of RAAF Operational Logistics and an Order of Australia in 1998, primarily for his contributions to RAAF airworthiness policy. He took early retirement from the RAAF in 1997 to become an Executive Director of Rolls-Royce Australia Ltd and associated regional companies and Regional Director - Defence for Rolls-Royce plc, London with prime responsibility for Defence business in the Australasian region. He retired from Rolls-Royce in 2010 and lives in SE Qld, where he is involved in a diverse range of activities.

Ian Ashbrook was born in Hamilton Vic and in answer to questions relating to who he knows in the Hamilton area responds ‘no one really as my whole life in Hamilton was about three weeks’. Ian would have been born in Port Moresby, where his mother had been raised between the wars. Her father had taken his family to Papua in 1919 where he subsequently established an engineering business specialising in rubber and copra production but, also with a marine slipway on Port Moresby’s Fairfax Harbour

However, in 1942, with the Japanese coming over the Owen Stanley’s Ian’s mother and her sister were evacuated to Cairns with two suitcases each and they subsequently made their way to stay with an aunt in Hamilton, Vic. Meanwhile, Ian’s father (who was the accountant of the trading company Burns Philp) was evacuated a little later, joined the RAAF and spent most of the war back in Papua and New Guinea as a meteorologist.

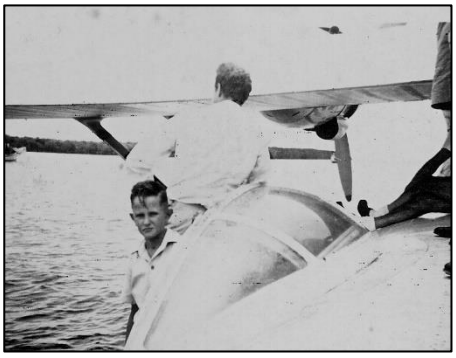
After spending some time at Coal Point while his father trained at Rathmines, the RAAF Catalina base on Lake Macquarie, Ian subsequently spent the war with his mother and aunt, in an hotel at Coffs Harbour. When the war ended, Ian’s father made his way, following discharge from the RAAF, to Coffs Harbour only to learn that his wife had been diagnosed with a short life expectancy terminal illness. Unable to get seats on a train because of troop priorities, he bought an old Austin 7 Tourer and transported the family to Sydney where the diagnosis proved incorrect.

The family then returned to Port Moresby in Jan 1946 taking the Austin 7 with them to become the first civilian car in Port Moresby after the war. Port Moresby, with its large aircraft and vehicle dumps was a 'boy's own adventure' with every self respecting kid having an aircraft fuel tank as a canoe and most people driving surplus Jeeps. Unlike today, the town was very safe and Ian can recall walking a mile or so along a bush track alone at the age of five to catch a bus to school with the only strict instructions being not to touch ammunition or snakes. Port Moresby was littered with ammunition and bush fires inevitably produced a cacophony of explosions and fireworks. Ian's parents owned 50 acres of the 6 mile hill at Port Moresby, including the land on which the local radio station, 9PA, was located and their house looked NE over Port Moresby's famous Jackson's Airfield and Ian frequently walked the km or so to the airfield to wander through the hangar and explore the various aircraft for hours at a time and this was not discouraged by staff at the airfield.

In 1947, the Austin was shipped to Cairns and the family drove to Sydney, a not insignificant adventure at that time, with Ian perched in the back. Not long after leaving Cairns, Ian noted that it was hot in the back to which the response was 'stop complaining'. A little while later he again commented that it was very hot in the back, again to be exhorted to 'stop whinging'. However, the excited yell that there was smoke and fire in the back finally got some attention. It turned out that the rear brakes had been overtightened in the servicing in Cairns and the brakes had overheated and caught fire.

In 1952, at the age of just nine, Ian chose to go to boarding school in Charters Towers and, as a tall, gangling weakling, very swiftly learnt how to keep his head down in a school where most of the pupils had been raised in the rough and tumble of large cattle properties. This, though, was good grounding for future survival and the keeping of one's own counsel.

During one school holiday in 1953 Ian, who had flown to and from Australia on numerous occasions in DC3 and DC4 aircraft, had the opportunity to accompany his father in a chartered Qantas Catalina to West Papua landing on Lake Murray and the Fly River.



Ian at the blister of a Qantas Catalina

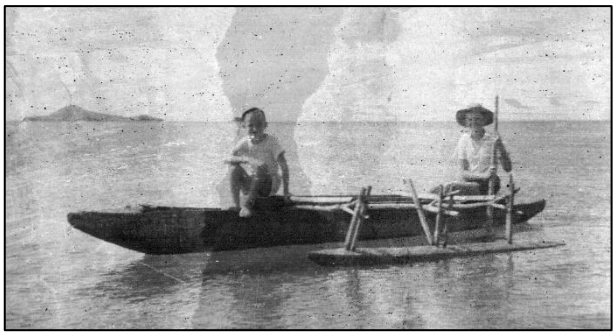
At both places, locals met the Cat in long single hull canoes paddled by up to 50 standing 'warriors' painted and dressed in basic lap-laps and Ian, who stayed on the aircraft at both stops while his father attended to business ashore, also observed many large crocodiles basking on the river banks.

Needless to say, movement from the Cat's blister to the top was done carefully gripping on to every rivet and apart from the experience of occupying the blister for take-off and landing, surrounded by swirling water as the aircraft accelerated, it was Ian's first experience actually flying an aircraft which he did for most of the trip.

The Catalina had similar engines to the Caribou and flying it, from memory, was also very similar in the cruise with no auto pilot and basic navigation instruments. The overnight stay was also very memorable at Kerema, which was then an isolated village on the Gulf of Papua. Almost two decades later numerous similar flights across the Gulf of Papua, when Ian was flying Caribou aircraft, brought back memories of the Catalina adventure.

The other memorable aircraft was the Sandringham flying boat, a civilianised version of the Sunderland maritime patrol aircraft. Qantas also operated Sandringham's out of Port Moresby and the family spent some time on Samarai Island, on the Eastern tip of Papua, where his father managed the Burns Philp activities. Samarai was only accessible by boat or amphibious aircraft; hence several Sandringham flights.

Following a severe bout of malaria in 1954 with a touch and go few days in Charters Towers hospital and a communications failure by the school, Ian was withdrawn by his mother and finished 6th class under the NSW school system in Port Moresby. Schooling in Port Moresby only went to 6th class, so in 1955 Ian commenced school by correspondence under the Qld system. This proved to be a great life as Ian found that he could complete the day's work by about 9.30am and spend the rest of the day on his outrigger canoe living another 'boy's own adventure'.



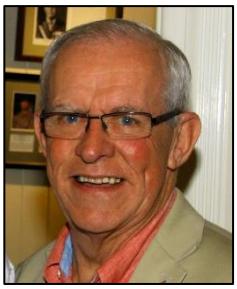
Life was good for a young bloke in Port Moresby in the 50's.

Sadly this came to an abrupt end in Aug 1955 when the family pulled out of Port Moresby to Brisbane and Ian found himself back in the constraints of 9.00am - 3.30pm at Ascot State School.

Changing State school systems was even harder in those days and when the family moved to Newcastle in 1957, Ian remained in Brisbane to complete the Qld 'Scholarship' year, which was 8th year primary, while NSW was by then two years into secondary school; so, the move to NSW was difficult culminating in a year at the now defunct Newcastle Junior Technical School (which finished at 'Intermediate' when most students joined the work force). However, with extra coaching and some overtime, Ian managed to undertake the 'Leaving Certificate' at Newcastle Boys High School.

Not long after arriving in Newcastle, Ian was introduced to 16 Flight Air Training Corps (ATC) which paraded in the Parachute Training Flight hangar at RAAF Williamtown on Fri nights. This was to have a big impact on his future and Ian enjoyed camps at Rathmines, Fairbairn,

Richmond and Williamtown and rose through the ranks to become the flight's first Cadet Under Officer. It was also in the ATC that he met a range of cadets who subsequently had careers in the RAAF (Des Lovett (GpCapt), Kev Henderson (GpCapt), Dave Rogers (AVM - right) etc etc) as well as some notables such as PltOff (student) Col Spitzkowsky (later GpCapt and F111 guru (think 'Little Red Steel Book')) who was administratively attached to 16 Flt ATC. So, in Jan 1961, having the wide range of career choices that we had then, Ian had to choose between a BHP engineering traineeship and an offer to join the newly named RAAF Academy at Point Cook. He chose the latter.



RAAF Academy was a tough environment and many of the practices would be unacceptable now with 'bastardisation' rife and failure high (we started with 28 and graduated 12); but, that early boarding school experience kicked in and the art of 'invisibility,' even at 6'4"+ (194cm) came into daily practice. That I had got into the Academy was interesting as at the main interview the pilot member (SqnLdr (later AVM) Bill Collings – right) took great exception to my desire to do an engineering degree 'as a fall back as the future of pilots was uncertain'. Bill Collings never forgot this and took great delight in reminding me each time our paths have crossed over the ensuing 50 or so years.

After two years at the Academy, I then spent the academic terms at Sydney University, including an extra year, along with three others after the University took exception to our commitment and performance. This allowed me to pursue my best decision yet by getting married and subsequently Carolyn helped me submit a thesis on 'A Monte Carlo Simulation of Hyper Velocity Impacts in a Rarified Atmosphere' (applicable to designing an ablation layer for reentry vehicles). I held onto this, along with my Uni notes, for nearly 20 years and only reluctantly eventually threw them out when I realised that I'd never subsequently opened any of it and can't recall directly applying anything that I'd actually learnt at Uni; but, it was a great experience!

Pilot's Course followed, again with a high failure rate; but, I did quite well and ended up at Williamtown, undertook the Vampire Weapon's Course and flew the Sabre. It was here that I ran into an instructor with whom I had clashed years earlier as a cadet; so, after much handwringing, I requested a posting to fly Caribous in the hope that I could get some experience in Vietnam and be competitive for a test pilot (TP) course. In some respects this was fortuitous as later, in 1982, when I was presented with the opportunity of a Mirage lll conversion, I found that even though the Vampire had been tight, my very long legs had great difficulty fitting into a Mirage.

Flying the Caribou was great. I completed a tour in PNG and received my Captaincy there as a 'field' upgrade by the permanent Det A Commander SqnLdr Ron Raymond (R^2)

who was a vastly experienced pilot and flying instructor, as well as undertaking several of the pre Vietnam exercises at Shoalwater Bay and the pre Vietnam Canungra Course. This was also during the Confrontation with Indonesia and, along with another pilot, Graeme Szczecinski, we became the 'experts' in accessing the small strips on the border of PNG with Irian Jaya. Unfortunately, this culminated in having to return to PNG a couple of weeks after the completion of my main three month deployment, when tensions flared and, on one sortie near the border, collected several bullet holes in the tail plane; however, because of the political sensitivities on both sides of the border, this was hushed up and few people were told. So, I notched up 1000 hours, became the 38Sqn Maintenance Test Pilot and awaited my turn to go to Vung Tau. So, it was with some surprise that I was posted as Aircraft Maintenance Officer and subsequently SEngO at 38 Sqn and with the run-down of 35Sqn saw my chances of a Vietnam tour disappearing. I even proposed that I go to SVN as both the Operations Officer and the SEngO but, this never eventuated.

38Sqn was a very busy job and it was also my first engineering job and without the benefit of even the Engineer Officers Basic Course (DPO subsequently noted this several years later when I was a SqnLdr and wanted me to 'tick the box' until I pointed out that I had just rewritten the course syllabus in my then role in Canberra!!). Somewhat surprisingly, the SEngO was at FltLt level although the squadron was flying around 22,000 hours per year with 22 Caribou and another 2000 hours with 3 Dakota aircraft. We had two continuous major maintenance lines running in the hangar and suffered considerable experience and manpower shortages, as we also trained and supplied all of the replacements for 35Sqn SVN. Fortunately, the knowledge

and operational experience that I had on the aircraft was invaluable and more than offset the paucity of my knowledge of the Engineer Branch.

de Havilland's complex at Bankstown.

As both SEngO and Maint TP, I was in the fortunate position of being available at short notice to do test flights, particularly at the weekends, and this was invaluable in improving our serviceability numbers. However, I thought that my career was again short lived when, in answer to the continual criticism by the SNCOs of the amount of work (usually up to a week including cylinder changes etc) required on aircraft received from the Deeper Maintenance contractor (Hawker de Havilland), I diverted a test flight from Bankstown into Richmond and gave the 'troops' 20 mins to find as many issues as they could. They then wrote them up as we flew back to Bankstown. However, on arrival, I was greeted by an enraged Res Eng (SqnLdr 'Taffy' Salvage) who demanded to know where I'd been, who had authorised me and demanded that I accept the aircraft 'as he had released it'. I stood my ground and fortunately the pre-arranged Caribou arrived to take us all back to Richmond and I left with an even more enraged SqnLdr standing by the rejected aircraft and insisting that he'd have me court-martialled.

On arrival back at Richmond after stand down I decided that I'd better inform the CO, by then at the bar, of what had happened. He was largely disinterested seeing it as an 'engineers problem to sort out'; so, the following morning, I sat in my office waiting for what was going to occur next. The phone rang and this rather gruff voice said ' WgCdr Rockliff, SupCom - I hear you've had a run in with SqnLdr Salvage'? I started to respond when 'Rocky' stopped me with 'don't worry about it. This is just what we've been waiting for and you've documented it beautifully. I'll take it from here'. A week or so later when I went back for a further test flight, the SqnLdr could not have been more helpful and the contractor output 'improved'.

A major headache at 38 Sqn was leave in lieu accumulation and particularly for duty crew. We maintained a weekly duty crew roster for all out of hours commitments and with the roster starting early am until 08.00 and then 16.00 until whenever (sometimes through until 08.00 the following day) and, as required, at the weekend and many flights occurred out of normal hours. Overtime was also accrued with manpower shortages on the deeper maintenance lines and recovering unscheduled arisings needed to meet the daily aircraft requirements. Unfortunately, this meant that most leave in lieu could not be granted and for many members this meant being unrecompensed for 100's of hours. For duty crew this was aggravated by having to return to work immediately following some particularly lengthy and sometimes overnight workloads. I had been aware of this before the maintenance posting and when I looked into it as SEngO, I found a great deal of unhappiness not so much that much of the time would never be compensated; but, that there was usually no break after a week's duty crew.

After some research and numerous consultations, I proposed that the duty crew roster run from 16.00 on a Thu to 08.00 on the following Thu and that irrespective of the hours actually worked over the week, the crew then went on leave until the following Mon and that this would be sacrosanct irrespective of sqn commitments. This gave the crew a guaranteed four day break which they could plan around and helped to reduce leave in lieu credits that would otherwise never be recovered.

In 1971, the RAAF celebrated the 50th Anniversary since the formation in 1921, principally with a series of Airshows at the major bases around Australia. To effect this, a display group was formed under the direction of GpCapt (later AVM) 'Bay' Adams and each aircraft in the RAAF was represented in the Show which ran to a pretty standard program in Mar/Apr 1971. I was lucky to be selected to fly the 'slot' (No4) position in the Caribou display with No4 also carrying the RAAF parachute display team. The shows opened with a major flypast of all the aircraft followed by individual displays. Caribou No1 did the handling display while 2 and 3 did low altitude load extraction (right) and other displays. No4 finally brought the parachutists in for a coordinated drop. Because of the distance involved only a single Caribou was sent to Pearce and we started the shows at Edinburgh, then Laverton and worked our way around through East Sale, Richmond etc with the final show at Townsville. Since the shows were only at the weekends, the whole exercise took about six weeks.

After Townsville, I returned to Richmond, while the other three, flown by instructors, continued on to PNG with a group of conversion pilots. The following morning, I was just getting the family

ready for a quick break up the coast when word came through that one of the Caribous (A4-264) had overshot the runway at Tufi on the NE coast of PNG, and was lying in a gully off the end of the runway. So, early the day after, with a group of tradesmen and a bunch of spares, including engines etc we boarded a C130A for Port Moresby. On arrival in PY I was asked what I intended to do and, after indicating that I really needed to inspect the site first, the deputy detachment commander in PNG (FltLt Jack Rydstrom [right] a 35Sqn veteran who later died in a civilian Caribou crash in PNG) who had been to the site, suggested that I look at turning the aircraft in the gully and dragging it out nose first, while acknowledging that there was a huge risk of the aircraft sliding sideways in this manoeuvre and going deep into the gully. However, when I got to the site later that afternoon, I saw merit in Jacks' suggestion; but, how to actually haul it? That was solved on site with a 'local' suggesting that he send out a call and we could get sufficient manpower to do this. The following day we had about 200 locals arrive out of the bush in various states of minimum dress, we turned the Caribou and then with two very long ropes and about 100 locals on each, with me orchestrating from the front the locals started singing and hauling and we soon had the aircraft parked beside the runway. Of course, I can't deny that being fluent, in those days, in Motu (Papuan language) helped break the ice with the helpers. We set up a mini aircraft depot and a daily Caribou supply from PY, worked from dawn to dusk and a week later, flew the aircraft out and back to Richmond.

All good things come to an end and in Jul1971, I overnighted in Townsville flying a Caribou ferry from Port Moresby. The Mess was in full swing, celebrating/commiserating the officer promotions list that had just been released; however, I was not feeling well, took a quick look at the list and then went to bed. At breakfast the following morning, someone congratulated me on my promotion to SqnLdr so I had a closer look at the list and there I was in an obscure fold. However, on arrival at Richmond, my unwellness had developed into a full-blown attack of Chicken Pox which I had caught from the children and two weeks of misery in isolation (and several months of slow recovery) followed. During this, I found myself posted to Defair as EngP2A to start in early Oct71, I had no idea what this meant and no one at Richmond had even heard of the job. And so, with a face covered in scabs I set off to influence the RAAF as a Canberra staff officer; but, soon found out that I slotted in somewhere between Eileen the Irish tea Lady (yes, morning and afternoon a trolly wheeled into the office and Eileen served us tea and biscuits) and the stray cats that lived in the hedge surrounding the car park which is now the location of ASIO HQ.

On learning of my posting to Defair and as soon as I was able, I arranged to have two lounge suits tailored as the normal dress at Russell Offices for all members was civilian clothes. This made life interesting as, until one learnt who was who around Russell Offices, it was difficult to ascertain who to call Sir.

However, it was pointed out to me that generally the shabbier the suit the more senior the officer and the best dressed usually were SNCOs and WOffs! Seven years later when I learnt of my posting from London to Defair, I had a couple of nice Saville Row suits tailored; but, before I had arrived back in Canberra the rules changed, uniform was to be worn normally at all times and my new suits subsequently saw little wear and sadly made it to the Salvos a few years later, in somewhat pristine but dated condition.

By the time that I had arrived at Russell Offices, the job had changed names to TP2A; but, it was the same job within the Directorate of Technical Plans and my WgCdr, TP2, essentially provided career and posting advice for all officers in the Engineer Branch. A complementary section TP5 provided similar advice for airmen and I shared an office with TP5A (Alan Emmerson and later Tom Carlyon). I knew little about the Engineer Branch but TP2A was responsible for maintaining the integrity of a number of large boards, hidden behind locked doors, with tags in unit order showing every established engineer officer post in the RAAF and other tags with each officers name etc. My main job was to keep all of this up to date. Fortunately my boss, WgCdr 'Chris' Dent, a Ground Radio officer, was one of the nicest people I had ever met and his subsequent replacement (WgCdr Warren Tassell an Instrument officer) was similar and I learnt a lot, in confidence, about the structure, politics, history and people, from both. In those days there were six Engineer Officer Categories (Aero, Radio (subsets Ground and Air), Armament, Instrument, Electrical and Mechanical).

The Chief Engineer (Air Member for Technical Services (AMTS)) had to come from the Aero category (which caused a lot of dissention) and the retirement benefit scheme which only paid out when officers retired at their full retirement age (55 years for most with senior officers several years later), meant that many officers were just waiting out their time. This was obvious and a real problem. Within the Directorate of Technical Plans, Al Emmerson and I were the only Aero Category officers and most of the more general engineer jobs in Defair were held by non

Aero officers eg there were six Armament GpCapts who had to be employed, and only one Armament specialist GpCapt job. At the same time all of the AirCdres (5) and the AVM were Aero!

So, being in DTP was great for career broadening and I soon learnt that every Fri we all went to lunch, most times not to return to work and as the lunch afternoons wore on I can recall being counselled by GpCapt and WgCdr non Aero officers on what was wrong with the Engineer Branch (this was all before breathalysers etc, of course). DTP also was high on the rumour distribution list and one learnt to keep one's counsel when being pushed for info!

When not contributing to career development TP2A was the general odd job 'boy'. AMTS (AVM Ernie Hey - right) was by far, at about 10 years seniority, the senior AVM in the AirForce and hence on the Air Board and he was also the RAAF Airworthiness Authority. Ernie refused to have Airworthiness defined in any document and maintained that Airworthiness was whatever he said it was. This of course led to the GD retort that airworthiness was just a dirty word used by engineers to stop pilots from flying. Ernie also didn't have a staff officer so, de facto, the 'odd job boy' acted in this position when required - usually just to collect Ernie's bar supplies from the Mess and load them into his car or deliver messages. One of my first real jobs was to write a paper presenting the case for some engineer Branch officers to receive flying training as this was being challenged by senior GD pilots. Probably my most significant job initially was to coordinate a Branch review of the proposal by John Jess to revise the DFRDB Scheme. Here I was, a pilot with an engineering degree and about 11 years' service (8 of which had been on course), suddenly coming to grips with a complex subject of which I had no knowledge and little real interest.

That said and with help from Al Emmerson, we could see some significant flaws in what was being proposed (where most saw it as a huge improvement on the existing scheme and, in reality, it was). Notwithstanding, I pulled together about a 100 page analysis with suggested changes and when this was sent to the Personnel Branch, much of it became the RAAF position. Subsequently, the accepted scheme, addressed many of the issues raised and its introduction suddenly saw the RAAF with a huge number of 'early retirements'. My office became de facto a DFRB advice centre and I was visited by many officers, including my own WgCdr who, when the numbers showed that they were actually losing money coming to work, commenced departure. This, of course opened promotions considerably; but, was poorly addressed by the personnel managers who kept trying to prevent promotion at relatively low seniority, in spite of performance, and we had many on acting rank 'serving out time'!!

Working closely with the personnel managers, I had learnt to advise if there were any personal posting restrictions etc so, when I decided to do some home renovations myself, I advised DPO that I needed

about six months. Wrong!! Despite having pushed for the Test Pilot (TP) training of an engineer pilot every 3 years this did not occur and when Peter Reddel (above) resigned at short notice from ARDU, I found myself laying bricks at night in Canberra's winter in order to get to Laverton to replace Pete as OiC Performance and Handling at ARDU (then at Laverton) despite not being a TP.

This was a great job, despite the steep learning curve, and I managed to fly a range of aircraft at ARDU and participate in a wide range of tests across the fleet from F111 to CT4 including the Nomad (which was to feature high in my later career) and I regularly flew the MB326 Macchi and occasionally the Canberra, Dakota and Iroquois. My first performance report was to construct a post engine change air-test profile for the Mirage III. Having not flown the aircraft, this required some deep research and then to have one of the test pilots (FltLt Peter Dickens) fly several profiles for analysis. This was a good way to settle in and learn about ARDU. I worked for another good and interesting officer, WgCdr Bert Cairns, who had had a breakdown at some time and was not averse at airing this with 'I have a piece of paper that says I'm sane. What about you?' Bert also had a marked aversion to another WgCdr in the unit and whenever the latter stood in for the CO, Bert wouldn't come to work!!

Bert tasked me with updating the ARDU Non Standard Modification Procedures. ARDU was the only unit outside of Support Command with authorisation to design and fit modifications on aircraft; but, the procedures at ARDU were woefully inadequate to control and document this and there was much resistance by the test community to the introduction of any constraints. So, my first real policy work was accomplished with much careful diplomatic consultation.

Another interesting task was instrumenting the F111 with analogue recorders for trials work. To do this required significant design work and, more importantly, funds. The instrumentation expert was Mr Frank Verinder seconded from Aeronautical Research Laboratories (ARL) and Frank and I did a number of trips by Macchi to Amberley for the design work and then back via Canberra to elicit funds. Frank was a great guy but very disorganised and easily upset. On one occasion we had just pulled up at Fairbairn in the Macchi when I saw the OCs car approaching. GpCapt Bruce Martin was a large, gregarious man who I got on well with and had worked with

at Shoalwater Bay when he was preparing to go to SVN as the senior RAAF 'operator'. On seeing me I got the 'what's a b.. engineer doing here' and at that moment Frank, who had long hair down to his shoulders (this was 1974) removed his helmet and Bruce said 'and who's the girl you have in the back' before exiting the tarmac.

That night in the mess I left Frank before closing to go to bed. The following morning at breakfast someone said to me 'you're with the long haired guy aren't you'? I nodded, to which he responded 'he punched the OC out last night'!! Wow. I then went looking for Frank and found him the worse for wear still in bed and decided to press on and wait for Bruce to make the first move. But, we were staying two nights so, on return from Russell Offices later that afternoon we went to the mess for the pay night buffet. I saw Bruce at the bar. and while trying to think fast, we walked in, Bruce turned, saw Frank and let out with 'Frank what are you drinking'? Nothing was said about the night before and the two of them got on famously. Bruce came to see us off the following day and greeted Frank like a long lost friend on our future nights at Fairbairn. To me that was a great example of a 'big' man. Someone else could have made it such a big issue.

However, less than two years into the job I received a phone call one morning from the OC's wife. Now SqnLdrs seldom received calls from the OC let alone their wives and Pat Law threw me when she asked 'what are you doing with your car'? Thinking that somehow it had rolled back in the car park, I demurred when she then blurted out 'oh, you don't know, forget this call; but, if you're going to sell the car, Russ will buy it'. An hour or two later I was to learn that I had 5 weeks to get to London to do the RAF Staff Course and then, maybe, remain in the UK on the High Commission staff. GpCapt (later AVM) Russ Law (right) returned to Laverton a week or so later and said nothing so I 'organised' to bump into him and he muttered something to the effect I hear I've bought your car. How much is it? The car was a Mercedes that I had bought out of a probate estate in Sydney and in immaculate condition so I started my sales pitch only to be gruffly advised 'don't bother with the niceties - how much?'. As the time for my departure approached and no further conversation had taken place I started to worry; but, Russ came good at the 11th hour. The sequel to this was some 8 years later when I returned from Butterworth to HQOC as a GpCapt to work for Russ who was AOC. The phone rang one morning 'Tiny, Russ Law, that car you sold me is making a funny noise, Can you come and have a look at it'. So I trotted over to the residence Briarcliffe to find 'my car' much the worse for wear and a slipped aircon drive contacting the radiator. I couldn't resist opining that this wasn't bad after sales service particularly on an 'as is, where is' car sold over eight years before. Russ did actually see the humour in this.

London was also a great experience. Doing the RAF Staff College was a huge plus as it subsequently gave me over 40 close contacts in MoD and, as much of the work as SEngSO London was interacting with MoD, there was always someone who could either assist me or point me in the right direction. The other major activity was the development by Marconi

Avionics of the AQS901 system for the P3C which was being updated. The Project Manager of the P3 program was GpCapt Lars (Larry) Bek who, along with his two offsiders WgCdrs Harry Dunne and Gary Lynch (the Larry, Harry and Gary Show as they were apocryphally referred to), visited the US and UK twice a year for program reviews and as I was to return to Australia at a critical time with the program, I was extended in London for a year to provide program continuity.

RAAF London, at the time, before the hatchet reviews, was well manned although we didn't have a GpCapt. The Head of the Aust Defence Staff (HADS) was a 2Star and each of the Services had a 1Star head. I worked initially for AirCdre John Hubble who was replaced in 1978 by AirCdre (later AVM) Mike Ridgway (left). John Hubble was a rather dour character of very few words who I thought I had fallen foul of as in those days assessed officers were not allowed to see their Annual Reports and AirCdre Hubbles' debriefs were terse and minimal. However, when in the 1990's all reports were released, I was surprised to read how well I had actually been reported by John Hubble. Mike Ridgway, on the other hand, along with his wife Paula, were a breath of fresh air and we remained good friends long after London.

I could write a book on London alone; but, some of the best experiences included being sat next to GpCapt Douglas Bader in the Chairmans Chalet at a Royal International Air Tattoo. Mike Ridgway had been invited; but, he had a sailing commitment so I was offered the representational job. 'Tin legs' Bader was the subject of Paul Brickhills' bio of him 'Reach for the Sky' which was a bible for many of my generation. On another occasion, I visited Martin-Baker at Uxbridge when we had ejection seat problems and was advised that Sir James Martin was at work and would I join him at lunch time. Sir James had retired nearly a decade earlier; but, at 90+ hadn't actually stopped coming into work! Lunch

was held in his large 'engineers' office stacked with books and papers, where an equally old lady in 'Victorian' waitress dress cleared a space on a table, set it with silverware etc and served the two of us a delightful lunch.

We also had problems with the RR Continental IO360 engine from the CT4 Airtrainer. The engine surprisingly had been built by Rolls-Royce Motors at Crewe (where the car was built) and on each visit there, a company RR would be waiting at the train station exit to convey me to the plant. This was always an ego boosting experience; but, despite all sorts of attempts the drivers would never actually let me get behind the wheel.

Another problem we had was with cracking of Mirage wings and I was dispatched to Paris to try and get more information from the manufacturer Dassault. We had a joint fatigue program running with the Swiss and both of us had similar cracking which the French denied any experience of in their fleets. In Paris, I met up with our resident engineer FltLt Alan Riley, who had received French language training at the then RAAF School of Languages at Point Cook and, being quite extraverted, Al had also acquired a good colloquial French vocabulary. Our meeting at Dassault consisted of Al and I on one side of a long table and about 10 company officials on the other. I backgrounded our problems and, after some discussion, pointedly asked why they thought the French AF didn't have the issues as my information was that this was

incorrect. This resulted in a rapid exchange in French between the assembled group following which the leader looked me in the eye and responded ‘no WgCdr, we do not have the problem’. Whereupon, Al interrupted with a ‘BS’ and pointed at various individuals with ‘you said, you said etc’ clearly indicating that we all had similar cracking. The leader then looked at me again with ‘WgCdr, I think it would be a good time to break for lunch’!! They knew that I had no French and assumed that Al’s French was only formal but, their rapid colloquial discourse was understood word for word.

London has many memories. We bought a VW Kombi. In fact, in those days, to the consternation of the senior HC staff, Australia House used to be surrounded by Aussies and Kiwis selling campers and I made some healthy pocket money buying vans as it got cold and people were desperate to get some money to be home for Christmas. With a bit of polish, some paint and a service they then went back outside Australia House in May, Jun when the supply had run dry, as Australians flocked to London for summer in Europe in a Kombi. Needless to say, I tried to do this surreptitiously and ‘agreed’ that the practice of all of these vans cluttering up the streets was ‘dreadful’. We toured the UK and Ireland with our three children in our Kombis and did a long trip of nearly 10,000km through Italy and as far as Athens and then back through Tito’s Yugoslavia. In fact, we looked seriously at driving from London as far as we could on the way back to Aust and had the temerity to ask what allowances I would get in lieu of the airfares; but, before this could be resolved the security situation changed dramatically in 1978 and we looked at another adventurous way home. This culminated in us visiting Disneyland in LA followed by a week in the then little visited Cook Islands and a camping holiday around NZ’s South Island with some friends met in London.

Close involvement with Royalty at my rank was rare unless appointed as an equerry or similar; but, I did manage to have lunch with Princess Margaret when she visited staff college and marvelled at her ability to consume G&T in great numbers with no apparent effect. On another occasion, Carolyn and I attended a Queen’s garden party at Buckingham Palace which sounds exotic; but, in reality did only but see her pass by from our crowded enclosure and we did get two tickets to the 1978 Trooping of the Colour at Horseguards so Carolyn and our daughter Amanda had these while I stood with the boys (Paul and Michael) to watch the procession down The Mall. However, back in 1971, I flew the back up Caribou, complete with red carpet when Prince Charles and Princess Anne were flown from Melbourne to Mansfield and return for Charles to visit his old school Timbertop. And while on Staff College, I attended a dining in night for the combined UK Staff Colleges in the Painted Hall at Greenwich, (a magnificent place – see HERE) a grand affair almost Bacchanalian where, during the pre-dinner drinks I had this RN Lt elbow me in the back. I stepped back impulsively in retaliation, looked at him and saw some familiarity but couldn't place it only to have another officer, who I assume was an ADC, point out to me 'that was Charles you just bumped' implying, I think, that it shouldn't happen again even though as a SqnLdr I thought I outranked him!

O

In 1975, the All Seasons RAAF uniform had been in use for less than three years and remained basic with no cold weather inclusions so I was advised to get some form of greatcoat which at that stage was not part of the uniform. In this regard, 'Boris' the long term tailor at Laverton, came to the rescue and equipped me with an old style dark blue double breasted great coat with two rows of gold buttons down the front, almost ankle length and he attached rank boards to the shoulders as was the style at that time. I looked like something out of a G&S opera. However, when I got to Bracknell, I obtained an RAF woolly pully which, although a lighter colour, was at least warm. During the staff college visit to Berlin, I wore my great coat to check point Charlie and often wondered what the E Germans, who were photographing furiously with long telescopic lenses through the windows of buildings bordering the checkpoint, actually made of my outfit!

Prior to the Berlin visit, permission was obtained for me to accompany the RAF who were exercising the UK Power of entry into East Berlin; but, on the day, the Staff College Commandant, AVM Keith Williamson, asked me whether I'd mind not going as they had heard that the E Germans were being difficult and he didn't want any delays as we were to return to the UK immediately after. Of course, as a SqnLdr student to an AVM Commandant, I agreed immediately to which he responded 'excellent in lieu I've arranged for the Army to give you a helicopter tour around the city'. This was great and included overflying Spandau where Rudolph

Hess was the sole prisoner and observing the dog runs on endless chains forming the border between the E and W. All the others saw were the grey buildings of East Berlin

A couple of years later AirMshl Williamson (right), then RAF Support Commander (later CAS as AirChiefMshl) contacted me to ascertain if I'd be interested in a direct transfer to the RAF as a WgCdr. RAF was suffering a significant shortfall in mid-level engineer officer experience and were keen to redress this. This was a couple of years prior to Maggie Thatcher and the Falklands and UK Military pay was poor (e.g. On staff college we worked out that the AVM was earning less than me as a SqnLdr, albeit with allowances, and a number of RAF students on staff college had borrowed money just to meet their entertainment expectations during the course). We enjoyed living in the U.K. but, appreciated that our lifestyle was privileged and would not be so if I took the offer up, so reluctantly declined and it was interesting to see how military conditions changed significantly post Falklands with pay particularly, doubling or more.

I swapped jobs with my old course mate WgCdr Neil Smith (later AVM) and did the HO/TO in London. Smithy was astounded when I explained that I had only one filing cabinet as when I took over there was a mountain of stuff that I was reluctant to dispose of; but, when three years later I hadn't had cause to touch any of it, I made the effort to sort, archive and dispose of anything I considered no longer relevant. My new office as AirEng1 in Canberra, Smithy explained had some eight filing cabinets and he apologised that he hadn't undertaken a similar purge.

So it was that I got back to Canberra in 1979 to look after all RAAF single engine aircraft from a DAirEng perspective. I was greeted with the news that the Mirage, in its dying throes, had even more severe wing cracks than I had pursued with Dassault, the ARL fatigue test on the CT4 Airtrainer's indicated that the aircraft suddenly had 40% of the expected fatigue life and the Macchi MB326 also had unpredicted wing cracks. Some time later I found myself as part of the DAFS quick reaction team, encased in rubber overalls on a 38C day, crawling through Dowd's Morass near E Sale to the site of a Mirage (A3-75) that had crashed on the 18th Feb 1980, off the Dutson Range, with live bombs attached. The crash was a result of the aircraft being damaged by a prematurely exploding Mk82 bomb. (The Pilot, P/O J W [Truckie] Carr, ejected safely from 3,500 ft at 230 knots and the recovered components of the aircraft are on display at the Gippsland Armed Forces Museum).

Aside from determining that I was never likely to develop a rubber fetish, over a few beers with the troops later that night I was advised that the reason for the crash was incorrect fusing causing a bomb to explode immediately beneath the aircraft. This was before the over legalisation of Defence and when DAFS was able to obtain non-

attributable information 'for the determination of ongoing operations'. So it was that the DAFS team went home the next day, satisfied that it wasn't a fleet wide problem; but, the Court of Inquiry was forced to have the bombs dug out of the morass, a major and expensive task, in order to confirm the cause and all of this was front page news because the duck shooting season opened the day after the crash and Dowd's Morass, which we had to declare out of bounds for safety reasons, was where most of the ducks were!!

Mirage wings became a major problem and each wing was managed and unbelievably, wings were swapped among aircraft to keep sufficient aircraft flying, while we set about having some 48 odd new wings built (a similar debacle had occurred in the 1960's with the Vampire where a similar wing management program was carried out). During this time, it also became apparent that engine spare parts were also an issue as, wisely, HQSC specialists had declined expensive engine upgrades because we planned to retire the fleet before returns on expenditure could be justified, only to have the retirement date extended by years such that the engines needed to be upgraded to remain supportable and this required large funds. In 1979, there was no DMO and AF Materiel Division was in its infancy, also, all major expenses had to receive approval through Defence Central and, in particular, the Force Development and Analysis Division (FDA - or Force Destruction and Annihilation as it was cruelly known).

The head of FDA at the time (2star equiv) was Alan Wrigley, designer of the Nomad aircraft and several attempts to get engine funds for the Mirage were thwarted by Alan. I had been involved at ARDU when we identified problems with the Nomad in the STOL configuration and Alan had not agreed with the ARDU/RAAF position. So, after several refusals of support from FDA, I suggested to my superiors that maybe if we went engineer to engineer and explained the position to Alan we might be able to ameliorate the situation. There was some merit seen in this; but, politics prevailed and we stalled. So, in some frustration, I picked up the phone, dialled Alan's number and was put through to him. I don't think he was used to receiving calls from WgCdrs; but, I explained why I was ringing and asked if I could come over to F block and explain the requirement to him. Not surprisingly, he declined but, indicated that he would come and see me and straight away. I quickly rushed down to my boss (GpCapt Ted Whitehead) to explain and he in turn briefed the DG (AirCdre John Henze) and it was agreed that I continue

with this alone. Alan Wrigley duly turned up and we went through the issue in detail over an hour or two and he finally agreed that there was no alternative. So it was that when we finally disposed of the Mirage fleet most aircraft had near new wings and current Atar 9C engines - what a great buy/gift for the Pakistan AF.

The other major issue was the CT4 life reduction such that we were rapidly running out of aircraft for essential pilot training. A quick scan around the world showed up a possibility of acquiring a few T34 Mentor aircraft from the US; but, this would have meant operating a mixed fleet (ie some pilots being CT4 Airtrainer/Macchi MB326 trained and others T34/MB326 trained). This was not favoured although it may have been the only solution when my offsider SqnLdr Wal Nelowkin reminded us that there had been a number of new CT4's embargoed by NZ when it had become known that they were ultimately destined for Zimbabwe (Rhodesia).

Enquiries with NZ showed that these were still boxed at Hamilton, NZ and I was tasked to visit NZ to ascertain the situation. I initially visited Wellington and ascertained that there were 14 such aircraft and, if we could purchase same then the NZ government would allow their export to Australia. I then went to Hamilton where WgCdr Rex Peterson from HQSC met up with me and one of the aircraft was unboxed for our inspection. The aircraft had hard points on the wings for 25lb bombs, an armament panel and a magnificent suite of German Becker radios etc; but, apart from the clock, were very similar to our fleet. I had been tasked to look at the acquisition aspects as well as the operational aspects from a pilot's perspective while Rex looked at the engineering support side. Sitting in the cockpit with photographs of our aircraft and having flown the CT4 at ARDU, all looked very similar apart from armament and radios when my eye caught the clock which was a 24 hour clock; but, in one sweep of the dial ie 12.00 was at the bottom and I decided that it was unlikely that our pilots could handle a clock where 'Mickey's hands pointed down at 12.00' so, this would also need changing.

Rex and I then returned to Melbourne and Canberra respectively to write our reports; but, when I got back on the Fri, I was informed that the project was 'hot' and a brief report was required by Mon afternoon. Without Rex's detailed input, I concluded that acquisition was a possibility and that the aircraft could probably be acquired for about $1m and modified and delivered for another $1m and recommended that this be further explored. I handed this to Ted Whitehead and was surprised the following day to be shown my two pages which had gone rapidly up through the chain to the CAS AirMshl (later ACM Sir) Neville McNamara and on which he had handwritten words to the effect 'I agree the WgCdrs recommendations. CAFM find the $2m, CAFOPS/CAFTS acquire the aircraft'.

So, a week or so later, I was back in Hamilton with seniors from Defence, AFOffice and HQSC. I was then asked what I was going to do. The manufacturer Pacific Aerospace had contact with an address in LA and another in Switzerland and had ascertained that the 'owners' were interested and that we should make an offer. This was all being handled pre fax/email etc by telex and, for openers, I said that we were prepared to pay $0.5m for the 14 aircraft as they sat. The Company were aghast that this was a pittance and would not be accepted and my on-site advisers also demurred; but, I persisted with the opening offer. This was conveyed to LA and the following morning we had a response direct from the Minister for Defence Zimbabwe accepting and advising where the funds were to be paid. The Company couldn't believe it and my 'advisers' then opined that I had offered too much!! That left us $1.5m to modify and deliver the aircraft. 17 years later when I was DGLOGOPS as with a budget over $0.5b and we had

several acquisition bureaucracies, I could not have achieved anything like this and especially in the space of about a month.

However, my major job as AirEng1 was as the RAAF engineering specialist adviser in the design and development of the New Basic Trainer aircraft, which was to become the Wamira (AFSR5044) and the complementary New Fast Jet Trainer (AFSR5045) which never really advanced beyond the writing of the Staff Requirement. Essentially, I spent around every second week with the design team at Fishermen's Bend determining what they needed in guidance from the RAAF and the other weeks in Canberra trying to satisfy their queries. RAAF policy and documentation was primarily in support and maintenance. We had little real airworthiness policy and our design requirements had by and large been given very little thought over the years. We largely bought military equipment off the shelf with some modification. Some would say too much modification. So it was that when we were asked for our operating spectrums, fatigue spectrums, oxygen system requirements, electrical wiring requirements etc etc we found ourselves wanting and in order to quantify these, even if by reference to a US or UK specifications, much rapid work was required. Fortunately, in CAFTS Division, we had a number of officers who, while not their primary job, were prepared to assist (notably (Al Emmerson, again, whose commitment to airworthiness carried over to the CAA after he left the RAAF and SqnLdr (later AVM) Pete Nicholson a GD TP with an Engineering degree who was at the time posted to CAFTS Division and with whom I had had a close working relationship at ARDU) and the first real Airworthiness Design Document - PD13 came into being. Some 10 years later, in 1990, when I started the Directorate of Engineering Policy in Canberra, this document was central as we developed airworthiness policy for the RAAF.

Airworthiness Defined

Two conditions must be met before an aircraft can be considered "airworthy":

- The aircraft must conform to its type certificate (TC); that is, when the aircraft configuration and the components installed are consistent with the drawing, specifications, and other data that are part of the TC, and include any supplemental TC and field-approved alterations incorporated into the aircraft.
- The aircraft must be in condition for safe operation; this refers to the condition of the aircraft relative to wear and deterioration.

It was in the midst of this intensive workload in Apr1981, that I received a call from personnel (SqnLdr Frank Eaglen an engineer who was working part time in DPO while receiving significant medical treatment for cancer). Frank noted that I had a posting preference for Butterworth and enquired if I was still interested in this and, if so, could I be there in mid Jun to replace GpCapt 'Chummy' Wade as CO 478Sqn.

Having spent over 3 years in the UK and having been back just over 2 years, my Butterworth posting preference was somewhat tongue in cheek and the offer was very unexpected but, of course, really appealing. However, it posed several work and personal logistic problems. Our three children who, possibly due to my frequent and lengthy absences when at 38Sqn, were born in consecutive years, were entering secondary school and had each already attended more than 10 primary schools; so, a move was not desirable from that perspective. However,

Butterworth appealed to all of us so it was agreed that as each child entered secondary school, boarding school, while not preferred was the only real option. I then accepted the offer and was then further informed that the job really was to close 478Sqn and prepare both Mirage Sqns (3 and 75) for return to Australia to be reequipped with the F18 Hornet and that they had been looking for an officer to plan and manage such a task.

So, again we were in the process of selling cars, renting our house etc etc and, after some rushed attempts to secure boarding school positions, which proved not to be easy, Paul commenced boarding school and Amanda and Michael accompanied Carolyn and me onto the RAAF Boeing 707 out of Mascot for Butterworth; but, even that wasn't easy. The Indonesians delayed the diplomatic clearance for the aircraft and we all spent that night and most of the following day in Darwin and finally ended up in an hotel in Penang Rd at about 1am the following day, a Sun, having no real idea, in the dark, where we were.

Fresh from a Canberra winter, later that morning we stepped into the pre monsoon temperature and humidity, took in the smells of the wet fish market, and wondered whether this had really been such a good idea. But, it was too late to turn back.

To be continued next issue!!

The People I meet.

Just the other day I was quietly relaxing under the overhead fan in my own backyard, with my dog at my side, enjoying the peace and quiet and keeping out of the direct sun in the boi haus. I had a nice cold drink and the radio on listening to the cricket and was really enjoying the anonymity one can only get while on one's own property.

Unbeknown to me, the lovely Cath Davis, who lives a few miles from me, had been sitting on her roof top keenly watching her charisma-search radar scope just waiting for the radar to detect a small wisp of Radtechitis she hoped would pop up sometime soon. Cath had been sitting in her bean bag up on the roof for some days and was nearly out of chicko rolls and hot cocoa when all of a sudden, the radar pipped, the screen went gold and the blue lights began to flash.

A contact!

This was the moment she had been waiting for, her trusty radar had indeed informed her there was Radtechitis somewhere in the open just north of Brisbane City and she was determined to

have some. She fed the co-ordinates obtained from her radar into the smart watch, pulled the covers from the trusty little red Cyclops three-wheeler which she kept parked in the lounge room and peddling like a woman possessed, headed down the road.

Next thing I knew, the dog was barking a warning, there was a loud crash as the Cyclops was abandoned at the front gate then Cath appeared, practically out of breath, racing towards me with arms spread wide.

Knowing resistance would be futile, I conceded to her wishes and allowed her to drape herself upon my person so she could obtain the much desired Radtechitis. I quietly and patiently endured this enthusiastic draping for several hours, then, as it was getting late, was forced to unwrap oneself from her clutches and escort her to the Cyclops and point her in the direction of her home.

In appreciation, Cath left a card on my table and it seems she is a Credentialed Diabetes Educator/Practising Dietitian. That sounded interesting so we thought we should give her a ring.

She was in an euphoric mood when we called, all warm and completely at ease after her dose of Radtechitis and she was glad we rang.

Cath told us she was originally from Bendigo in Victoria, and graduated in 2011 from the Charles Sturt University in Wagga with a Bachelor degree in Nutrition and Dietetics. Since then she has worked in a range of settings including private practice, hospitals and community health services. She moved to regional Queensland (Bundaberg) in 2012, where she became passionate in diabetes management and completed a Graduate Certificate in Diabetes Education at Curtin University in 2013.

Not long ago she joined “Fuel Your Life”. Fuel Your Life is an innovative new company providing dietetic services to clients across Australia with a current focus on veterans. They offer individualised nutrition programs tailored to meet the individual’s health and performance goals.

We can heartily recommend Fuel Your Life’s services as since we have been a client our weight has been continuously going south and our energy level is heading north. There is so much to learn about nutrition, about which food is good for you, why it is good for you and more importantly, which food you should try to avoid.

If you live on the south east coast of Qld, from the Sunshine Coast, through Brisbane, out to Ipswich and down to the Tweed, including Goodna, Kangaroo Point, Helensvale and Robina, or if you’re in Canberra, Batemans Bay, Moruya, Albury/Wodonga and you are a Gold Card holder you should obtain a referral from your GP (HERE) then make an appointment and join the Fuel

Your Life program. Also, if you hold a white card for a specific illness that would be beneficial from correct nutritional advice, (diabetes or PTSD for instance) you should also investigate the option. As well, DVA has recently introduced their "Non-Liability Health Care" program (see HERE). If you are included in this program, ask your GP if nutritional advice would benefit you.

You can get further information from Fuel Your Life's website (HERE) or you can ring them on 0401 880 344

Remember the old saying – You are what you eat! It's true.

21 Radio Appy

Geoff Mayhew.

50 years ago on the 9th of January 1967, 21 Radio Apprentice course formed at Laverton. See HERE.

These Appies were all 15 or 16 at the time and had no idea that anyone apart from Grandparents and Flight Sergeants lived beyond 25 years of age.

Well, time caught up all too quickly and so to celebrate that unforgettable day when they had all left school a few weeks earlier, and had their parents sign them up for 9 years, a few of the blokes now living in QLD got together for a drink to times past.

They met at the Transcontinental Hotel opposite Roma St Station, chosen because they now all have senior Go Cards for the trains, so getting back to the station and then home with a few under the belt would be fairly easy.

The parallels with taking the train between Laverton and Melbourne for similar reasons all those years ago was readily noted. Another similarity was the assembled troops representing all the mainland States from where the Sprogs originated.

A much more formal reunion is planned for later in the year in Victoria for what was the RAAF's largest ever Radio Apprentice intake.

L-R: Gary Millar, Neil Clark, Andre Bonderson, Geoff Mayhew, Graham Duck, Andrew Young, Don Cureton, Steve Cleary.

The People I meet.

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In appreciation, Cath left a card on my table and it seems she is a Credentialed Diabetes Educator/Practising Dietitian. That sounded interesting so we thought we should give her a ring.

She was in an euphoric mood when we called, all warm and completely at ease after her dose of Radtechitis and she was glad we rang.

Cath told us she was originally from Bendigo in Victoria, and graduated in 2011 from the Charles Sturt University in Wagga with a Bachelor degree in Nutrition and Dietetics. Since then she has worked in a range of settings including private practice, hospitals and community health services. She moved to regional Queensland (Bundaberg) in 2012, where she became passionate in diabetes management and completed a Graduate Certificate in Diabetes Education at Curtin University in 2013.

Not long ago she joined “Fuel Your Life”. Fuel Your Life is an innovative new company providing dietetic services to clients across Australia with a current focus on veterans. They offer individualised nutrition programs tailored to meet the individual’s health and performance goals.

We can heartily recommend Fuel Your Life’s services as since we have been a client our weight has been continuously going south and our energy level is heading north. There is so much to learn about nutrition, about which food is good for you, why it is good for you and more importantly, which food you should try to avoid.

If you live on the south east coast of Qld, from the Sunshine Coast, through Brisbane, out to Ipswich and down to the Tweed, including Goodna, Kangaroo Point, Helensvale and Robina, or if you’re in Canberra, Batemans Bay, Moruya, Albury/Wodonga and you are a Gold Card holder you should obtain a referral from your GP (HERE) then make an appointment and join the Fuel

Your Life program. Also, if you hold a white card for a specific illness that would be beneficial from correct nutritional advice, (diabetes or PTSD for instance) you should also investigate the option. As well, DVA has recently introduced their "Non-Liability Health Care" program (see HERE). If you are included in this program, ask your GP if nutritional advice would benefit you.

You can get further information from Fuel Your Life's website (HERE) or you can ring them on 0401 880 344

Remember the old saying – You are what you eat! It's true.

21 Radio Appy

Geoff Mayhew.

50 years ago on the 9th of January 1967, 21 Radio Apprentice course formed at Laverton. See HERE.

These Appies were all 15 or 16 at the time and had no idea that anyone apart from Grandparents and Flight Sergeants lived beyond 25 years of age.

Well, time caught up all too quickly and so to celebrate that unforgettable day when they had all left school a few weeks earlier, and had their parents sign them up for 9 years, a few of the blokes now living in QLD got together for a drink to times past.

They met at the Transcontinental Hotel opposite Roma St Station, chosen because they now all have senior Go Cards for the trains, so getting back to the station and then home with a few under the belt would be fairly easy.

The parallels with taking the train between Laverton and Melbourne for similar reasons all those years ago was readily noted. Another similarity was the assembled troops representing all the mainland States from where the Sprogs originated.

A much more formal reunion is planned for later in the year in Victoria for what was the RAAF's largest ever Radio Apprentice intake.

L-R: Gary Millar, Neil Clark, Andre Bonderson, Geoff Mayhew, Graham Duck, Andrew Young, Don Cureton, Steve Cleary.

Harry Smith.

When the topic of Long Tan comes up, one name that is always mentioned is Harry Smith. Harry Smith was a Major in the Australian Army and was the OC of D Company 6RAR whose 108 soldiers encountered and fought a sizeable North Vietnam force in a rubber plantation on the 18 August 1966 – see HERE.

Details of this encounter are now well known. The battle was fought in dreadful conditions, there was a huge storm overhead with thunder and lighting, it was raining cats and dogs, the men were lying and fighting in mud, they were soaked to the skin and were fighting off a force of about 2500 North Vietnamese in low visibility under a blanket of mist. The noise, the confusion and the consequential fear must have been horrendous.

Sadly, when the battle subsided, 17 Australian soldiers lay dead and 24 had been wounded of which one died 9 days later. The number of North Vietnamese who were killed and/or injured is not clear, but some say it could be as high as 500 killed and 800 wounded. If you can describe the result of a battle in which people lost their lives as a success, then the Australians can surely describe the result of this battle as a huge success and full credit must go to the men involved and to their insitu leaders.

Without months of training and expert leadership, that group of men could never have overcome the absolute terror they would have felt when confronted with such a huge opposing force. Without being there, we will never know the devils each man must have experienced and it is a testament to their skill and bravery that they were able to hold their ground for such a long period of time until reinforcements arrived. We must also remember that a lot of them were just young blokes, in their early 20's, truly amazing.

They all deserved official recognition – but that is not the way of the ADF.

Harry Smith, the OC of D Company, who led the men that fateful day and who kept them together and focused, recommended many of his team for recognition, but the powers that be had other ideas. Harry had submitted a recommendation that WO Jack Kirby be awarded the Victoria Cross but Brigadier Jackson and Lt Col Townsend refused to accept it. And to add insult to injury, civilian Defence Dept officials downgraded some of Harry's recommendations and some others simply went missing. For extraordinary bravery, Harry himself had been recommended for the Australian Star of Gallantry, which is second only to the VC but his superiors downgraded it to a Military Cross.

In the end medals and awards were issued only to the following.

Distinguished Service Order (DSO)	**Distinguished Conduct Medal (DCM)**
Brigidier David Jackson	Warrant Office 2 Jack Kirby
Lieutenant Colonel Colin Townsend	Corporal John Carter
Member of the Order of the British Empire (MBE)	**Mentioned in Dispatches (MID)**
Captain Maurice 'Morrie' Stanley (NZ)	Lieutenant Adrian Roberts
Military Cross (MC)	Second Lieutenant Geoff Kendall
Major Harry Smith	Second Lieutenant Dave Sabben
Military Medal (MM)	Warrant Officer 2 Jack Roughley
Sergeant Bob Buick	Corporal Phil Dobson
Private Ron Eglington	Corporal W.R. Moore
	Private Bill Akell

Harry Smith was not satisfied with this and for many many years he fought for proper recognition of his men who fought and suffered on that day and also for recognition for the men who provided the much needed support from back at the Nui Dat base. On the 17 August, 2006, 1 day short of 40 years since the battle, Prime Minister John Howard agreed to review the awards. A review board was set up.

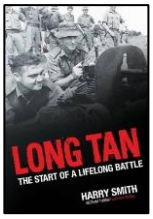
We weren't there at the time so we can only go on hearsay, but we've since spoken to several people who were at Nui Dat that day and although not involved in the battle, all say to a man that the awards given to David Jackson and to Colin Townsend were not earned. These men were given awards because of their rank. If so, this is a disgrace.

The people to whom I have spoken and who were at Nui Dat, all also say they probably owe their lives to Harry Smith and his men as without them stopping the North Vietnamese at Long Tan, there is a possibility the Nui Dat base could have been overrun.

In August 2016, the Australian Minister for Veterans Affairs Dan Tehan announced that he had accepted the recommendations of the Board and many of the soldiers who fought that day either had their original awards upgraded or were granted awards they should have received years ago. That recommendation also awarded Fl/Lt Cliff Dohle (9 Sqn) the Distinguished Service Medal.

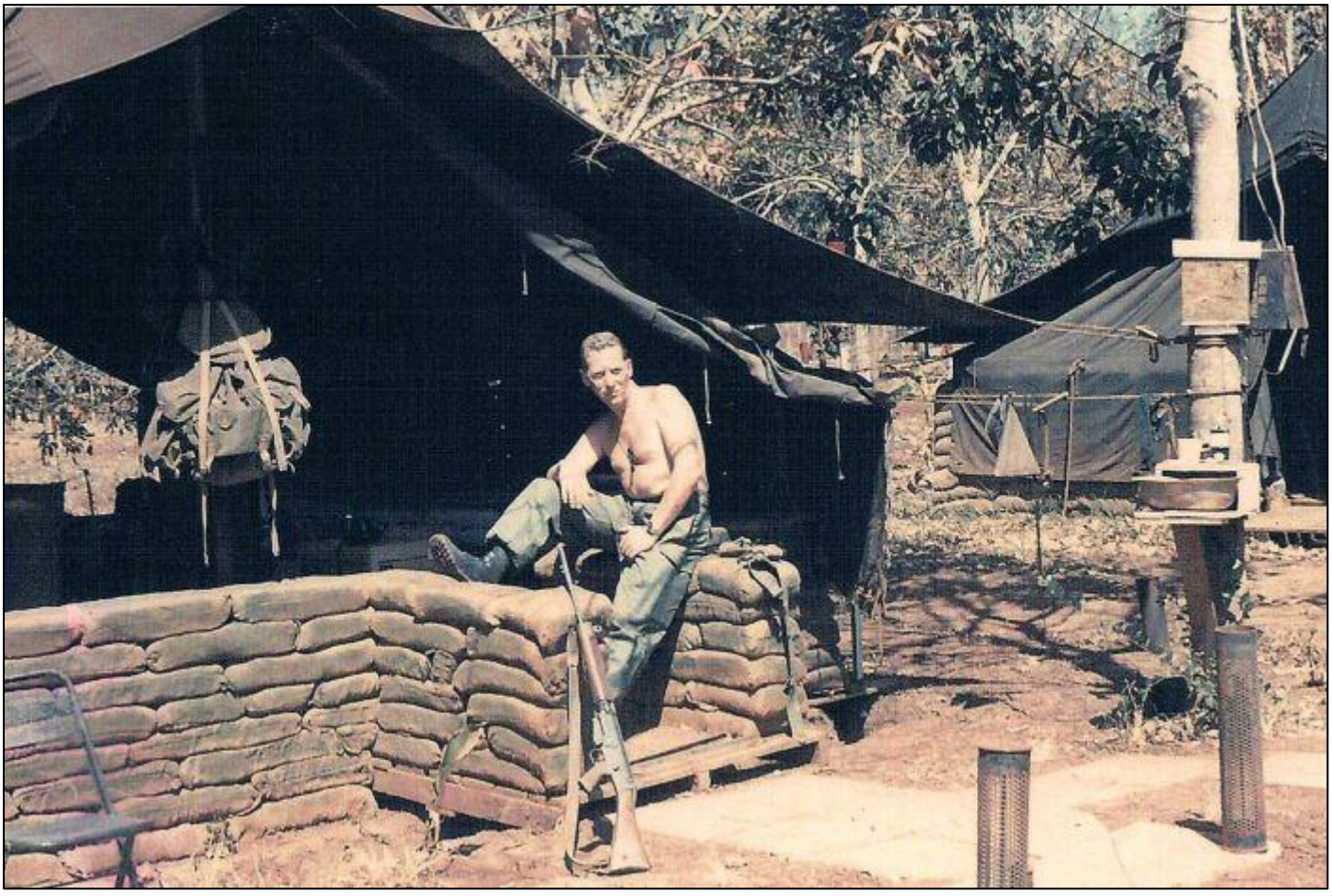
Harry said, after that long overdue decision had been handed down, “A 30-year secrecy period and bureaucratic red tape stood in the way of the awards. I can go home now and pick up cases and cases of paperwork and throw it all in the bin and get on with life. I'm very pleased for the soldiers and their families and loved ones, that they've finally got the recognition they should have got in the first place back in 1966.

I think it's the end of 50 years of frustration."



We've met Harry on a few occasions and after he'd released his book "Long Tan – the start of a lifelong battle", we interviewed him in his home. We found him a very dedicated man who constantly thinks of his men and his only wish was to see his men appropriately recognised for the courage and wonderful service they provided all those years ago.

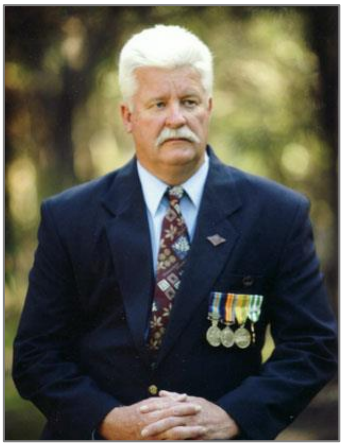
This man should be admired and treated with respect but sadly there are those out there who are consumed by envy, jealously and even hatred and who have tried to discredit this man's outstanding reputation.



Major Harry Smith at Nui Dat, 1966

There are some who bombard the social media and forums with spiteful material, quoting senior, but of course un-named, sources refuting the story of Long Tan suggesting instead that it was a momentous stuff-up. Harry freely admits mistakes were made by both he and Bob Buick and no doubt by others, when the shit hits the fan unexpectedly, decisions have to be

made quickly and of course, not all were good ones. But what is indisputable is, under Harry Smith's leadership, 108 Australian's held off a force of 2500 North Vietnamese.



One of these nasty detractors is Don Tate (right).

I've never met Don Tate (and I have no intention of meeting him either) but it is interesting to note that his tour of Vietnam (as a Private) was from 23 Dec 1968 to 22 Jul 1969, some years after the Long Tan battle, so I would suggest he knows as much about the battle conditions that day as I do.

Tate is not content in trying to cruel Harry Smith but he also takes aim at Bob Buick. He says: "*the decorated veteran and hero of Long Tan is a coward and a liar, and ran off from the severest fighting at Long Tan, leaving his injured mates behind."*

A quick Google search on Don Tate will find things like this:

> *"Donald Tate is one of the most obnoxious and blatantly mercenary veterans to pop up in the veteran community in recent times. He is about to launch another book selling campaign and true to form has launched another timely hate session to raise his profile and sell his book."*

I know who I believe!

For 50 years Harry Smith has fought Canberra bureaucrats and has had to live with the loss of so many of his men, he does not need this garbage. Only those who served in 6 RAR during the time of the Battle of Long Tan have any right to make any comment. There is nothing but praise for Harry smith from those 6 RAR members.

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Allan George's Gems

Insurances.

When you insure your car or your house and contents or even your life, do you know who the underwriter is? It's a bit of an eye-opener really…..

IAG own both CGU and NRMA and are the largest insurer of Australians.

SUNCORP own SUNCORP, GIO, VERO, AAMI, Shannon's, APIA, and are the 2nd largest insurer of Australians.

QBE may well be the largest Australian insurer but over 69% of their business is overseas business.

YOUi is owned by a South African insurer called Outsurance.

Budget Direct is owned by a South African Insurer called Auto & General.

Real is owned by a South African Insurer called Hollard.

Progressive is owned by an American insurer believed to be the largest motor insurer in Chicago.

It's called brand separation and is to ensure they get your money whichever way you turn.

And what about "**iselect**" which claims to provide choice but which actually suggests 9 brands which are underwritten by the one insurer, the South African Auto & General. As a comparing insurer, iselect put up Dawes which is owned by Calliden and which specializes in the prestige end of the market and wouldn't even write the business that Auto & General write, so there is no true comparison at all, only comparison of brands.

So, while you hear the public MOAN about Woolworths and Coles holding such a large market share, what about the Insurance Companies??..

The pro's and con's of nitrogen for tyres.

The subject of using nitrogen to inflate car tyres has received considerable publicity over the past few years; particularly since some tyre retailers have begun promoting its supposed benefits. It is well known that nitrogen gas has been used to inflate the tyres of racing cars, aircraft and heavy commercial vehicles for some time, however it is only relatively recently that it has come into use in normal passenger cars.

So, what is nitrogen?

Nitrogen is a colourless, odourless, tasteless, and non-toxic gas that forms about 78% of the Earth's atmosphere. The benefits claimed for using nitrogen over compressed air for inflating tyres are that it:

- Reduces the tyre's running temperature.
- Improves the ride quality.

- Increases tyre life.
- Keeps tyre pressures more constant.
- Slows the rate of pressure loss.
- Doesn't react with the tyre and rim materials.

Reduces the tyre's running temperature.
While there is some truth in this statement, the difference relates to the moisture content of the inflation gas rather than the use of nitrogen per se. In fact, dry compressed air will also produce a cooler running tyre. It's also only likely to be of benefit in cases where the tyres are operating at or near their maximum load and/or speed capacities.

Nitrogen improves ride quality.
No explanation has been offered as to why this should be the case. There should be no significant difference in the way air and nitrogen behave at normal tyre operating pressures and temperatures.

Nitrogen increases tyre life.
A tyre's operating temperature plays a part in how rapidly it will wear. A reduction in temperature at high speeds and loads will be beneficial, however claims by some supporters that nitrogen will double tyre life are questionable.

Reduced pressure build up.
The reason that tyre pressures should only be checked when cold is that the tyre’s inflation pressure increases in relation to temperature. Nitrogen is claimed to provide a more stable pressure range in relation to tyre temperature. However once again the moisture content of the inflation gas plays a bigger part than the gas itself. Any benefits are likely to be achieved only under heavy load and/or high-speed conditions.

Pressure loss is slower with nitrogen than with air.
Tyre liners and tubes are to some degree porous, and as a result air will eventually leach out. Hence the need to regularly check tyre pressures. Nitrogen, due to its chemical structure, is slower to leak out than compressed air, therefore the pressure loss is slower. However that doesn't mean that regular pressure checks can be neglected as there is still the possibility of a puncture or some other form of slow leak.

Nitrogen doesn't react with the metal wheel rim or the tyre materials.
Probably true. The presence of oxygen and moisture inside the tyre can cause oxidisation (rust) of the metal components. There is also a suggestion that air reacts with the rubber of the tyre itself, however it is not clear if this is detrimental or in any way reduces the life of the average

car tyre. Because nitrogen is a relatively inert gas (though not a member of the 'noble' gas family) and because it is dry, this problem is, in theory, eliminated. However, unless the tyre is evacuated (i.e. all the air is removed) before the nitrogen is added, there will still be some air and possibly moisture in the tyre.

Disadvantages of nitrogen,
Nitrogen also has a few disadvantages that should be taken into account. These include:

- Cost
- Maintenance
- Availability

Cost.
The typical charge for nitrogen is between $5 and $10 per tyre for a passenger car.

Maintenance.
Once your tyres are filled with nitrogen it's important that only nitrogen is used for top up purposes. Adding normal compressed air will negate any benefits of the nitrogen. If you are in an area where nitrogen is not available and top up is necessary, normal compressed air will have to be added. If you wish to reinflate with nitrogen later you will need to locate a nitrogen outlet, deflate the tyre and then reinflate it with nitrogen.

Availability.
Nitrogen simply isn't readily available everywhere. It's generally restricted to specialist tyre dealers.

A few things to consider.
The earth's atmosphere is comprised of roughly 78% nitrogen and 21% oxygen with a few trace gasses mixed in, so when you fill your tyres with compressed air, you are getting about 78% nitrogen anyway.

Not all aircraft use nitrogen in their tyres. In fact, generally only larger aircraft with high altitude capability and high landing and take-off speeds and high loads use it. The reason given by the Civil Aviation Safety Authority to support its use is that nitrogen, being a relatively inert gas, reduces the risk of high altitude tyre explosions that could damage or destroy an aircraft. Obviously, this is hardly a consideration for the average passenger car operator.

Nitrogen is also sometimes used in the tyres of vehicles that operate in potentially hazardous areas, such as mines, to reduce the risk of fire. It is also commonly used in off-highway vehicles where the tyres operate at their maximum load and are highly stressed.

A number of tyre manufacturers have produced position papers on nitrogen, as has the Australian Tyre Manufacturers Association. Some tyre manufacturers have declined to comment. Most have indicated that tyre warranties will not be affected by the use of nitrogen.

Summary.
While using nitrogen in passenger car tyres may produce some benefits in some applications, it is questionable if the average motorist will derive any measurable benefit from its use. Using nitrogen does not remove or reduce the need to check tyre pressures as the risk of a puncture or a slow leak is not altered.

Many of the benefits claimed of nitrogen could be achieved by using dry compressed air from a properly designed and maintained compressed air system. Nitrogen cannot replace regular maintenance. Regardless of what inflation gas is used, maximum tyre life will only be achieved if the vehicle and tyres are properly maintained. That means regular checking of tyre pressures, wheel balance and alignment.

You can see an informative video on the use of nitrogen HERE

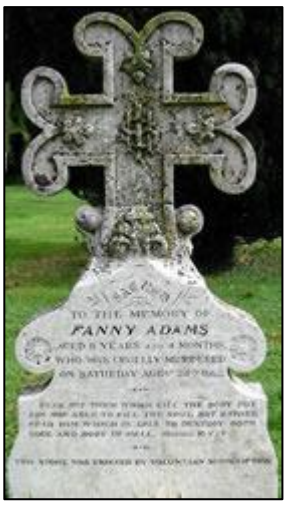
Paddy and Mick were driving down the road drinking a couple of beers. The passenger, Mick, suddenly said, 'Lord tundering.... up ahead -- it's a police roadblock!! We're gonna get busted for drinkin' dese here beers!!' 'Don't worry,' Paddy said. 'We'll just pull over and finish dese beers, then peel off the label, stick it on our foreheads and throw the bottles under the seat.' 'What fer?' 'Jist let me do de talkin', OK?' So they finished their beers, threw the empties out of sight and put a label on each of their foreheads. When they reached the roadblock, the Royal Irish Constabulary officer took a long look at the two of them and said, 'You boys been drinkin'?'

'No at all,' said Paddy, pointing at the labels. 'We're on the patches.'

Sweet F.A. (Fanny Adams).

Everybody at one time or another has either said or heard the phrase, “Sweet F.A.”. The F.A. is the polite way of saying something a bit crude and over time it has evolved into Sweet Fanny Adams – which of course means the same thing.

But who is/was Fanny Adams.



The eight-year-old Fanny Adams was murdered in Alton, England in August 1867 by Frederick Baker, a 24-year-old solicitor's clerk. Her dismembered body was found in a field near the town. She was buried in Alton cemetery. The inscription on the headstone indicates the strength of feeling against the murderer:

> *Sacred to the memory of Fanny Adams aged 8 years and 4 months who was cruelly murdered August 24th, 1867.*
>
> *Fear not them which kill the body, but are not able to kill the soul but rather fear Him who is able to kill both body and soul in hell.*
>
> *Matthew 10:28.*
>
> *This stone was erected by voluntary subscription."*

The case was the source of enormous public concern and newspaper reports of the time concentrated on the youth and innocence of the victim. Everyone living in England at the time would have known the name of 'sweet' Fanny Adams. With typical grisly humour, sailors in the British Royal Navy came to use the expression to refer to unpleasant meat rations they were often served - likening them to the dead girl's remains. Barrère and Leland recorded this usage in their A dictionary of slang, jargon and cant, 1889:

"Fanny Adams (naval), tinned mutton."

It wasn't until later that 'sweet Fanny Adams' came to mean 'nothing'. The term 'f@#* all' has long been with us with that meaning, although how long isn't clear as politeness caused it not to be recorded in print until the 20th century. It surely dates back to at least the early 19th century. The coincidence of Fanny Adams' initials caused F.A. or 'Fanny Adams' to be used as a euphemism for ' f@#* all'.

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Walter Downing, an Australian soldier who fought in Europe in the First World War, wrote a glossary of WWI soldier's slang called Digger Dialects in 1919. He is the first to record the link between F.A. (meaning ' f@#* all') and Fanny Adams:

Any intelligent fool can make things bigger and more complex.
It takes a touch of genius - and a lot of courage, to move in the opposite direction.

Regular unleaded petrol facing crackdown.

news.com.au

AUSTRALIA'S most popular petrol would be phased out within two years under a plan to improve fuel quality standards being proposed by the Turnbull government.

In a discussion paper released this week, the government proposes five scenarios to update existing fuel standards, one of which would see 91 octane regular unleaded petrol "phased out" over two to five years.

Australian fuel is rated the "dirtiest" out of 35 OECD countries based on sulphur content. The government's proposals centre around setting maximum sulphur limits, which would potentially cost the country's remaining four oil refineries billions of dollars to implement. Regular unleaded petrol makes up 73 per cent of all petrol sold in Australia excluding NSW, where the state government's ethanol mandate has driven motorists to buy more expensive premium unleaded, shunning E10.

In NSW, premium makes up 54 per cent of petrol sales, followed by E10 with 36 per cent and 10 per cent for regular. Nationally excluding NSW, premium accounts for 23 per cent and E10 just 4 per cent.

On average, 95 octane premium unleaded is 11.5 cents per litre more expensive than regular petrol, and 98 octane is 18.5 cents per litre more expensive. The paper says "particular attention" will be given to the impacts of the proposals "across socio-economic groups", which it says is "particularly relevant for the phase out of [regular] unleaded petrol".

NRMA spokesman Peter Khoury said while there was "no doubt we need to make our fuel cleaner", there would be a large "cost factor" for consumers in getting rid of regular unleaded petrol. "The gap between E10 and 98 octane on average is 21 cents per litre, and on any given day it can be as much as 30 cents or 40 cents," he said. "There are no safeguards in place to protect motorists from exorbitant charges when these fuels come in, and if you're taking out 91 octane you're giving them no choice." NRMA doesn't agree with government's position that the higher costs of new cars under the new environmental standards would be offset by savings from greater fuel efficiency.

Manufacturers lab test their cars, real world performance is much worse. Actual performance is 20 per cent worse, in some instances 35 per cent worse than what the manufacturers are telling us.

The government needs to tell people what the costs are going to be based on the actual costs, not costs based on false data and the best way to do that is for the government to take a leadership role in performing real-world testing.

Five proposals to reform fuel standards.

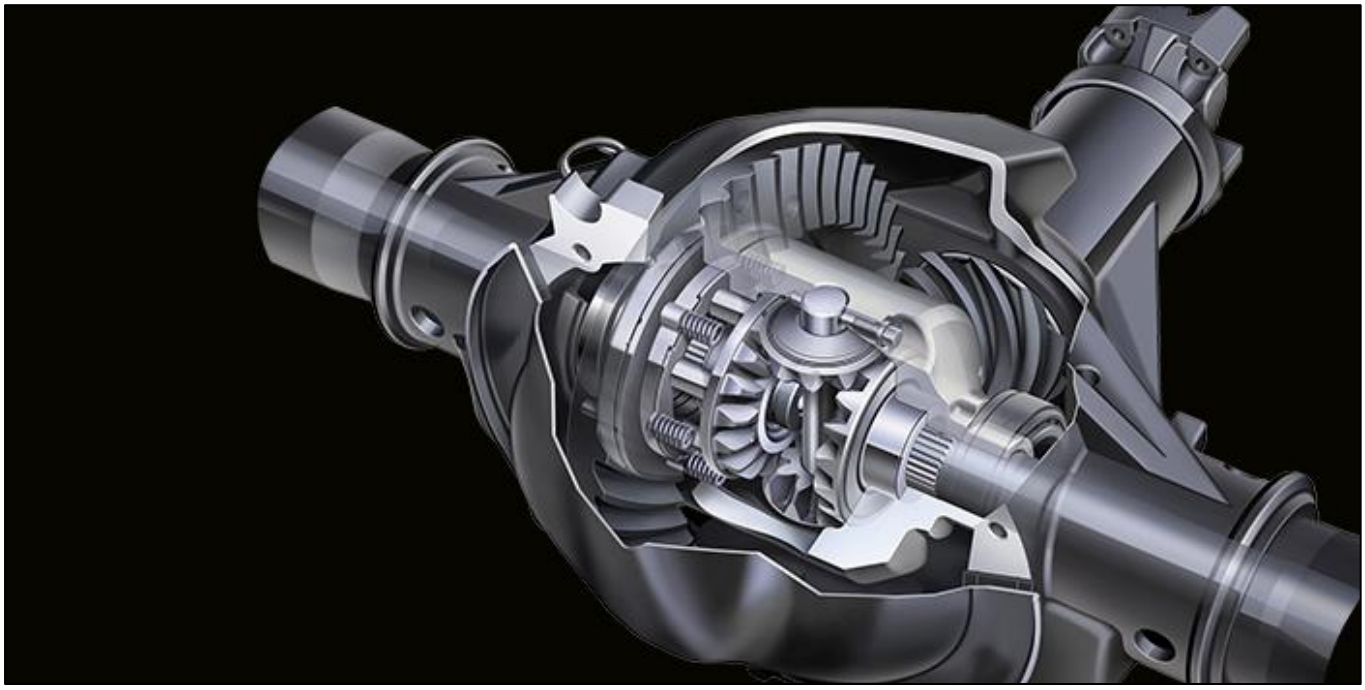
1. Australia's fuel standards remain in effect in their current form (business as usual). Petrol standards retained: unleaded petrol (91 RON) with a maximum sulphur limit of 150 ppm; premium unleaded petrol (95 RON) with a maximum sulphur limit of 50 ppm. Diesel standard continues to specify a maximum sulphur limit of 10 ppm and derived cetane number of 51 for diesel containing biodiesel only.
2. Revisions to the fuel standards to align with the recommendations of the Hart Report and to harmonise with European standards. Unleaded petrol (91 RON) would be phased out over a specified period of time (e.g. two to five years). Sulphur in premium unleaded petrol (95 RON) would be limited to 10 ppm and a new octane standard for premium unleaded petrol (98 RON) introduced. More stringent requirements would be introduced for cetane and polycyclic aromatic hydrocarbon levels in diesel.

3. Revisions to the fuel standards to align with the recommendations of the Hart Report and to harmonise with European standards as per alternative B above, except that unleaded petrol (91 RON) is retained but with a lower sulphur level of 10 ppm.
4. Revisions to the fuel standards as per alternative B above, except with even stricter parameters (including for cetane levels in diesel) to harmonise with the standards recommended by the Worldwide Fuel Charter (that recommends the fuel quality required by car companies to meet particular emission standards).
5. Staged introduction of world standards from 2020, with a review in 2022 to determine next steps. Unleaded petrol (91 RON) would be retained. Sulphur would be reduced to 50 ppm for unleaded petrol (91 RON) and 25 ppm for premium unleaded petrol (95 RON) and a new octane standard for premium unleaded petrol (98 RON) introduced. Revisions to other parameters as per alternative 2 above.

Imagination is more important than knowledge.

How a vehicle's differential works.

Everyone knows that cars and trucks have differentials (diffs), on some cars you can see them as they are that bulge in the middle of the back axle but in a lot of cases you can't see them as they are mixed up in the engine thingy in front drive cars. We all know they are necessary and cars and/or trucks wouldn't corner all that well if they didn't have one. But who invented them and how do they work.



There are many claims to the invention of the differential gear and it is possible that it was known, at least in some places, in ancient times. As far as the modern vehicle diff goes, the majority of people accept it was invented in 1827 by a Frenchman, watch-maker Onésiphore Pecqueur. It was used first on steam-driven vehicles and was a well-known device when internal-combustion engines appeared at the end of the 19th century.

In 1913 the US car maker Packard introduced the spiral-gear diff which cut down gear noise considerably then in 1926 it invented the hypoid diff with the drive shaft entering the bottom of the diff housing enabling the drive shaft and its hump in the interior of the car to be lowered.

But how do they work.

If you do a Google search, you can find lots of descriptions on how the diff works but in a lot of cases the language is aimed at engineers, it is hard to understand. Luckily, there is a video which explains it in language that even a Radtech could understand it.

See it HERE.

We are here on earth to do good unto others. What the others are here for, I have no idea.

Cricket.

The Australian cricket season has nearly come to an end for another year, we won a few and we lost a few and all in all, it was a successful season. Where once a score of 250 in a 50 over game was quite enough to ensure success, these days you need 350 to be assured of a win. Why is that, are the players getting better, are the bowlers getting worse, is it the ball or is it the bat? Most agree the cricket bat is a much better weapon that it used to be and the ICC has conceded that modern bats have shifted the balance towards batsman.

While a cricket bat must not be greater than 4.25 inches (10.8cm) in width and not greater than 38 inches (96.5cm) in length there is no limit on its depth. Bats have become thicker and the “sweet spot” on the face of the bat is now about 2½ times what it used to be. The ICC have looked at this and have not yet decided to place any restrictions on bat width, possibly because fans love to see runs, the popularity of the 20:20 game proves this. There is some discussion amongst members of the ICC to limit bat thickness but to date not everyone is keen to impose a restriction.

Professional cricket bats are made from white willow (salix alba) which is native to Europe and western and central Asia. This wood, while being light in weight, is tough and shock resistant, meaning it can handle the high-speed impact of a cricket ball without splintering on impact. It is done like this:

- A trunk of willow is shaped into roughly cricket bat-sized chunks known as clefts. Before being carved into a more familiar-looking bat shape, their ends are dipped in wax, and they are air-dried for up to a year.
- At this point, the clefts are graded into four levels, which is done by a master craftsman inspecting the bat. Criteria include the straightness of the grain, width of the grain, any blemishes etc. It is worth noting that, while a Grade 1 bat will probably look superior, there is no guarantee that it will actually play better than, say, a lower-ranked Grade 4 bat.

- Then the bat goes through the pressing process, where it is slowly compressed into shape via a machine.
- The blade is then spliced at the top and a handle attached, which is key in providing the almost spring-like capabilities of the bat.
- Once the shoulders have been cut out, more specific alterations are made to the timber by hand, such as rounding off the toe and filing away unnecessary pieces.
- After the edges and face have been sanded down, the bat is polished by a bee's wax compound, which helps to keep moisture out and let linseed oil in.
- The handle is bound by string, and modern additions such as the rubber grip and maker's stickers are applied.

There is a good video on how they made a bat back in 1962 – you can see it HERE.

I don't believe in astrology. I am a Sagittarius and we're very sceptical.

Fuel Octanes.

An octane rating, or octane number, is a standard measure of the performance of an engine or aviation fuel. The higher the octane number, the more compression the fuel can withstand before detonating (igniting). In broad terms, fuels with a higher octane rating are used in high performance gasoline engines that require higher compression ratios. In contrast, fuels with lower octane numbers (but higher cetane numbers) are ideal for diesel engines, because diesel engines (also referred to as compression-ignition engines) do not compress the fuel, but rather compress only air and then inject fuel into the air which was heated by compression. Gasoline engines rely on ignition of air and fuel compressed together as a mixture, which is ignited at the end of the compression stroke using spark plugs.

Therefore, high compressibility of the fuel matters mainly for gasoline engines. Use of gasoline with lower octane numbers may lead to the problem of engine knocking.

In a normal spark-ignition engine, the air-fuel mixture is heated due to being compressed (get a bike pump, put your finger over the outlet hole and pump the handle – it gets hot due to compression) and is then triggered to burn rapidly by the spark plug. If it is heated (or compressed) too much, it will self-ignite before the ignition system sparks. This causes much higher pressures than engine components are designed for, and can cause a "knocking" or "pinging" sound. Knocking can cause major engine damage if severe.

The average compression ratio of a petrol engine is usually somewhere between 8 and 12 to 1. The compression ratio is obtained by calculating the total volume of the cylinder when the piston is at its lowest point and comparing it to the volume left in the cylinder when the piston is at top dead centre (TDC).

(Diesels usually operate at a compression ratio between 15 and 22 to 1)

The most typically used engine management systems found in automobiles today have a knock sensor that monitors if knock is being produced by the fuel being used. In modern computer-controlled engines, the ignition timing will be automatically altered by the engine management system to reduce the knock to an acceptable level.

You can see a good video on fuels and fuel octanes HERE.

Velly Intelesting – but stupid!!!!

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Where there's smoke there's fire.

It seems these days not a week goes by without someone rubbishing the F-35 aircraft, but are these doom-sayers experienced enough to comment. We wonder if there is an agenda behind all this. There is another saying ie: "Throw enough mud and some will stick!" (or something like that) and that seems to be the case as the barbecue talk, at the moment, is definitely not in favour of the aircraft. Most people we speak with, most of whom have had nothing to do with aircraft anyway, all say the Government has wasted squillions of dollars on a dud aircraft because that is what is being shouted to them from all points.

Yet – a little bit of Googling reveals a completely different story. When you read a critique written by someone who has actually flown the aircraft it seems it's not such a bad machine after all. See HERE.

The following story was written by Robert Gottliebsen on the 27th December. Gottliebsen (who used to be a household name) is an expert on finance and investment and one wonders why he would be commenting on things aircraft – obviously he's read it somewhere and is just regurgitating it verbatim without checking whether it's a true yarn or just a political kick in the pants.

Here's his story!

Time to drain F-35 Joint Strike Fighter swamp.

THE AUSTRALIAN

Donald Trump's strategy around the Joint Strike Fighter is all about dismantling the US military and industrial defence machine that has been corrupted by power.

Lockheed Martin's F-35 Joint Strike Fighter project is now in big trouble.

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And the vast army of Australia's Joint Strike Fighter contractors are also in jeopardy because our government, led by Defence Industry Minister Christopher Pyne, has not woken up to what it means to have Donald Trump as US President.

And so, in the lead-up to Christmas, Trump issued a very carefully prepared tweet: "Based on the tremendous cost and cost overruns of the Lockheed Martin F-35 (JSF), I have asked Boeing to price-out a comparable F/A-18 Super Hornet!"

Through that tweet Trump was making three signals:

- That he wants to end the cosy relationship between Pentagon equipment officials and suppliers, like Lockheed Martin, that has seen Joint Strike Fighter half-truths plague the project in the US and Australia. Enlisting Boeing brings competition.
- Highlight the true cost horror of the Joint Strike Fighter (about a sevenfold increase) and make that cost explosion known in the US and in countries like Australia.
- Prepare the US and Joint Strike Fighter buyers, like Australia, to accept that because of the Joint Strike Fighter cost and the failure of the plane to go anywhere near matching its rivals, a complete shutdown of the project should be considered.

Trump has had the JSF in his sights since last year but on the 12th December the sheer absurdity of what has been going on with the Joint Strike Fighter was dramatically brought home to the Trump team. On that day, Israeli Prime Minister Benjamin Netanyahu, his Defence Minister Avigdor Lieberman and hundreds of VIPs assembled at Nevatim air base in southern Israel to watch the arrival of the Joint Strike Fighter.

If I'd know how much fun grandchildren would be – I'd have had them first.

It was scheduled to arrive at 2.30pm after taking an incredible six days to fly from Texas to Israel. But despite the fact that the JSF had been given those six long days to make the journey the skies over Israel were empty — the strike fighter was late. The Lockheed Martin public relations machine raced into action and began offering up excuses — none of which made any sense.

The disgruntled Israeli VIPs eventually left but were assembled back later that evening when - the Joint Strike Fighter finally arrived. Israel actually knows the Joint Strike Fighter is not up to standard as a fighter so it will use the aircraft for reconnaissance. But the Israelis are smart, they're getting the plane for a peppercorn to help convince countries like Australia to stay in as full-price buyers.

Trump and his people are much closer to Israel than Barack Obama and received the six-day journey and late arrival news loud and clear. Almost certainly that event played a role in Trump taking the next step before gaining office. In asking whether Boeing can take over the Joint Strike Fighter from Lockheed, Trump, will of course know that it is unlikely. And he also knows that the F/A-18 Hornets are not fifth-generation fighters so at the very best are a stop-gap measure.

Trump's strategy is all about dismantling the current US military and industrial defence machine that has been corrupted by power. Trump has discovered that it is a swamp that badly needs draining. Among the people advising the Trump team are the Canadians who rejected the Joint Strike Fighter and one of the world's foremost air defence analytics groups — Air Power Australia — founded by Peter Goon and Carlo Kopp.

It is Air Power that has been helping me unveil all the problems that have plagued the Joint Strike Fighter for the past decade. Accordingly last year I made a submission to the Joint Strike Fighter inquiry, standing committee on foreign affairs, defence and trade. This submission sets out what any responsible defence minister or defence industry minster should now be working towards given that Trump is going to change the game (I wrote the submission well before I had any idea that Trump would be the next president).

Over the hill?? I don't remember any hill!

Nothing illustrates the Joint Strike Fighter rubbish that has plagued the project more than the statements about the cost of the aircraft. Our gullible politicians were originally told that the Joint Strike Fighter would cost $US40 million ($55.7m) per aircraft. At the time the estimate was obviously flawed.

Now our gullible politicians are being told that each Joint Strike Fighter would cost $US90m per aircraft. While it is more than double the first estimate it is just as silly. Both these estimates ignore the total cost of making the Joint Strike Fighter battle ready. Treasury discovered real outlays would be much bigger than what was being told to the politicians and are now going for a total cost of about $US190m per aircraft in the forward estimates. But that's still way off the mark. The Trump Joint Strike Fighter cost estimates appear be above $US290m per aircraft and rising — seven times the original floored estimates. We've ordered 72 aircraft so the bill is about $300bn but likely to be much higher.

The same sort of money games are being played in the US where monumental figures are coming up. Trump's nomination of the "no nonsense" General James Mattis as Secretary of Defence means the days of playing games are over. The Mattis appointment gave Michael

Gilmore, the chief Joint Strike Fighter tester, the courage to warn that Pentagon officials have been preparing misleading assessments of progress of the Joint Strike Fighter, Australia's defence people are too deep in the swamp to help our defence and defence industry ministers wake up to the fact that the days of Pentagon-inspired half-truths ended with the appointment of Mattis.

At the moment there is an option that should save our defence supply industry but the option will not exist for long. To appreciate the option we must start with Tony Abbott's statement in 2014 that Australia was buying the Joint Strike Fighter to maintain air superiority in the region.

The then prime minister honestly believed he was telling the truth but was quickly shown to be talking complete rubbish when it was revealed that the commander of American Air Combat Command, General Mike Hostage, had declared: "The F-35 is not built as an air superiority platform. It needs the F-22". *(First flown back in 1997 but only introduced to the USAF in 2005 at a flyaway cost of US$150M – tb)*

F-22 at the Avalon Airshow, 2013.

The Chinese and Russians base their new aircraft on the F-22 — that's the aircraft that delivers clout. The Joint Strike Fighter is not worth worrying about in Russian and Chinese eyes. As part of the cosy arrangement between the Pentagon and Lockheed, the US stopped making F-22s. Production of the F-22 needs to be restarted and the incredible software that had been developed for the Joint Strike Fighter needs to be incorporated in the ageing F-22. If we can play a role in that transformation our industry will not be destroyed. But if we keep up the current charade then I fear two ministerial careers will be over because they will be correctly blamed for the industry carnage if Trump just stops the Joint Strike Fighter.

I'm more inclined to believe the boffins at Air Force who say the F-35 will do the job, more than the pen pushers who say it won't. tb

At my age everything has either dried up or leaks.

Central Bureau in Australia during WW2.

A Research and Control Centre for the Interception and cryptanalyzing of Japanese intelligence, Central Bureau was one of two Allied Sigint organisations in the South West Pacific area (SWPA). Central Bureau was attached to the HQ of the Allied Commander of the South West Pacific area. The other unit was the joint RAN/USN Fleet Radio Unit, Melbourne (FRUMEL), which was subordinate to the Commander of the USN 7th Fleet.

"Sigint" was a code name for Signal Intelligence. Sigint operations were so secret that they were given their own special classification of "Ultra Secret". The word "Ultra" was used as a code name for intelligence derived from interception and decoding of Japanese military and naval messages.

General Douglas MacArthur had his own signals intelligence unit, Station 6, while he was in the Philippines and was not fully dependent on the U.S. Navy for that type of information, however, most of the signal intelligence he received was from the Navy unit on Corregidor. Prior to the war, it had to be sent by water courier, which caused some delay.

MacArthur escaped from Corregidor in the Philippines in a PT boat to Mindanao and flew to Australia from Del Monte on a B-17

Flying Fortress. He made his way to Melbourne, arriving there on the 22nd March 1942. The Signals Intelligence units operating in Australia at the time of MacArthur's arrival in Melbourne were as follows:-

- No. 4 Australian Special Wireless Section at Park Orchards near Ringwood in Melbourne (right).
- a small Diplomatic and Press intercept section at Park Orchards.
- A Diplomatic cryptographic and intelligence section at Victoria Barracks, Melbourne.
- Some British Army Signals personnel from the Far East Combined Bureau who had escaped from Java.
- a small RAAF Intercept section in Darwin.
- a small RAN intercept and Direction Finding (D/F) organisation.
- a small RAN cryptographic and intelligence section at the Navy Office in Melbourne.
- US Navy Sigint group who had escaped from Corregidor by Submarine.

One of his first decisions when he arrived in Melbourne was to expand the Sigint operations that already existed in Australia. The United States Navy crypto group that had been evacuated from Manila in early January 1942 was operating in Melbourne. They were responsible for channelling all Sigint information to US Navy headquarters in Washington. MacArthur was not happy to depend on the Navy's discretion to handle his Sigint requirements. He had experienced problems with such an arrangement when he was in Manilla.

MacArthur's people held discussions and agreed that a Research and Control Centre to handle Signals Intelligence (Sigint) needed to be established. MacArthur subsequently released orders for the formation of two complementary groups:-

1. An Intercept Organisation known initially as No. 5 Wireless Section
2. A Research and Control Centre known as Central Bureau.

Central Bureau was a joint American-Australian Sigint organisation which was established on 6 April 1942 under the command of Major General S. B. Akin with its headquarters based in Melbourne. At first, Central Bureau was made up of 50% American, 25% Australian Army and 25% Air Force (RAAF) personnel.

Later more Australians joined. General MacArthur advised Washington of his decision in a dispatch on 1st April 1942. He described the role of the group as "the interception and cryptanalyzing of Japanese intelligence". The name Central Bureau was chosen so as to convey no information whatever to outsiders as to the true nature of the work being done.

You know what I did before I got married? Anything I wanted to.

The following personnel were absorbed into Central Bureau:-

- The intelligence section of the former No. 4 Australian Special Wireless Section
- Australian Military personnel
- RAAF personnel
- US Army intelligence personnel who had escaped form the Philippines
- US Army intelligence personnel from USA (6 officers and 8 men of the 837 Signals Service Detachment)
- British intelligence staff from Singapore

Central Bureau was established in a gabled, ivy-clad mansion called "Cranleigh" (left) in Domain Road, at South Yarra, Melbourne. Central Bureau's role was to research and decode Army and Air intercept traffic and work in close co-operation with other Sigint centres in the USA, United Kingdom and India.

It is thought that Major General Akin brought the American interceptors who had survived the Malinta Tunnel at

Corregidor back to Australia by submarine. Another source indicated that they may have been evacuated by air transportation means. They were used to assist the Australian Wireless Group units. A group of cryptographic, cryptanalytic and translator personnel from the Japanese section of the Washington Signal Intelligence Service were also moved to Australia. More Australians were also recruited to Central Bureau after its initial establishment.

On 20 July 1942, MacArthur moved his Headquarters to Brisbane and he ordered Central Bureau to also be relocated to Brisbane, establishing its headquarters in 'Nyrambla' at 21 Henry Street, Ascot, not far from the new American airfield at Eagle Farm. This move was necessary to ensure that Central Bureau was in close touch with GHQ SWPA and Allied Air Intelligence. It also reduced the time lag in the passage of raw material from the Field Units.

Nyrambla (below) was built in 1885–86 as the residence of the manager of the Australian Joint Stock Bank. In September 1942, the US 837th Signal Service Detachment relocated to Brisbane. Initially sent for three-days to the US Camp Doomben at Doomben Racecourse, the Detachment's 6 officers and 18 enlisted men moved into 'Nyrambla'.

Central Bureau had banks of IBM Tabulators, the forerunner of computers, which were used by the cryptanalysts to decode intercepted Japanese ciphers that concealed an original text message. These machines were placed in the rear garage of 'Nyrambla'.

The 837th Signal Service Detachment's Sergeant Donald Moreland installed the IBM equipment at Ascot. While in Melbourne, he had installed the SIGABA (ECM Mk. 2) cipher machine. SIGABA was used to encipher messages from plain text into a secret cipher text under the control of a decipherment key.
At 'Nyrambla', Central Bureau decrypted a Japanese Army Air Service signal intercepted by No. 51 Wireless Section at Darwin. The signal contained the Commander-in-Chief of the Combined Japanese Fleet, Admiral Isoroku Yamamoto's itinerary for his forthcoming trip to Rabaul. As a result, on 18 April 1943, Yamamoto's aircraft was intercepted off Bouganville by US P-38 Lightning fighters and he was killed. In May 1943, the 837th Signal Service Detachment was renamed Special Intelligence Service led by Colonel Harold Doud.

The IBM machines were later moved from the 'Nyrambla' garage to the Ascot Fire Station at 83 Kitchener Road. After the IBM machines were removed, the Australian No.11 Cipher Section led by Captain Ian Allen (Allan?) occupied the garage. It was filled with Typex machines

operated by Australian Women Army Service (AWAS) staff. They worked around the clock shifts. Each shift consisted of 12 women and several male cipher mechanics. Messages were sent to Washington, India and to the British code breakers at Bletchley Park in England. In 1944, when the AWAS and then the RAAF took a lease on 'Nyrambla', the 837th Signal Service Detachment returned to Camp Doomben. To avoid camp conditions, 8 SIS men rented a house at 45 Eldernell Street, Hamilton and furnished it with G.I. cots, a dining room suite and a housekeeper. When conditions became crowded at 'Nyrambla', the RAAF women from the Womens' Auxiliary Australian Air Force (WAAAF) were billeted nearby at a house at 26 Henry Street. After SIS left for Hollandia, Dutch New Guinea in late 1944, the Eldernell Street house was leased by RAAF No.3 Base Supply Depot members.

In 1988, a group of US ex-servicemen unveiled a plaque at 'Nyrambla'. It reads:

> *Central Bureau, an organisation comprising service personnel of Australia, USA, Britain, Canada and New Zealand, both men and women, functioned in this house from 1942 till 1945. From intercepted enemy radio messages, the organisation provided intelligence which made a decisive contribution to the Allied victory in the Pacific.*

On 25 April 1942 the small RAAF Intercept Station operating in two back to back houses at 21 Sycamore Street and 24 French Street in the suburb of Pimlico in Townsville was given its new name of No. 1 Wireless Unit and became part of Central Bureau. The newly named Unit comprised 7 RAAF, 1 AMF and 4 United States Army personnel (1 Officer and 3 Enlisted Men) in No. 1 Wireless Unit at Townsville. This RAAF Unit had started earlier in March 1942 as a small intercept station located in the initial two houses at Pimlico under Wing Commander Booth. The four Americans had previous experience in this work in the Philippines before they were evacuated.

Wing Commander Booth. RAAF.

AMF Units were sent to Darwin and Port Moresby with the Darwin group operational by June 1942 and the Port Moresby group by September 1942. The establishment of these intercept units in Townsville, Darwin and Port Moresby saw a steady flow of intercept material to Central Bureau at 21 Henry Street, Ascot for analysis. The early work consisted of the recording of all frequencies being used by the Japanese, reconstructing the Japanese radio nets, locating the transmitting stations, and identifying their call signs and frequencies.

At this time the primary missions of Central Bureau related to field problems and low echelon material. Any facilities available after these functions were full discharged, whether intercept of analytic, could be applied to the high command problem.

Commander Nave moved to Central Bureau in mid-1942 from the combined Australian Navy/U.S. Navy operation in Melbourne known as FRUMEL, which was put under U.S. Navy control in mid-1942. Although he headed up the "Solutions" division there, most records indicate he only dealt with minor Japanese naval codes and simple substitution ciphers in spite of his Japanese language capability and long history with Japanese codes. Colonel Sinkov and his American staff worked on the high-level Japanese Army codes.

By 6 July 1942 the intercept operator numbers at Central Bureau had increased from six to twenty nine and by the end of 1942 Central Bureau headquarters strength had grown to approximately 150 personnel. A small IBM section was functioning efficiently, traffic volumes was increasing, and methods were being developed for the proper handling of traffic.

The 126th Signal Radio Intelligence Company (126 SRIC) had been assigned to Central Bureau in late 1943. They had earlier been located in Townsville monitoring Allied Air Reconnaissance frequencies, and assisting No. 1 Wireless Unit to secure bearings on enemy aircraft using their Direction Finding Stations located at Townsville, Cairns (above), Charters Towers, and Cloncurry. Their work was not that successful and they relocated to Northgate in Brisbane in late November 1942. Detachments of the 126th SRIC were also in operation at Adelaide River in the Northern Territory and at several locations in New Guinea during 1943.

Central Bureau did not break any high level Japanese Army codes until mid-1943 with the Water Transport code (the radio code used to communicate with merchant ships and which the

Japanese used to report their noontime positions). Later that year, one main line Japanese Army code was broken. In January 1943, Central Bureau was placed under the direct control of GHQ SWPA by the issuance of Operations Instructions No. 27 of GHQ SWPA dated 20 January 1943 which provided (inter alia) as follows:-

- An Allied Central Bureau for the conduct of cryptographic operations and the supervision, co-ordination and operational control of the incidental Signal Intelligence activities of the Allied Land and Air Forces and the United States Army Services of Supply, will be established effective January 27th, 1943.
- The Central Bureau will function under the direct control of General Headquarters, Southwest Pacific Area.
- The mission of the Central Bureau was defined in the following terms:-

1. Cryptographic.

a. The cryptanalysing of the cryptographic systems employed for the secure transmission of enemy military traffic over point-to-point, air-ground and air-surface craft circuits.
b. The translation, preparation and dissemination of traffic, the cryptographic system for which has been solved.
c. Making available to superior and/or subordinate agencies, when directed by proper authority, the keys to solved systems.
d. The compilation of the codes and cyphers required for common use by the components of the S.W.P.A.

2. Radiogoniometric and Identification.

a. The reception, collation, evaluation and analysis of such intercepted military radio point-to-point, air ground and air-surface craft traffic as may be necessary to provide for military intelligence purposes.
b. The identification and location of enemy aircraft, surface craft (carriers and tenders only) and military shore stations used for military point-to-point and ground-air and/or land-aircraft carrier purposes.
c. The location and identification of enemy headquarters and other important enemy activities and establishments.
d. The movements and location of enemy aircraft, particularly those that may become engaged in raids against friendly areas or forces.
e. Data with regard to meteorological conditions in friendly and enemy territory.
f. Distribution of the above data to the agencies designated by General Headquarters S.W.P.A. to receive the same.

3. The Planning for and Co-ordination of Intercept Activities.

a. Planning for the required intercept and direction finding personnel, equipment and stations.

b. Allocation of personnel, equipment and station facility requirements to the Allied Forces for the production of the properly trained and equipped personnel and required fixed intercept and direction finding stations and facilities.
c. Assignment and co-ordination of the missions of the various detachments engaged in direction finding and intercept work.

Colonel Sinkov and his American staff in about July or August 1943 at the rear of Central Bureau HQ at 21 Henry Street, Ascot. Most of the officers and men of the U.S. Signal Intelligence unit, the U.S. component of MacArthur's Central Bureau are in the photo. A few men, mostly from the night shift of the IBM unit, did not get in this photograph.

The following RAAF personnel worked for the Central Bureau at Ascot (Brisbane) in 1943 and 1944.

My wife and I were happy for twenty years. Then we met!!

1943			1944		
Rank	**Name**	**Initials**	**Rank**	**Name**	**Initials**
S/Ldr	Booth	HR	S/Ldr	Booth	HR
F/Lt	Hattam	EC	F/Lt	Burbidge	BW
F/Lt	Clarke	WJ	F/Lt	Linton	RM
F/O	Clements	RA	F/Lt	Clarke	WJ
F/O	Gibson	G	F/Lt	Clements	RA
F/O	Newall	HWP	F/Lt	Walsh	JD
P/O	Guiver	GA	F/Lt	Newall	HWP
Flt/Off	Crisp	HM	Flt/Off	Crisp	HM
			F/O	Davis	AI
			F/O	Barnard	RA
			P/O	Wilson	AM
			P/O	Goldie	G

For the first year and a half of the war, MacArthur was almost totally dependent on the U.S. Navy for signals intelligence and even after the Army and Central Bureau started breaking Japanese Army codes in 1943, the U.S. Navy, including FRUMEL, still provided a reasonable share of the intelligence his staff needed.

On the 20 July 1942, General MacArthur established his Headquarters in the AMP Building in the city area only a few buildings from the Brisbane General Post Office. Central Bureau had banks of IBM Tabulators, the forerunner of computers, which were used by the cryptanalysts to sort and strip away ciphers which concealed the original text. They were located in the garage at the rear of 21 Henry Street.

Central Bureau decrypted a Japanese Army Air/Ground signal intercepted by 51 Wireless Section in Darwin that contained Admiral Isoroku Yamamoto's itinerary for his trip to Rabaul. Yamamoto, was the Commander in Chief of the Combined Japanese Fleet and the architect of the attack on Pearl Harbour. Central Bureau reportedly sent the decrypted message to FRUMEL where it was reportedly translated by a U.S. Navy linguist. On 18 April 1943, Admiral Yamamoto was killed on his way to Rabaul when his aircraft was shot down by a flight of seventeen P-38 Lightning's of the 347th Fighter Group that were despatched from Henderson Field, Guadalcanal. The P-38's were fitted with extra fuel belly tanks to make this long range intercept.

The P-38's spotted Yamamoto's' aircraft, plus another bomber and their Zero escorts just west of Ballale on the southern end of Bougainville. Yamamoto's aircraft was shot down in flames. It crashed into the jungle and the other bomber containing Admiral Ugaki, the Chief of Staff Combined Fleet crashed into the sea. Yamamoto was killed but Ugaki survived his crash into the sea.

In August 1944, most of MacArthur's General Headquarters staff moved from Brisbane to Hollandia. The Australian Government then requested that Canada's No. 1 Special Wireless Group be despatched to Australia and it arrived in Brisbane on 15 February 1945 and was assigned to Central Bureau in Brisbane. No. 1 Special Wireless Group left Brisbane by train on 4 April 1945 headed for Darwin. They arrived in Mount Isa where they departed for Darwin via motor transport. They finally arrived in Darwin on 18 April 1945 and while there intercepted an average of 1200 Japanese messages a day.

You can choose lots of things, but your nickname is not one of them.

Whole squadron of F-22s land in Australia.

On the 10th February, a squadron of United States Air Force F-22 Raptors arrived in Australia for a series of advanced warfighting exercises with the RAAF and will be located at RAAF Base Tindal..

The Minister for Defence, Marise Payne, said the visit was the first 'Enhanced Air Cooperation' (EAC) activity in Australia under US Force Posture Initiatives. This will be the largest and longest rotation of fifth-generation aircraft to visit Australia to date. The F-22s will conduct integrated training activities with the RAAF's 75 Squadron F/A-18A/B Hornets along with ground assets and personnel. The commencement of EAC activities in 2017 will continue to strengthen Australia's already close air-to-air relationship with the United States.

While EAC will see an increase in training, it will be on a short-term rotational basis using Australian facilities. The USAF F-22s along with the RAAF's F/A-18A/B Hornets will also conduct short training visits to Townsville.

Commencement of EAC activities will be followed by the sixth rotation of United States Marine Corps personnel to Darwin. The 2017 rotation, arriving in Darwin in April, is forecast to be the most complex Marine Air Ground Task Force deployed to Australia. Approximately 1250 marines and up to 13 aircraft, including four MV-22 Osprey, will create opportunities for more complex and sophisticated training activities.

The F-22s were also on public display at the Australian International Air Show in Avalon.

Along with the USAF's F-22s, Australia displayed both of its F-35s at Avalon.

Minister Payne said it was fitting that the aircraft made its first visit down under at the Airshow which was joined Australia's first EA-18G Growler. Together, the F-35A Joint Strike Fighter and the EA-18 G Growler represent a potent and technologically advanced air combat and strike capability that is essential to Australia's ability to defend itself. Australia is the only country outside the United States operating the EA-18G Growler and its arrival represents a significant leap forward in Australia's capability, introducing a dedicated electronic attack capability for the first time.

The F-35As arrived at the Airshow on Friday 3 March, and returned to the United States via RAAF Base Amberley, allowing Australian pilots to continue their training.

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ENGINE POWER
Lots is good
More is better
Too much is just enough

Health and Life Style.

Breads.

How can bread be labelled as both white and whole grain? Is white whole grain bread a healthy choice?

It may seem like it doesn't add up, but white whole grain bread is made with whole grains, just as is regular whole grain bread. White whole grain bread is made from the whole grain — bran, germ and endosperm — similar to that of regular whole grain bread. The difference between white whole grain bread and regular whole grain bread is in the type of wheat used. White whole grain bread is made from white wheat, which lacks bran colour. It also has a milder flavour and softer texture.

In contrast, regular whole grain bread is made from red wheat, which is darker in colour. It has a slightly bitter taste and a coarser texture. So even though both types of bread are made with whole grains, they have a different colour, taste and texture.

Regular white bread is made with refined grains, which go through a process that strips out certain parts of the grain, along with some of the nutrients and fibre. Although refined grains are enriched, they have some of the nutrients added back, they may not have exactly the same composition as whole grains.

If you prefer the taste and texture of white bread but want the natural nutritional benefits of whole grain, choose white whole grain bread. But be sure to read the label. Choose breads that say "100 percent whole grain" or list "whole wheat" as the first ingredient. If the label doesn't say "whole" first, it isn't a whole-grain product. For example, a product label may simply say "white wheat," which is not the same as white whole grain.

A doctor asks a patient: “Were you using a condom during the last time you had sex?”
Patient: “What do you mean by *the last time*”?

Why Whole Foods are Always Better Than Nutritional Supplements.

Have you taken your multivitamin today? Well, you might want to reconsider that decision.

A number of studies have shown that not only is synthetic vitamin supplementation unnecessary but it may also be a potentially harmful habit altogether. Synthetic supplements do not lower rates of cancer, diabetes or cardiovascular disease and often many of the ingredients are not even sourced from plants but from rocks. Nutrition is generally investigated and findings interpreted in reference to the activities of individual nutrients. This reductionist approach to nutrition has been shown not to yield the same benefits that one would derive from all of the phytochemicals and stabilizing properties present in plants. The evidence is mounting in favour of the use of whole plant foods for full-spectrum nutrition over and above any form of synthetic vitamin supplementation.

Synergistic Effects.

There are thousands of phytochemicals present in whole plant foods that play a role in reducing the risk of chronic diseases. Whole foods have been consistently found to be protective because of the bioactive compounds contained therein, which are linked to a reduction in the risk of major killers, such as cancer and cardiovascular disease. The antioxidant and anticancer activity of plant foods is derived from the additive or synergistic effects of each of these compounds in combination. Synthetic supplementation simply cannot mimic this balanced natural combination of phytochemicals present in fruits and vegetables. Now, this information has been known for more than a decade, but the marketing campaigns for these worthless, and likely harmful, synthetic supplements are still running strong and sales continue to soar.

Replacing your consumption of supplements with whole foods.

Summaries, which mostly represent meta-analyses of more than 100 trials and hundreds of thousands of experimental subjects, overwhelmingly show no long-term benefit for vitamin supplements, along with worrisome findings that certain vitamins may even increase disease occurrence for diabetes, heart disease and cancer. Supplementation with omega-3 fats also was said to have no long-term benefits, even posing increased risk for diabetes. More worrisome is the fact that these findings, first appearing more than 10 years ago, have had no discernible effect on their market. The public desire for quick fixes through pills (i.e., reductionism) is overwhelming, especially when money can be made. The activities of

individual nutrients observed in carefully controlled research conditions will not necessarily be the same, at least quantitatively, when these nutrients are consumed in the form of whole food.

Bioactivity of Phytonutrients.
A 2003 study suggests that in order to improve nutrition and health, it would be in the consumer's best interest to retrieve antioxidants from fruits, vegetables and other whole food sources instead of nutritional supplements which do not contain the balanced combination of phytochemicals found in whole plant foods. Researchers explained, "The isolated pure compound either loses its bioactivity or may not behave the same way as the compound in whole foods." The study further differentiates between the synergistic effects of whole foods and supplementation of individual nutrients:

"We also studied the total antioxidant activity and synergy relationships between different fruit combinations, with results showing that plums had the highest antioxidant activity and that combinations of fruit resulted in greater antioxidant activity that was additive and synergistic. We proposed that the additive and synergistic effects of phytochemicals in fruit and vegetables are responsible for their potent antioxidant and anticancer activities and that the benefit of a diet rich in fruit and vegetables is attributed to the complex mixture of phytochemicals present in whole foods. This partially explains why no single antioxidant can replace the combination of natural phytochemicals in fruit and vegetables in achieving the health benefits"

There are about 8000 phytochemicals present in whole foods. These compounds differ in molecular size, polarity, and solubility and these differences may affect the bioavailability and distribution of each phytochemical in different macromolecules, subcellular organelles, cells, organs, and tissues.

Pills or tablets simply cannot mimic this balanced natural combination of phytochemicals present in fruit and vegetables.

Wife to her husband: "I told you I'll be back in five minutes,
so why you are calling me every half an hour?"

Increased Protection by Combining Foods.

In a 2013 study, it was found that certain whole foods can increase the protective properties of others. Researchers found that the introduction of grapes to breast cancer cells growing in a

Petri dish caused a 30% reduction in cell growth and by adding onions separately there was nearly a 60% suppression of cell growth. By adding half of each, cancer cell growth was reduced by 70%, showing that the combination of whole plant foods magnifies the effect greater than either food on its own.

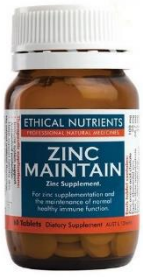
In “The China Study”, which is based upon data collected from Cornell University, Oxford University, and the Chinese Academy of Preventative Medicine over a span of 20 years, it was observed that notable reduced risks in cardiovascular disease, cancer, diabetes, obesity and autoimmune diseases as well bone, kidney, eye and brain diseases occurred in response to a whole food, plant-based diet.

The evidence is mounting that whole plant foods can be more powerful than any pharmaceutical or synthetic vitamin supplement in protecting against chronic disease. If you like the idea of living free of cancer, heart disease and a myriad of other diseases, you should consider adding as many whole plant foods to your diet as humanly possible.

Will taking zinc for colds make my colds go away faster?

There's been a lot of talk about taking zinc for colds ever since a 1984 study showed that zinc supplements kept people from getting as sick. Since then, research has turned up mixed results about zinc and colds.

Recently an analysis of several studies showed that zinc lozenges or syrup reduced the length of a cold by one day, especially when taken within 24 hours of the first signs and symptoms of a cold. Studies also showed that taking zinc regularly might reduce the number of colds each year, the number of missed school days, and the amount of antibiotics required in otherwise healthy children.



Most colds are caused by a type of virus called rhinovirus, which thrives and multiplies in the nasal passages and throat (upper respiratory system). Zinc may work by preventing the rhinovirus from multiplying. It may also stop the rhinovirus from lodging in the mucous membranes of the throat and nose. Zinc may be more effective when taken in lozenge or syrup form, which allows the substance to stay in the throat and come in contact with the rhinovirus. (The important word here is *MAY*).

But the recent analysis stopped short of recommending zinc. None of the studies analysed had enough participants to meet a high standard of proof. Also, the studies used different zinc dosages and preparations (lozenges or syrup) for different lengths of time. As a result, it's not clear what the effective dose and treatment schedule would be.

Zinc, especially in lozenge form, also has side effects, including nausea and/or a bad taste in the mouth. Many people who used zinc nasal sprays suffered permanent loss of smell. For this reason, Mayo Clinic doctors caution against using such sprays. In addition, large amounts of zinc are toxic and can cause copper deficiency, anaemia and damage to the nervous system.

For now, the safest course is to talk to your doctor before considering the use of zinc to prevent or reduce the length of colds.

What do Facebook employees do to waste their time at work?

BMI Calculator

To determine if you're at a healthy weight, enter the following information and calculate your body mass index (BMI). Click HERE.

Weight Loss.

We don't know how good this stuff is, but someone sent us this info and says it worked for them. It's not cheap but if it works, it's probably worth it – it's your decision. This is not a paid advertisement.

Product:	PhenQ
Manufacturer:	Bauer Nutrition
Benefits:	Fat burner, fat blocker, appetite suppressant, anti-oxidant
Positives:	4 mechanics of action, excellent ingredient profile, made by high reputable company, 2 month guarantee and free shipping.
Negatives:	Not many it has to be said.
Shipping:	Worldwide including Australia, Canada, USA, UK, Ireland, Europe. The order page has many currencies including Australian dollars, this may need to be activated by the drop down menu at the top of the website.
Retailers:	Official website only

PhenQ Review.
PhenQ say their capsules are so good one pill has the power of “multiple weight loss supplements”.

Advertised Benefits

- *Burns body fat*
- *Blocks fat production*
- *Suppresses the appetite*
- *Acts as an antioxidant*
- *Provides extra energy*
- *Improves the mood*

It all sounds very good, but many competing manufacturers make similar claims for their products. However, the big difference with Bauer is the amount of confidence they place in their product.

Their promises are backed by a 60-day money back guarantee. Many manufacturers fail to offer any guarantee at all, while other offer just 30 days; so Bauer’s generous 60-day guarantee gives the product a massive shot of credibility. The free shipping worldwide (yes even Australia and New Zealand) is also a welcome addition.

Marketing & Distribution.

PhenQ can only be purchased from the official product website. Each bottle contains 60 capsules and should last for 30 days when used in the recommended manner. The price is available in multiple currencies – US$, AU$ €, and £ etc… adding extra bottles to the order enables price discounts. For example

- Buy 2 Bottles Get 1 Free
- Buy 3 Bottles Get 2 Free

Recommended Usage

One pill at breakfast, followed by one at lunchtime, is all that is required and Bauer suggests caffeine sensitive individuals limit their intake of caffeine from other sources and refrain from taking PhenQ after 3pm.

The PhenQ Formulation.

- **a-LACYS RESET:** A patent-protected ingredient that provides a unique mix of cysteine and alpha-lipoic acid. The volunteers in one clinical study reduced their bodyweight by

3.44%, while also increasing their muscle mass by 3.8%. Muscle tissue weighs more than fat tissue, so the fact that the volunteers increased their muscle mass and still showed the aforementioned overall weight loss suggests the percentage of fat lost must have been very respectable.

- **Capsimax Powder:** A patented ingredient that contains capsicum, piperine, and niacin. Piperine is a black pepper extract that can speed the metabolism. It also helps other ingredients to be absorbed more efficiently. Niacin helps the body to convert food to energy, and capsicum is a powerful fat burner that can help the body to burn calories 12 times faster than normal, even while resting.
- **Calcium Carbonate:** Well respected for its ability to calm an upset stomach and aid digestion, calcium carbonate can also prevent new fat cells from being created and encourage a higher rate of calorie expenditure.
- **L Carnitine Furmarate:** An amino acid that can enhance the mood and encourage fat burning, L Carnitine Furmarate also appears to be able to hold-off the onset of fatigue.
- **Chromium Picolinate:** A mainstay of weight loss supplements, chromium balances blood sugar levels and encourages the body to initiate fat burning.
- **Caffeine:** The eye-opening powers of caffeine are one of the reasons coffee is such a popular first drink of the day. Most people are aware of its value as an energy provider. It's abilities as an appetite suppressant and metabolism booster are not always so well appreciated, but the ingredient has much to offer in both departments.

Nopal: More commonly called Prickly Pear, nopal is a high-fibre ingredient sourced from a cactus-like succulent plant. It can be used for lowering cholesterol, but it really comes into its own when used to provide appetite suppression. It is also well respected for its fat binding abilities.

PhenQ Side Effects & Health Issues.

Side effects are unlikely, but pregnant or breastfeeding women should always err on the side of caution and avoid using supplements unless they have first attained their doctor's approval. Anyone who has existing health problems or is taking mediation(s) is also advised to discuss the matter with their doctor before commencing supplementation.

The Bottom Line.
Bauer may make some confidant claims for PhenQ, but those claims appear to be fully supportable by the ingredients used in the formulation.

The fact that so many customers report positive results also provides a good indication of the blends abilities and, let's not forget, results are guaranteed.

Where To Buy PhenQ.

PhenQ is only available online from the official website. As stated above it ships worldwide and rather pleasingly, postage is free. You can access the site HERE.

A therapist has a theory that couples who make love once a day are the happiest. So he tests it at a seminar by asking those assembled, "How many people here make love once a day?" Half the people raise their hands, each of them grinning widely. "Once a week?" A third of the audience members raise their hands, their grins a bit less vibrant. "Once a month?" A few hands tepidly go up. Then he asks, "OK, how about once a year?" One man in the back jumps up and down, jubilantly waving his hands. The therapist is shocked—this disproves his theory. "If you make love only once a year," he asks, "why are you so happy?"

The man yells, "Today's the day!"

How the Body mistakes Hunger for Thirst.

Thirst occurs when your body needs water. When you do not drink enough water, your body receives mixed signals on hunger. Dehydration causes you to believe you need to eat when you really need liquid intake. Sometimes you eat food out of boredom. Keeping track of what you drink and eat will help stop overeating. It will also clue in to how much you drink a day, and what your liquid needs are.

Dehydration Symptoms.
Dehydration symptoms include constipation, thirst, dry skin, a sluggish feeling, dizziness, dry eyes and decreased urine output. Drinking 1½ litres of water a day will help prevent dehydration.

Feeling Tired.
If you do not get enough to drink on a daily basis, you will feel tired. You will feel hungry because your body thinks it needs food for energy. This sense of feeling tired relates to

your body not taking in enough fluids, which help your body function better. Your body's organs need water just as a car's engine needs fuel to run efficiently.

Drinking lots of plain water is hard, it's tasteless and 1½ litres per day is a lot but there is an answer. Now you don't have to drink just plain old water, most supermarkets now sell these pocket sized flavour boosters that allow you to drink at least 1½ litres per day (more) and when you drink lots of water, you don't feel hungry – which means you lose weight.

There are quite a few different varieties, the two above, Cottee's "Squirt", SweetLeaf, etc, to name a few and they are available in a variety of flavours. You can get your flavour hit from leading supermarkets and convenience stores.

Taking a sickie.

While calling in sick every now and then could go unnoticed, taking regular sickies will not go beyond your boss' eye. What is more harmful is that when you finally do resume work, you do not seem engaged.

Just as transparent are unlikely excuses or patterns that most people can't help but feel suspicious of – such as Monday being the most common day you're away. If you really are ill on a Monday it's in everyone's best interest that you stay home, but if you're feeling just a little lethargic and disconnected, shake it off and get to work…While it always matters that the people you work with trust and respect you, it's especially important if you have aspirations to advance your career."

In today's small world our reputations always precede us and its best to have a certain reliability associated with you.

When what people hear about you is that you slack off and let the team down, they're unlikely to be interested in working with you. Far better to have a reputation for being the person who will get the job done; the member of the team who can be relied upon to serve the organisation faithfully…Make sure you behave in ways you can be proud of for many years to come.

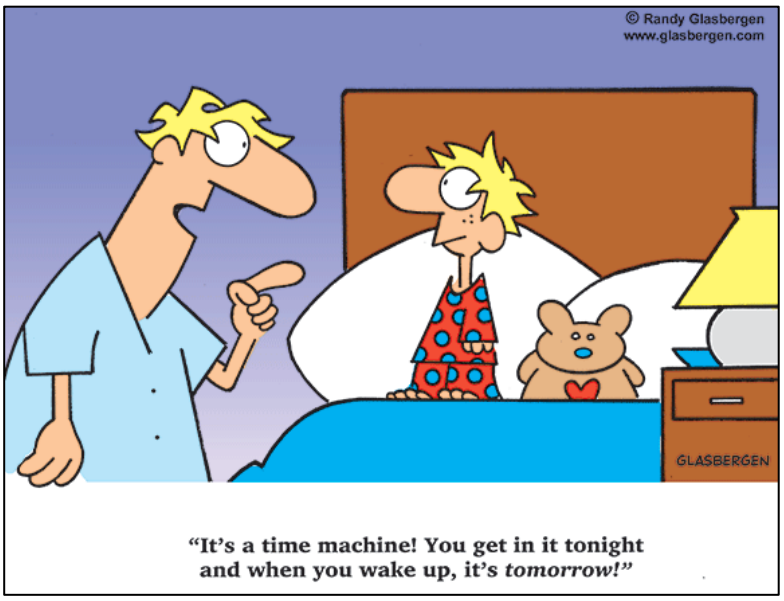
A weeping woman bursts into her hypnotherapist's office and declares, "Doctor, I have been faithful to my husband for 15 years, but yesterday I broke that trust and had an affair! The guilt is killing me. I just want to forget that it ever happened!"

The hypnotherapist shakes his head. "Not again …"

Sleep: The healthy habit that promotes weight loss.

It's very difficult to lose weight and keep it off if you don't practice another key lifestyle habit: getting good sleep. Being tired all the time makes it harder to eat well or exercise. Lack of sleep can also lead to weight gain.

Many people think that being healthy is all about diet and exercise. But the truth is it's very difficult to lose weight and keep it off if you don't practice another key lifestyle habit: getting good sleep. Being in a state of constant tiredness makes it that much harder to eat well or be motivated to exercise. Lack of sleep can also lead to weight gain, which contributes to obesity in adults and children as well as serious health conditions, such as sleep apnea.



Many things happen in your body while you sleep. Several types of hormones are released, including growth hormones, testosterone and cortisol, the primary stress hormone. Insulin is also released at night, which affects the amount and regulation of sugar in your bloodstream.

Not getting enough sleep, especially deep, restful sleep called slow wave sleep (nonrapid eye movement sleep) also affects your "hunger hormones," leptin and ghrelin. Leptin, produced mainly in the fat cells, helps your body monitor energy needs and high levels of leptin usually suppress hunger. Ghrelin is a hormone produced mainly in the stomach, but also in the brain. It promotes hunger and encourages the desire to eat.

As you might have guessed, ghrelin is at its peak when you are low on sleep. Have you ever noticed that food is harder to resist on mornings you wake up feeling exhausted? Or maybe

when you're tired, you're a bottomless pit, snacking all day long but never truly feeling satiated. That may be hormones such as ghrelin at play.

It's also important to note that fragmented sleep has the same effect as too little sleep. If you don't get enough deep, restful sleep, your hunger hormones are likely to be activated, which can lead to weight gain. So it might be time to put away your smartphone or any other nighttime disruptors and focus on getting better quality sleep.

Does whitening toothpaste actually whiten teeth?

Whitening toothpaste can appear to whiten teeth slightly by removing surface stains, such as those caused by drinking coffee or smoking, however, whitening toothpastes can't change the natural colour of your teeth or lighten a stain that goes deeper than a tooth's surface. Unlike other tooth-whitening products, whitening toothpastes don't contain peroxide. To remove surface stains, whitening toothpaste typically includes:

- Special abrasives that gently polish the teeth.
- Chemicals that help break down or dissolve stains.

Some whitening toothpastes contain the chemical blue covarine, which adheres to the surface of the teeth and creates an optical illusion that can make teeth appear less yellow. When used twice a day, whitening toothpaste can take from two to six weeks to make teeth appear whiter. Whitening toothpastes that contain blue covarine can have an immediate effect. Although whitening toothpastes are typically designed to maximize cleaning and minimize wear on tooth enamel, be careful to follow manufacturer recommendations.

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

Following her husband’s physical exam, the doctor delivered some bad news. "Your white blood cells are elevated," he said. "What does that mean?" She asked. Looking concerned, the doctor explained, "Up."

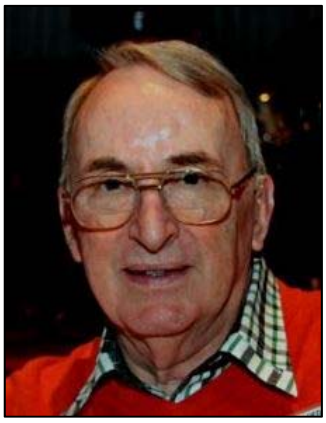
Pausing to review your medicine routine.

Taking a number of different medicines can be complicated. Medicines come in many different forms, often with different instructions and you might need to take them at different times. There are also many different generic medicines and you could get a different generic for the same drug each time you get your script filled. A Home Medicines Review with your doctor and pharmacist can help make your medicine routine less complicated, easier to manage, and better fit in with day-to-day life.

DVA has a site which you should view – it provides some very good advice. See HERE.

After a checkup, a doctor asked his patient, “Is there anything you’d like to discuss?” “Well,” said the patient, “I was thinking about getting a vasectomy.” “That’s a big decision. Have you talked it over with your family?” “Yes, we took a vote … and they’re in favour of it 15 to 2.”

Pedro's Patter.



Excerpt from Jeff's book – Wallaby Airlines.

Vung Tau and Life in the Villa Anna.
20 – 21 August 1966.

A quick look at my diary showed that I had flown on 13 out of 15 days since my first mission on 5 August. I was ready for some time to myself. It was a Saturday and, although I was Duty Pilot, I had most of the day free.

Being Duty Pilot was a breeze after the dawn to dusk hassle of a flying day. All I had to do was drive crews out to the airfield in the morning, pick them up in the late afternoon, and in between complete some minor administrative tasks, including making out flight plans for the following day. Today being Saturday was also the day to pick up and distribute the flying program.

After dropping the crews at the flight line I drove over to Squadron Headquarters.

Yesterday there had been a lot of talk about a big Task Force operation at Long Tan, a rubber plantation in Phuoc Tuy Province near Nui Dat. (This famous engagement entered Army annals as the Battle of Long Tan). The VC had clearly been bent on testing the resolve of the newly constituted Australian force. The Australians accounted for themselves very well. The operation cost 18 Australian lives against a body count of 245 VC dead. We found out later that D Company, earned a United States Presidential Citation for 'extraordinary heroism in operations against an opposing armed force'.

Our squadron was not involved. No 9 Squadron and US Army 'Huey' squadrons were the key providers of aerial support. However, everyone at Headquarters was still talking about it.

Xuan (pronounced 'Swan'), our office girl, was already busy typing the flying program when I arrived. She was a cheerful young soul, like our house girl Lanh. But there the resemblance ended. Xuan was attractive and slender and still wore the white ao dai of a young unmarried girl. Not long out of school and from a reasonably well-to-do Catholic family, she displayed a charming naivety, and was therefore constantly teased. The poor girl took fright at the slightest amorous advance (and there were plenty), blushing at enquiries from red-blooded single pilots about her boyfriends. But she was also a good sport and always ended up laughing with her Australian tormentors.

After collecting the programs, I drove the jeep around to the various places on the distribution list. There was our sister squadron, No 9 Squadron, as well as Transport Movement Control (TMC) and our maintenance hangar. At this stage I had never been into the hangar where our EngO, Wally Solomons, and his hardworking maintenance team serviced and patched up our aircraft. I was well aware though that to keep four, sometimes five, of our seven aircraft in the air each day, Wally's men had to work through the night under floodlights. Our dawn to dusk schedule did not help matters either.

Our squadron shared hangar space with No 9 Squadron, so maintenance work on the Caribous often had to be carried out outside the hangar. The floodlights, specially designed and made in Australia, had their own power plants so night-time work could be carried out on aircraft parked at some distance from the hangar. The lights were particularly useful for doing routine smoothing of propellers damaged by debris thrown up during landings on rough strips. Work on the tall tailplane was possible using a 'cherry picker' brought to Vung Tau by C-130 in the early days. Wally and his team were instrumental in earning the Australian Caribous the reputation of 'the best maintained machines in Vietnam'.

Looking around for Wally's office I was conscious of a black pyjama-clad figure standing behind me. It was not an infiltrating VC but 'Charlie' (from Victor Charlie), our Vietnamese hangar odd-job man. I am sure he moved as quietly as his namesakes did, but he did not look too menacing, grinning as he directed me to Wally's office. After distributing the programs I headed off back to the Villa intending to write a letter to my wife.

Wearing only a pair of boxer shorts, I was sitting at the desk in my room, writing pad open in front of me, when Lanh walked in. She picked up Robyn's photo from my bedside table and looked at me, eyes round with curiosity.

'*This your woman Mistah Perr-ina?*' she asked.
'*Yes, Missy Lanh*', I replied. '*That is my wife back in Uc Dai Loi [Australia]*'.
'*Where your kids Mistah Perr-ina?*' she continued.
'*No kids Lanh. Just my wife and me.*'
'*You got Vietnam girlfriend?*' she persisted.
'*No, Missy Lanh'*, I replied.
'*Ah Mistah Perr-ina*', she said, eyes twinkling, '*You cherry boy!*' She meant I was a virgin.

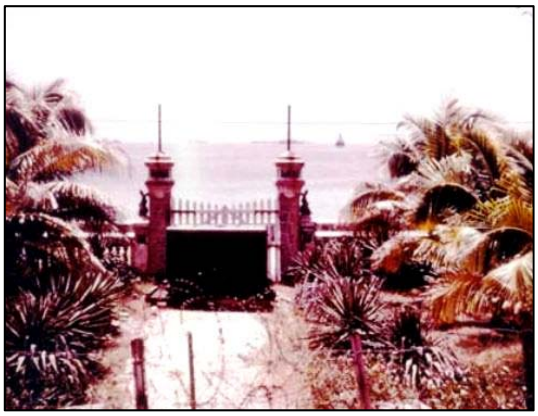
She gave me a playful dig in the ribs and laughed uproariously at her joke. I laughed with her. It was hard not to. She was such a cheerful girl and flirted with everyone. It would have been easy to take it one step further. Someone already had. Lanh was rumoured to be the de facto widow of an American GI. She had a young son to support. He was downstairs now, playing in our yard with some other Vietnamese children. I watched her as she bustled about the room placing laundered clothes in neat piles on each bed, and collecting the dirty clothes from the laundry baskets underneath.

Then she went out into the corridor to join the other girls, who were cleaning our flying boots and shoes. They sat on the tiled floor polishing, chattering in Vietnamese and giggling. They would stay there until Missy Kim, the senior girl, came in to hustle them on to another task. (Kim had a pleasant, serene demeanour—I was surprised to hear she was later sacked for stealing.)

As might be expected, a few of the blokes did have downtown Vietnamese girlfriends, in spite of horrendous stories of dreaded diseases and vengeful fathers committing acts of violence against potential suitors. One or two lived semi-permanently in private houses in a part of town dubbed 'the married patch'. I had already decided that the best way to stay out of trouble was to keep as busy as possible by volunteering to fly at every opportunity, and honouring my promise to write home every day. What else can you do when you abandon your new bride for 12 long months?

I picked up my wife's picture and stared at it. It seemed like months since I had seen Robyn, yet it was only a matter of weeks. It was three o'clock here. It would be six at home. What would she be doing? Perhaps taking our dog for a walk, or preparing dinner. Maybe she was out in the garden. We had quite a colourful garden in our small house just outside the base. It was a long time before I would see them both again. I looked around the room at the seven beds, each with a mosquito net draped over four poles, one at each corner. Mine also had a flying suit hanging on one pole, ready to put on. Each bed had a small locker beside it which contained, along with the cabin trunks we brought with us, the simple personal belongings necessary to sustain our austere life here. Austere it might be, but it was a helluva lot better than Special Forces 'hooches' or Army tents. I was thankful for that.

My desk was near French windows leading onto a balcony. I had switched off the ceiling fans, enjoying the cool afternoon sea breeze that wafted through, softening the oppressive monsoonal heat. The balcony overlooked the front beach and the sweep of the bay. I counted 30 ships anchored off shore, waiting their turn to move up the Nha Be River to the port of Saigon where they would unload their war cargoes.



It was about to rain, usual for this time of day. The distant roll of thunder made a change from the crump of artillery, which could often be heard in the quiet of the evening. I felt drained after the last two days' frantic activity. My writing pad still lay open in front of me, untouched. But I would get around to writing. I had written each day so far, and enjoyed receiving my wife's return letters. They were the only link with the real world outside, which was becoming more remote and less believable each day.

Since Mark's departure two days ago I had had my own permanent bed, under which I found several dozen boxes of ammunition, along with miscellaneous flares and smoke grenades. Mark must have been expecting a VC assault on the Villa since there was enough ammunition under the bed to hold off a battalion. My first bit of housekeeping was to move it to a safer location before I was accidentally or deliberately blown to kingdom come in the middle of a pleasant dream. We all had personal issue Colt .45 automatic pistols. Most of us discarded the issue webbing belts and holsters in favour of cowboy-style leather belts and holsters made by an enterprising downtown leather worker. These included extra storage space for ammunition, loops on the belt and clip holders. Wearing this get-up over our flying suits, along with black peaked caps, we must have looked like extras on a western movie set.

Mark had also left me an M1 rifle, which most of the pilots considered would be more useful if bailed up with an unserviceable aircraft in some remote location. As an accessory Mark had taped two large ammunition banana clips together, presumably to double his chances in a shoot-out. It did not occur to me to question his reasoning. I took all this firepower with me whenever I went flying.

Compared to the rigid weapon control procedures at RAAF bases back home, the approach to guns and ammunition in Vietnam was casual to say the least. Everyone's personal weapons were kept near their beds where they were put down after the day's work, some on bedside lockers, others hanging on bedposts. In spite of this, the only weapons mishap so far was when a 9 Squadron pilot downstairs at the Villa, while cleaning his pistol, accidentally discharged a

round into the ceiling (and our floor). The solid construction of the Villa limited the damage to the underpants of those of us in the rooms above.

The rain had now started. There would be the usual few inches, inundating the roads, flushing out the storm drains, cleansing the streets, and turning the dusty roads into thick, brown mud. I was alone now, except for the girls in the corridor. They would disappear before dinner reappearing in the morning, as they always did, to collect our laundry and disturb the slumber of those lucky enough to be able to sleep in. Soon I would also have to leave to drive to the airfield to pick up crews from the returning aircraft. There would be no one here to see the two flights of bats, which lived in our attic, whir down from a manhole in the high ceiling and out through the open corridor windows, minutes apart, as they did each evening at dusk. We called them 'A Flight' and 'B Flight'.

I still had not written my letter but it was time to go. After sitting in a cool room in boxer shorts it was an effort to put on my flying gear and side-arms again. Since it was still raining, I pulled on a waterproof poncho as well. Bumping along the potholed, waterlogged roads at the hair-raising speed of 35 miles per hour, was not exactly a picnic. The poncho failed to keep off the torrential rain, which poured in through the open sides of the jeep. There were few footpaths in Vung Tau; everyone walked on the road. The inadequate windscreen wipers did little to help me avoid pedestrians, cars, trucks, bicycles, Lambrettas, trishaws and pony carts along the way. That morning, I had nearly run down a young girl on a motor scooter when she decided to execute a particularly unpredictable manoeuvre in front of me.

On the way home, Dick Brice urged me to hurry. 'It's Saturday night, party night', he said. 'I've heard some nurses are coming over'. Dick had plans for sprucing himself up, and winning a heart. Parties here were much the same as any other night except the food was better and, if it is possible, more grog was consumed. Air Force cooks have always enjoyed a good reputation. But there is little anyone can do with frozen ham steaks, pressed turkey, etherised eggs and an endless supply of lima beans—our staple fare. I had never heard of etherised eggs or lima beans until I went to Vietnam, then they were served up 365 days in a row. As for ham and turkey, it took about three years after I returned home before I could look at either.

On my first Christmas home the family wondered why I nearly threw up when the traditional roast turkey was proudly placed on the table. But tonight was different. Now and then we were able to get fresh food. The catering officer had contacts that occasionally produced prawns and lobster, and we could sometimes get salad vegetables from Dalat and cheeses from home via the C-130 couriers. The dining room staff had everything arranged decoratively, buffet style, in the bar annexe. I looked around for the nurses. There were two of them, a white-haired US Army colonel and her sidekick, a portly major who must have been at least 45, their matronly

figures squeezed into jungle green fatigues. Both were talking animatedly to a couple of our senior mess members. My eyes met those of Dick who was dejectedly draining his beer glass. I went over to commiserate. 'Not much chop, eh Dick?' I said, handing him a fresh beer. I followed his gaze across to the bar door. In swept another female also in green fatigues. This one was decidedly better looking, and about 15 years younger than the nurses.

'*Who's she?*' I asked Dick.

'*That's Jeannie, the Red Cross bird*', said Dick with a wink. '*Don't worry, we won't get a look in. She only goes for American flyboys.*'

Sure enough, after doing the rounds of the bar, talking and laughing loudly, she left arm in arm with a US Army lieutenant colonel who had been talking to our CO.

'*Not to worry, Dick*', I consoled him. '*We'll have a few grogs instead*'.

Sunday, like every other day, was a working day, although the scale of activity was less than during the rest of the week. I had drawn the only flying sortie, the Saigon-Bien Hoa courier. This mission ran first thing in the morning, and again late in the afternoon. There was time in between to join a jeep load of people going to the beach. The back beach, where we swam, was on the other side of town. It was supposedly unpolluted, unlike the front beach near the Villa Anna. Getting there involved a drive through the outskirts of town, past the large stucco and terracotta tiled Catholic Church and, further on, two Buddhist temples decorated with dragon-head gargoyles and religious symbols, which looked like a back-to-front swastika. We passed two saffron-robed monks from the temples, shaven heads perspiring, sandalled feet splashed with mud, walking on the side of the road towards town.

The beach was hidden from the road by clumps of bamboo growing in the marshy flats between the sand and a meandering stream. There were crowds of people sprawled on the sand or playing handball. They were nearly all off duty military personnel, many in uniform or a zany mixture of uniform and civilian clothes. The Americans, with their crew cuts and check shorts, were easily distinguishable from the more conservative Australians, as were the chunky-looking Koreans from the slim Vietnamese. As we arrived a VNAF Skyraider flew along the water's edge at about 20 feet causing several bathers to throw themselves flat on the sand, and others to shake their fists angrily as it zoomed out of sight behind the nearby headland. Perhaps this was why the following notice later appeared in the Aerodrome Directory under 'Aerodrome Remarks' for Vung Tau:

'Flights along beach area below 500 feet prohibited'.

'Dumb asshole', remarked an American laying out his towel on the sand near us. There were no inspectors or change rooms at this beach. One simply stripped off in full view of the other bathers, even though there were a few women present. We splashed in like six-year-olds. The water, not quite tepid, was nevertheless invigorating. I felt purged and fit again. As I waded back up to the shore a sea snake wriggled its way into the water beside me. No one seemed to take any notice, as though this happened all the time, and the snake did not seem interested in me or the other bathers. So I affected an air of nonchalance, preferring to risk death from its venomous fangs than to make a fuss about nothing.

The afternoon shadows were lengthening as the CO and I climbed into our aircraft for the pm courier. The Caribous were parked nose-in along the wall of our maintenance hangar so that you had to reverse out of the lines onto the PSP apron adjacent to the east-west runway. The crew chief sat on the open back ramp, his headset on a long lead so he could give directions to us over the intercom. It seemed funny going to work after a half-day at the beach, but that was typical of our routine here. We had no set days off. If we were required to fly we flew, sometimes ten days in a row. If we were not required for flying we were free to come and go as we pleased, within the restrictive limits placed on us by security and transport. The town of Vung Tau was secure so you could walk downtown, or go to the beach if a jeep was available. But you could not go anywhere outside the town unless it was on a military aircraft. Some of our passengers, therefore, were off duty military personnel, returning to Saigon after a day off here. There would be Vung Tau people waiting at Saigon for our return flight.

We climbed out around the green hill on the tip of the Cap St Jacques peninsula, and over the ships at the mouth of the river. Because of the low cloud the CO chose to fly low level up the river along the shipping lane. This did afford a measure of protection since the river was two miles wide at this point. But I felt a twinge of uneasiness as the mangrove swampland each side had been known to harbour snipers, and aircraft and shipping had been fired on. Vung Tau itself had actually been subject to a mortar attack from a mud island in the river estuary the previous March, causing a hole in the hangar roof and minor damage to two aircraft.

Recently, for added protection, much of the mangrove areas had been defoliated with chemicals sprayed from the air. I had seen the defoliation aircraft from above, converted C-123s, flying in patterns towards Saigon and back, trailing clouds of poisonous spray, which turned the green marshes into a brown wasteland. God knows what it did to people.

Bien Hoa was a large fighter base near the city of the same name about ten miles north-east of Saigon. We came in here these days with mail and supplies for the Australian medical team, a volunteer group of civilian doctors and nurses who had set up a hospital here under a civil aid plan. Prior to this, squadron aircraft came in support of the Australian Army battalion, which had been based here since April 1965.

When the Australian Army commitment was increased by another battalion and support units, the newly constituted Task Force moved to Phuoc Tuy Province, its new area of responsibility. This event happened a couple of months before I arrived in the country. Our greatest problem getting into Bien Hoa was avoiding gaggles of fighters, which were continually arriving and departing. We had to fly uncomfortably low at some distance from the field, giving the CO the opportunity to point out a bridge blown up by the VC a week ago, then dart in during a break in the traffic.

TMC at Tan Son Nhut had 24 passengers for our return flight to Vung Tau, including Americans, Australians and Vietnamese. There were more than twice that number of Vietnamese clamouring around the aircraft, waiting for a sign that they might be accepted, or waiting to be pushed away. At some of the smaller airfields, swarms of Vietnamese often

rushed out to the aircraft, sometimes even trying to jump onto the open cargo compartment door while the aircraft was taxiing. They rarely seemed to know or care where the aircraft was going, as long as it was somewhere else, or realise they needed military authorisation to travel.

Here at Saigon they were more subdued, thanks to base security and the efforts of TMC. But they were going to try all the same. Our crew chief today was Dick De Friskbom, a sergeant and the senior loadmaster at Vung Tau. When we climbed aboard Dick was scratching his head. The manifest listed 24 passengers, but a head count produced 25. All claimed the right to travel. He decided to call names. After calling 23 names a grizzled US Army sergeant and an impassive Vietnamese private remained. Dick's credulity was severely strained when he called the last name—'MacRobertson'—and both the American and the Vietnamese replied, 'Present'.

The unfortunate Vietnamese was ejected.

That evening I drove downtown for the first time so Mick Lewino could pick up a pair of slacks he had had made at one of the many Indian tailor shops. We drove through the town square, with its monument bedecked in allied flags and banners bravely proclaiming 'Peace and Prosperity with the Help of Our Allies' in Vietnamese, to the huddle of open-fronted buildings covered in lurid signs which constituted the shopping area.

I waited outside the tailor shop in the jeep, fascinated by the passing scene. A bar-girl came out of her crummy-glittery-dark premises to try to attract more custom. Business was slack so she bought a snack from a wizened old man sitting at a tiny kerbside pushcart with a little kerosene stove on top. He cut up and cooked strange-looking meat, mixed with a spaghetti-like substance, which he put out for sale on paper plates. A fuel lamp on top of the cart provided only enough light to make his activities look sinister. Two young boys arrived nearby and opened cases containing sunglasses, combs and curios. They squatted on the footpath beside their wares, loudly exhorting custom from passers-by. Seeing me, one came over offering goods, then his sister, and finally his brother. I politely declined each in turn. Grubby children fought the way children do anywhere. A middle-aged Vietnamese woman held a baby up to me. She did not look destitute so I did not know what she wanted me to do. I might have helped in some way if I could have understood what she was saying. A wretched, legless beggar lying on a small, four-wheeled cart dragged himself across the street with surprising dexterity. Other Vietnamese shouted at him as if he was a nuisance.

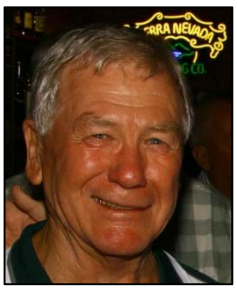
I glanced over at the tailor shop. So many men were coming out of it I suspected there was more going on inside than clothing manufacture. Finally Mick came out with his slacks, dispelling my suspicions, and we left the bustling scene behind.

The Villa was quiet when I returned, in contrast to the previous night's festive atmosphere. A small group at the bar was ordering rounds of exotic drinks to relieve their boredom. At 25 cents a drink this was an inexpensive pastime. John Harris and a couple of other blokes were about to start a game of cards. John motioned me towards an empty chair. I sat sipping a rum and coke, half-concentrating on the game, wondering what the next week would bring. I had packed a lot into my first few weeks here, seen half the country in the process, and logged quite a few flying hours. I was starting to feel at home in this strange environment.

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

All-Appy reunion – Brisbane.

On Saturday the 25 Feb, a bunch of about 90 ex- Appies who live (mainly) in Queensland and Northern NSW, and their ladies, got together at the Transcontintal Hotel in Brisbane for their annual get together. They came from far and wide, blokes who were on courses from 8 Appy (Mangoes) who graduated on the 7 Dec 1956 to 31 Course (Porcupines) who graduated on the 1st December 1978.



This year's event, which kicked off about mid-day and rattled on until nearly dark, was once again organised by Rob Wilson and his committee.

27 Appy took out the prize, with 13 blokes from the Rats getting together, these blokes graduated from Wagga on the 26 June 1974.

The event wasn't just for ex-Wagga Brats either, there were several ex-Brats from Laverton and as Rob says, it's a good thing, this is an All-Appy event, and the Radschool Brat number is increasing each year. There is an All-Appy website, you can see it HERE.

The final Appy course at Wagga (46 Appy – Sprogs) graduated on the 29 March 1993, the final from Laverton was 45 Appy which graduated on the 8th December 1992.

The Trans Hotel (as it is known) is a popular spot for reunions and get togethers as it is directly opposite one of Brisbane's major train and bus stations and revellers can get to the event, enjoy the odd one or six, then just wander back across the road and get home again safe and sound.

Instead of offering “walk around” finger food, Rob had organised for the Hotel to offer a lunch menu which was included in the $20 entrance. People bought their own drinks.

Food on offer included the following:

- Crispy skin Atlantic Salmon served with skordalia, champagne cream, snow peas, avocado salsa and watercress.
- Panko Crumbed Chicken Breast served with hand cut fries and garden salad.
- Roast Biff Rump (200gm) served with roasted chat potatoes and garden salad.
- Burger with the lot – beef patty on a sesame seed brioche bun with bacon, egg, cherry tomato chutney, beetroot, sharp cheddar served with a side of fries and smoked aioli.
- Char Grilled Lamb salad served w/ roast pumpkin, sweet potato, fetta, olives, tzatziki, smoked eggplant and toasted almonds.

Names in the following photos are set out left to right. The photos have been crunched to allow quicker opening. You can get the HD version which you can download should you wish, by clicking each pic.

Some of those that attended.

Allan Uhlman (16 Appy), Bev Kane.

Barry (8 Appy) and Jasmine Jacka.

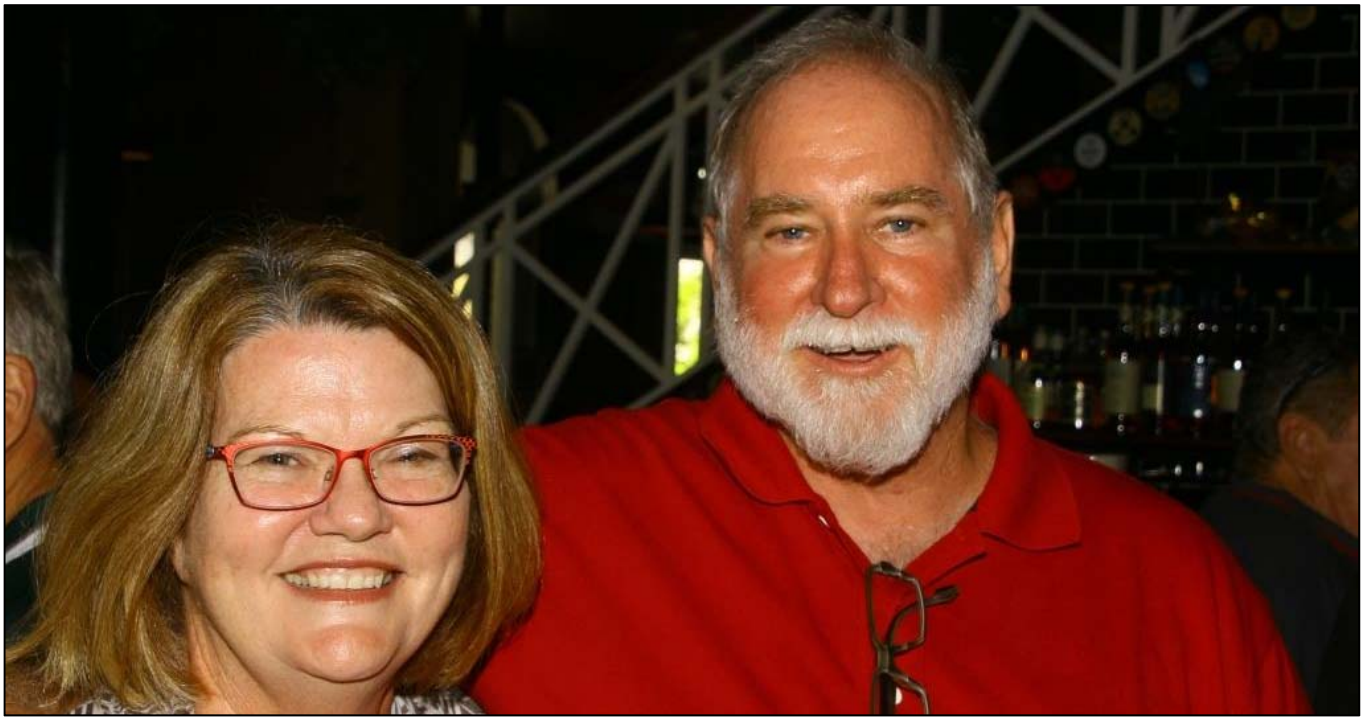
Bev and Kev (11Appy Gunny) Kane, Terry Carmody (21Appy), Bill Hewson (29Appy Arm).

Bill Moore (16Appy), John Gracey (12Appy), Dave Lee (15Appy).

"Butch" Borchert (21Appy)., Norm Pesch (28Appy), Terry Waddington (18Appy).

Charlie Downs (11Appy) Dave Henkel (11Appy).

Doug Pickering (20Appy), Norm Bruce (21Appy).



Jackie Thomson, Ewen Thomson (27Appy).

Ann Bartlam.

Gayle and Keith McAlinden (25Appy), Ewen Thomson (27Appy).

Gayle McAlinden, Jackie Thomson.

Graham Bickle (10Appy – Inst), John Pickard (14Appy), Geoff Dickerson (8Appy – Radio), Greg Dowling (18Appy – Radio).

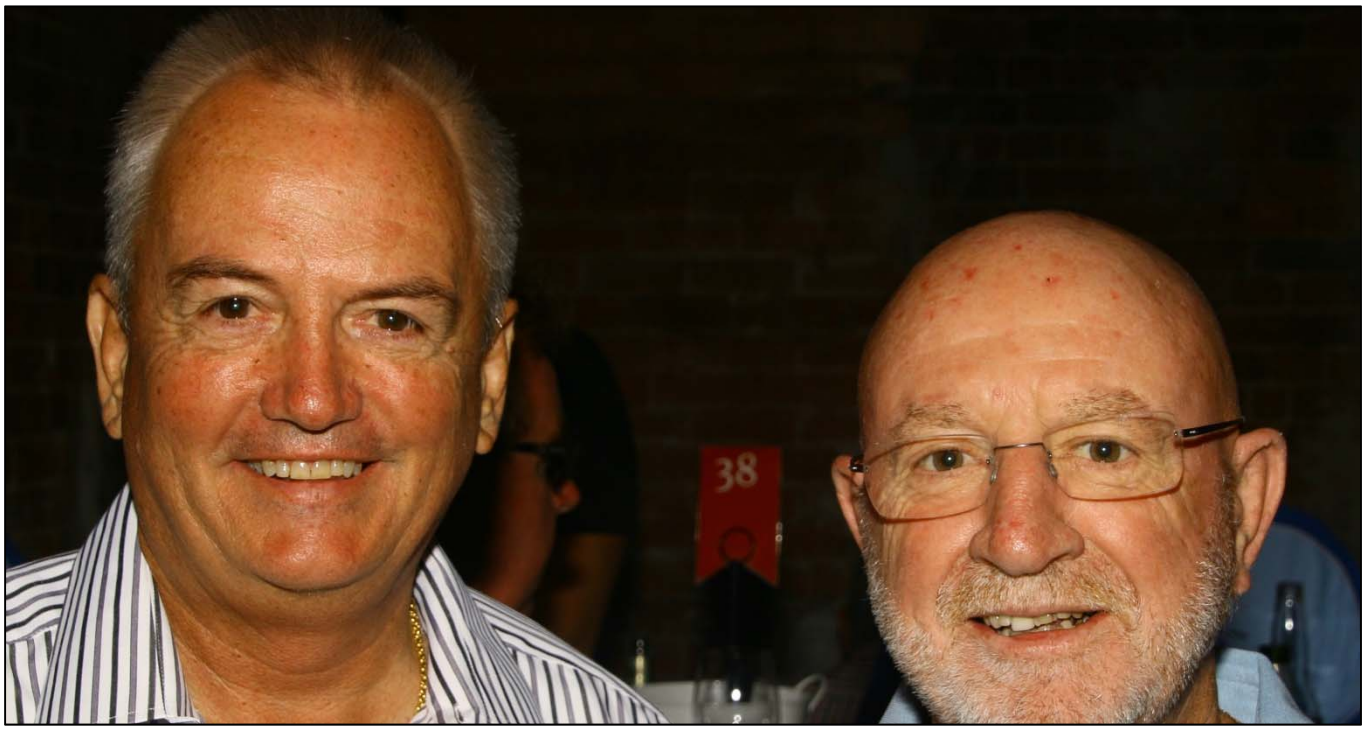
Kaye and Ralph Donelan (15Appy).

Ewen Thomson (27Appy), Steve Nelson (27Appy), Ken Gould (27Appy), Mick Ohlin (27Appy),

Kaye Donelan, Kay Middleton, Keith Row (15Appy), Trish Row.

Ken Bischof (18Appy), "Blue" Bock (19Appy), Bill Hewson (29Appy Arm)

Kev Riley (24Appy), Paul Johnson (26Appy, Don Worner (15Appy).



Maurie Simons (17Appy), Greg Dyce (20Appy).

Jock Fiddes (8Appy), Rob Wilson (15 Appy), Lindsay Bennett [front] (11Appy – radio)

Peter Hill, Ian Everett, Don Worner (15Appy), Dick Wills (15App).

Mick Jarrow, Kev ford, Clayton Wilson, Rob Burton, Derek Hibbs, Mark Bartlam, Mark Ramsay – all 31 Appy.

Wal Curry (24Appy), Kev Riley (24Appy).

Rhonda Dowling, Nancy Pickard, Barbara Dickenson.

Towards the middle of the afternoon, after Rob had welcomed all for attending and the troops had been coerced into buying bunches of raffle tickets, Rob decided it was time to dip into the hat and find a few winners.

Graeme Bickle was first off the rank, Graeme won the first prize and had the option of taking a new S class Benz or a bottle of whiskey. Wisely, he chose the whiskey.

Mark Ramsay won second prize and he had the option of taking a first class, three week all expenses paid world trip, flying Singapore Airlines or several packets of curry powder. Mark of course chose the curry powder.

Third prize winner was a jubilant Mike Yarrow (the 31 Appy boys bought a thousand tickets). Mike was given the difficult task of choosing between a three week all expenses paid holiday on the Gold Coast or a bottle of NZ Sauv Blanc. No need to guess which one he took.

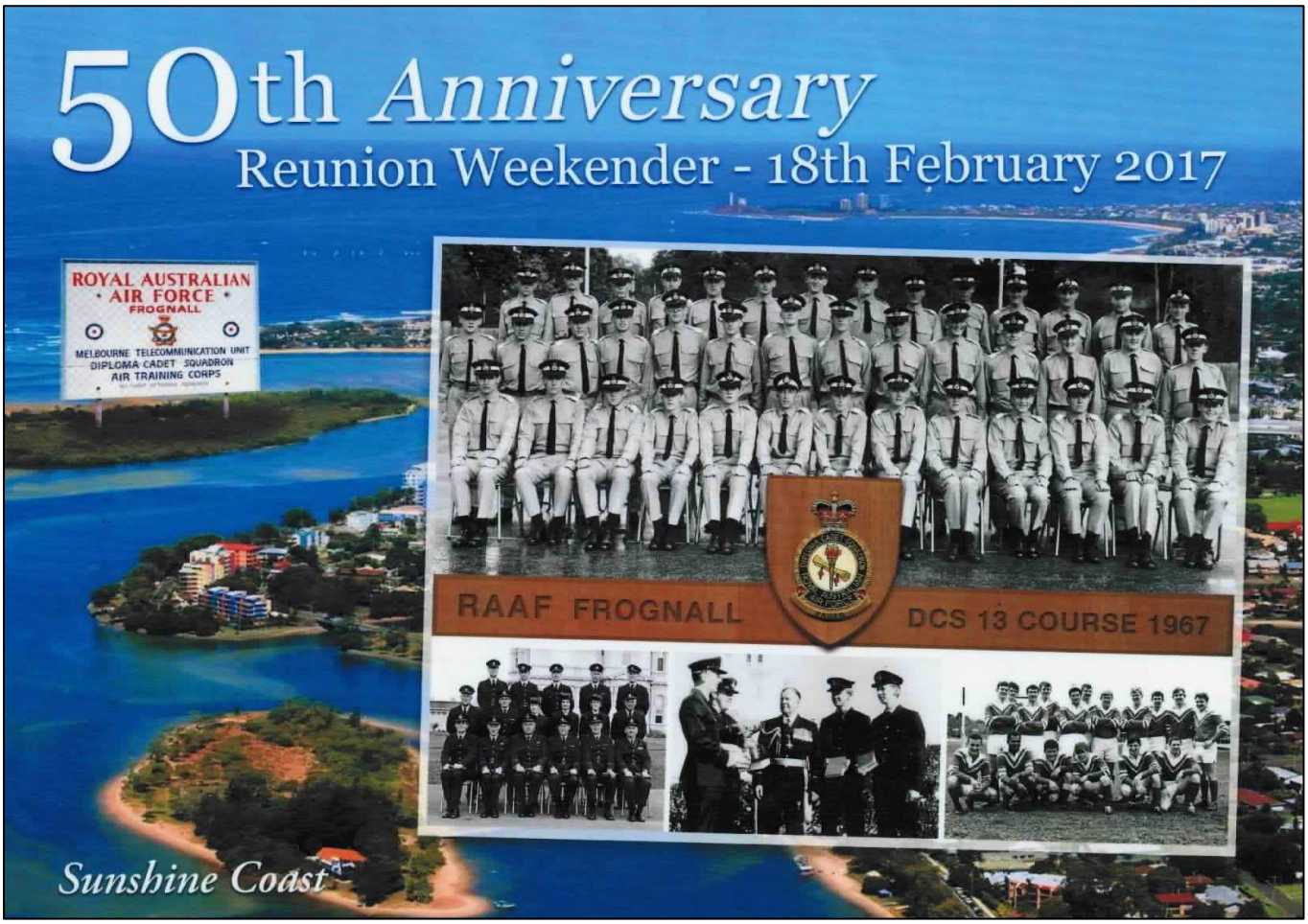
If you're an ex-Appy and you missed it - you missed it!. The Brisbane Appy reunions are getting bigger and better, thanks mainly to Rob Wilson who organises the whole thing.

If you're an ex-Appy and you'd like to meet old mates and relive those early informative years of your life, put a big mark against February in next year's calendar and keep an eye on their web site http://www.allappys.com/

Frognall DCS Course 13 50th Anniversary Reunion.

RAAF FROGNALL
DCS 13 COURSE

Over the weekend, 17 – 19 February 2017, a bunch of ex 13 Diploma Cadet Course blokes and their ladies got together at the Maroochydore RSL Club (Qld) to share a drink or two over a wonderful meal, to catch up with old mates, to reminisce, to tell a few lies and to promise to do it all again in another 50 years…….



Back in 1967, 41 young blokes assembled at Frognall, in the Melbourne suburb of Canterbury, to start their various Diploma Courses. Some did Communication Engineering, some Electrical Engineering, some Aeronautical Engineering, some Mechanical Engineering, some Commerce

and although all the courses were held at RMIT in Melbourne City, Frognall is where they hung their hats – this marvellous old building was their home where they slept, ate and socialised.

Some of the blokes came direct from Appy land, some from direct entry and some from the ranks (Kevin Kerr, Laurie Lindsay, John Rae, Ron Knight, Keith Dinnerville and Doug Castledine), all were destined to spend the better part of 4 years on the books. Some courses were longer than others, some blokes were required to complete school leaving certificates before commencing the course, others carried subjects from another life and completed their studies in under 4 years.

Those that could make it, met at the great old Palmwoods Country Hotel on the Friday night (17Feb) to break the ice then on the Saturday it was into Maroochydore to the newly renovated and now magnificent Maroochydore RSL club for the formal dinner.

The weekend was arranged by Harleigh Luscombe and Garry Bates (opposite).

These two blokes put in the hard yards and everyone who went along and enjoyed the occasion, all agreed they did one helluva job.

The entertainment for the night was provide by Force 4, which was formed at Frognall

in 1966 and which is led by Rod McLeod (You can see them HERE). We went along and the following pics are of some of those who attended.

You can click some to get better copies which you can download and/or print out. All names left to right.

Guest of Honour.

The Guest of Honour at the function was Air Vice Marshall Leigh Gordon AM, CSM, the Head of the Joint Strike Fighter Program, (the F-35 acquisition program) a position to which he was appointed in March 2016.

AVM Leigh Gordon, Carolyn Bates, Garry Bates.

Leigh graduated from the Engineer Cadet Squadron in 1985 with a degree in aeronautical engineering and has since served in a number of staff and maintenance positions in Melbourne, Perth and Canberra. Highlights of his career include a posting as Senior Engineering Officer at 25 (City of Perth) Squadron supporting the PC9, Macchi and Caribou

aircraft and a posting as Project Manager of the Lead-in Fighter Project that replaced the Macchi jet trainer with the Hawk 127.

His Command appointments include Commanding Officer of 382 Expeditionary Combat Support Squadron (382ECSS), and Officer Commanding of the Training Aircraft Systems Program Office. During his time as CO 382ECSS, Leigh led the combat support element deployed to the Middle East alongside No 75 Squadron on Operations Bastille and Falconer.

He is a graduate from Australian Command and Staff College, and has served in a range of Director and Branch Head positions in the then Defence Materiel Organisation. In August 2013, he was promoted to Air Vice-Marshal and assumed the role of Head Aerospace Systems Division in Capability Acquisition and Sustainment Group. He joined the Joint Strike Fighter Project in March 2016.

On Australia Day 2015 he was made a Member of the Order of Australia for exceptional service to the Australian Defence Force in aerospace logistics. For his duties as Lead-in Fighter Project Manager, he was awarded a Conspicuous Service Medal in the 2001 Queens Birthday Honours List and also received a Chief of Air Force commendation for his role as CO 382ECSS.

Leigh's pride and joy is his red 2002 Holden Monaro, half his luck we say!!.

On arrival at the RSL on the Saturday night, drinks and hors d'oeuvres were served in the Club's Events Centre Foyer where for about an hour everyone mingled and relived old times before moving into one of the Event's rooms for dinner.

Bev and Barry Sillett.

Dave and Glenys Conran, Mick McKee, David “Scruff” Appleby, Ralph Waters.

Denis and Trish Smedley.

Laurie Lindsay and Kevin “Custard” Kerr.

Bev Sillett, Leigh Gordon

David and Jennifer Pilkington, Lilia and Leon Szarski.

Floyd Wilson, Keith Moody, Harleigh Luscombe.

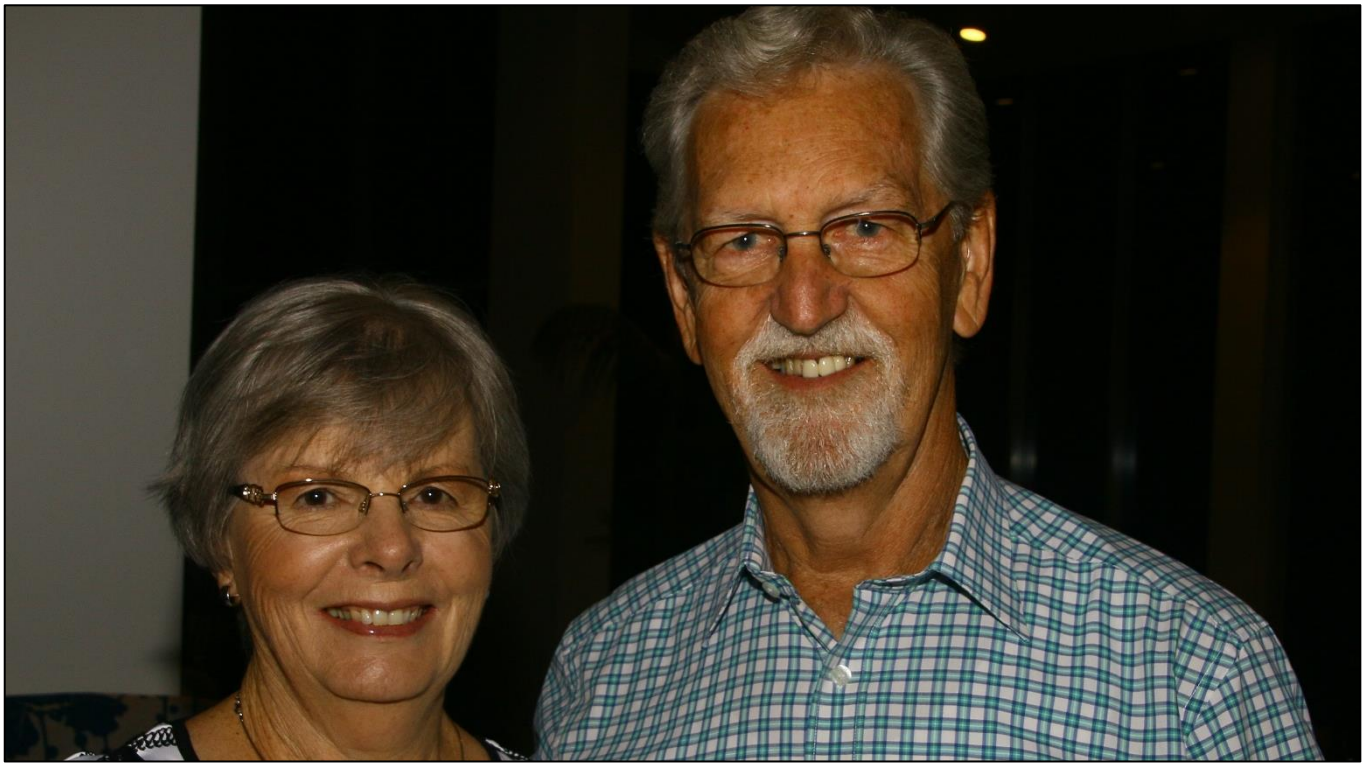
Glenys Conron, Robyn Green, Carol Jewel, Judy Castledine.

Gail and Ron Knight. Back in the 60's, Gail was Gail Ritchie and worked in the library at RMIT.

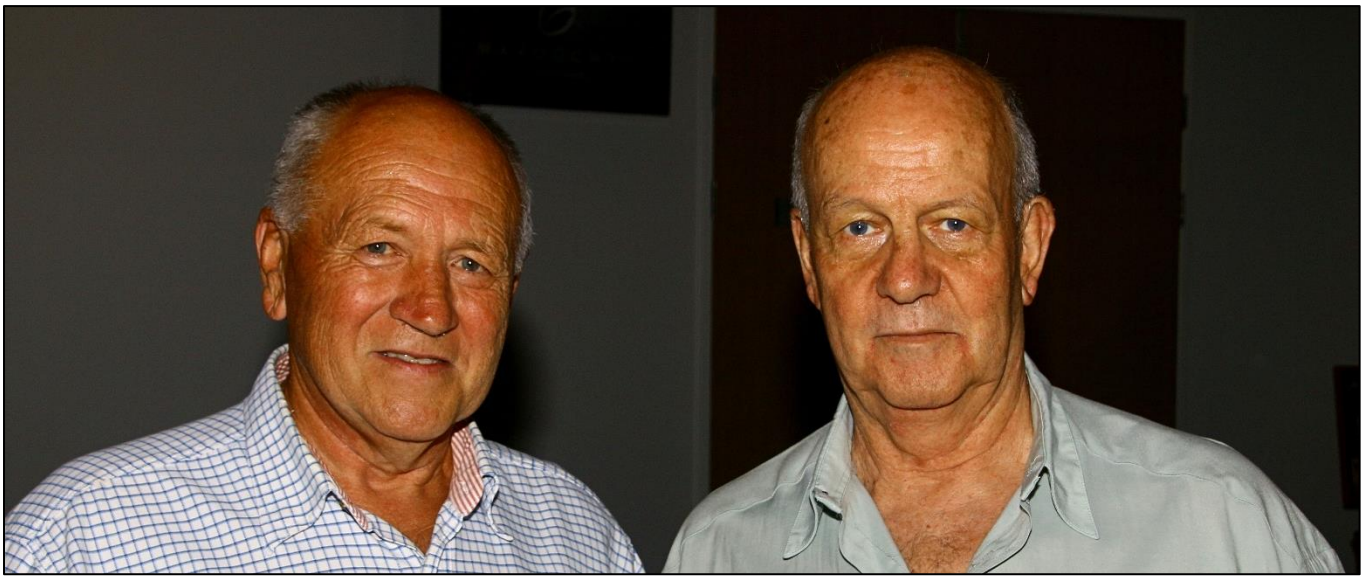
John and Gloria Rae, Lyn and John Pluck.

Marie Thompson, Dennis McGilvery, Rod Thompson.

Robyn Green, Marilyn McKee, Maureen Kerr.



Majella and Floyd Wilson.



Wally Krooglik, Laurie Lindsay.

Leanne and Geoff Fellows, Carolyn Bates.

It was then time to leave the foyer and stream into the dining area for the formal dinner. Garry Bates welcomed everyone and made a point of telling Laurie Lindsay unless he mends his ways and stops peddling that left wing rubbish he can take his bat and ball and there's the door.

Table 1.

Table 5.

Table 4.

Table 2.

Table 3,

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Table 6.

Towards the end of the night, one of the Band's CDs was signed by all members of the band and was auctioned off. It was snapped up Judy Castledine for the sum of $200.

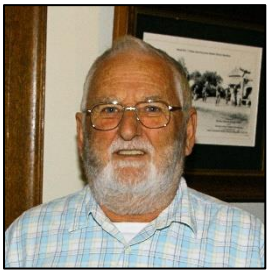
In all, $600 in gratuities was raised for the band by attendees on the night. Shortly thereafter, the band announced the total proceeds would be donated to the Royal Children's Hospital, Melbourne.

The mother-in-law arrives home from shopping to find her son-in-law, Paddy in a steaming rage and hurriedly packing his suitcase. "What happened Paddy?" she asks anxiously. "What happened? I'll tell you what happened! I sent an email to my wife telling her I was coming home today from my fishing trip. I get home … and guess what I found? Your daughter, my wife, Jean, naked with Joe Murphy in our marital bed! This is unforgivable! The end of our marriage. I'm done. I'm leaving forever!"

"Ah now, calm down, calm down Paddy!" says his mother-in-law. "There is something very odd going on here. Jean would never do such a thing! There must be a simple explanation. I'll go speak to her immediately and find out what happened."Moments later, the mother-in-law comes back with a big smile.

"Paddy, there, I told you it must be a simple explanation…….She never got your email!" ;

Appy Reunion.



On Saturday, the 21st January, a bunch of Ex-RAAF Apprentices, along with their ladies, got together at the Werribee RSL Club for a few beers, a catch-up with old mates and a promise to do it all again in 12 months' time. This was the 43rd time they had got together and as usual, it was organised by Barry Hillsley and Graeme Oxley. Phil "Dick" Tracy (right) did the PR work.

The get together wasn't just for the blokes from Wagga either as we spotted a few blokes who had survived Appy-land at Laverton. The only requirement to attend was you had to be an Ex-RAAF Appy, age, rank or mustering was not in question as there were blokes there from early courses, 4 Appy (Dewdrops Dec 1952) right up to 35 Appy (Rodents March 1983).

These get togethers started many years ago as an informal couple of drinks in some-one's garage and over the years as more and more people attended it grew into the event we experienced over the weekend.

For some years now it has been held at the Werribee RSL Club. The Werribee RSL Sub-Branch, which was formed in 1919, holds the liquor licence for the premises and operates the social club itself. Some years ago, the Committee realised the need and employed a professional manager to operate the Club and over the years there have been many improvements and additions to the building. It now provides a fully licenced bar, a pokies room, TAB, Keno, a full kitchen and dining room, a billiard room and function facilities.

In their generosity, the Club provided the food for the blokes and their ladies who got together in the Club's function room.

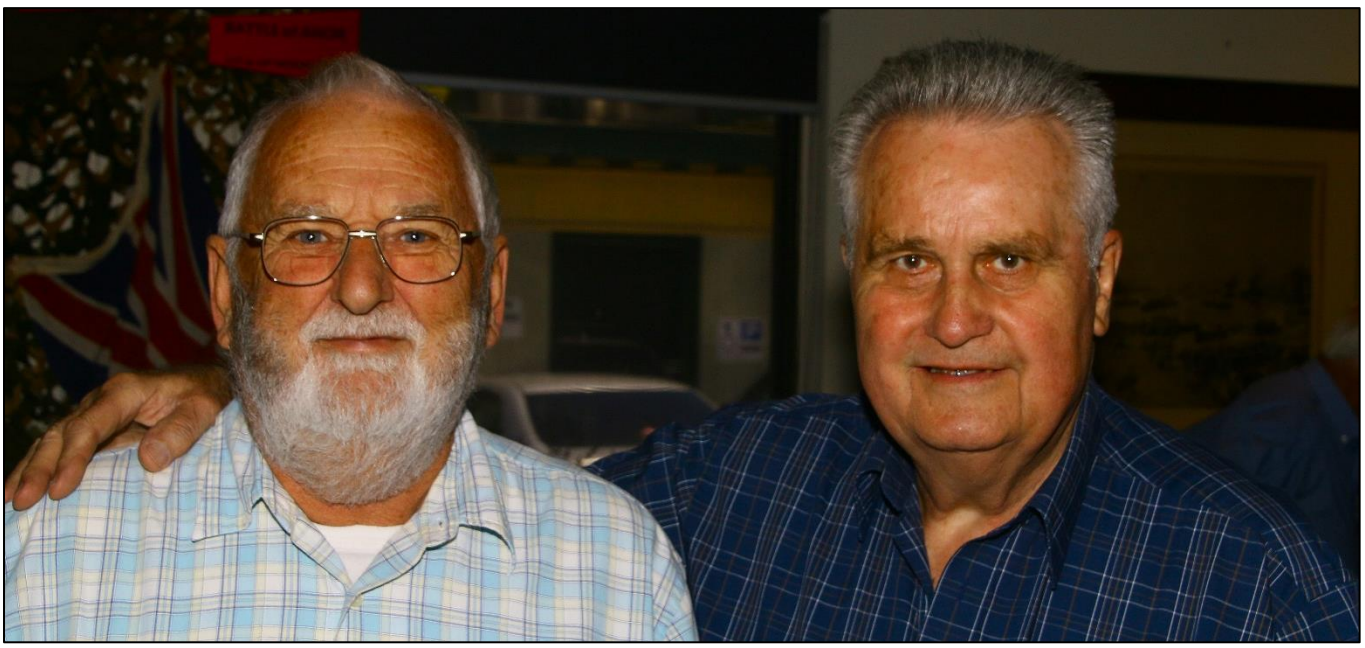
The following people went along, these pics have been crunched to allow them to open quicker, you can get the HD version, which you can print out and/or download by clicking each pic. All names left to right.

Bob Maxwell, Paul Shadbolt, Greg Doughtery, John Hicks, Tom Hobday, Ken Marsh – all ex 21 Appy blokes.

Gordon Charlton, Mark Madler-Edwards, Rick Lovett, Peter Hodgson.

Ian Butcher, “Sticks” Carlton, Mick Churchin.

Brian Fuller.



Phil “Dick” Tracy, “Yogi” Mueller.

These lovely ladies brightened up and added a bit of panache to an otherwise dull “old-boys” event.

Donna Hodgson, Liz Ridder.

Nobby Hill, Bruce Kean.

John Cecchin.

Peter Tuncks, “Dick” Tracy, Bob Bennett.

Barry Hillsley.

The Club provided loads of hot snack food for the troops and at one stage we thought we spied an ingenious Barry Hillsley with one of the trays attempting to sell the spring rolls, meat balls and other delicacies at 3 for a dollar.

We don't know how he went or whether or not he made a fortune but while he wasn't looking, we nicked a few pieces and they were pretty good.

I've reached the age when I need my hearing aid and false teeth before I can ask where I left my glasses.

Ian Stuart, Doug Patterson.

Paul Shadbolt, Glenda Trainer, Bob Maxwell.

Trev Benneworth, Gordon Charlton, Mark Madler-Edwards, Rick Lovett, Peter Hodgson.

"Sticks" Carlton, Mick Churchin.

The Gate-keeper – Graeme Oxley.

A very diligent Graeme sat at the door and ensured no-one was getting past him without first parting with some hard earned. After everyone had arrived and he had collected all he was going to collect, he had a funny way of counting the funds, we think we heard, “one for them, one for me” but we could be wrong.

You know you’re getting on when the only whistles you get come from the kettle.

Geoff Goss, Mick Banton.

As we'd flown down from Brisbane to attend the reunion, we thought while in the Melbourne area it would be good if we could have a look over the base at Laverton and bring you a few photos to show how it looks since our last visit back in May 2011. Unfortunately, Virgin cancelled our early morning flight and bumped us onto an 8.00am flight which got us into Melbourne at 11.00 (Melb time) then by the time we'd got the bags off the carousel, the hire car organised and driven through Melbourne's traffic and down the Geelong highway to the base it was too late. Everyone had bolted for the day and we couldn't arrange a chaperone.

You can see a bit from the gate and we outed with the camera and as we started to take a few pics of the old blocks where most of us used to live, the civvy guard bolted from the guard room and told us in no uncertain terms that taking photos of a defence force establishment was a definite no-no - we had to go without pics.

So! As we couldn't take any of our own, we'll have to settle for the one that Google took not long ago. See below.

You can click it to see it in greater detail.

Silly isn't it??

Then we thought if we can't get onto Laverton and while in the area perhaps we could have a look over the RAAF's wonderful museum at Point Cook. The road from Laverton to Point Cook, which was a bit of a race track through open fields in our day, is now built up nearly all the way. There's a bit down near Point Cook where the aerial farm used to be that is still vacant, but the dozers were there and it won't be long before it's suburb all the way down. *(The pic at right is Geelong Rd looking towards Geelong and taken from out the front of Laverton – 1967)*.

There's a large shopping centre half way down the road to Pt Cook and we dropped in for some lunch, then headed for the museum.

Not to be - once again.

During the week, the museum is open from 10.00am to 3.00pm (closed on Monday) and 10.00am to 5.00pm on the weekend. We arrived at the gate at 3.01pm.

So off to Werribee we went and booked into our motel.

A sure sign of old age is waking up feeling like the morning after the night before and realising you haven't been anywhere.

These days Werribee, which is 32 klms west of Melbourne and which was formed in the early 1850s, has a population of 37,500. It is situated on the Werribee River which when we looked was as dry as a chip. Today it is better known for its major tourist attractions which include the former estate of wealthy pastoralist Thomas Chirnside, known as Werribee Park, the Victoria State Rose Garden, the Werribee Park National Equestrian Centre and the Werribee Open Range Zoo.

As we had some time on our hands, we decided we'd have a look at the Werribee Park Mansion which was only a few minutes' drive from our motel.

In 1838 Thomas Chirnside emigrated to Australia from Scotland. Two years later, in 1841 he was followed by his brother Andrew. The Chirnsides, who were educated and astute

businessmen and came from a farming family, arrived in Australia with money. Thomas originally settled in the Murrumgidgee area in NSW and bought a flock of sheep and a short time later, moved his sheep down to Victoria and settled in an area north of Ballarat. Now joined by his brother, the Chirnsides bought more sheep and began to purchase land and in 1850 they bought the property named Werribee.

In 1877 the Chirnside brothers built the 60 room Italianate mansion, which is Victoria's largest and most elaborate private residence and which remained in the Chirnside family until 1922.

Entrance to the Mansion.

In 1922 the property was sold to another wealthy grazier but in 1923 it was on-sold to the Catholic Church which used it as a seminary to train its priests. The training course required 8 years' full time study and back then there were so many young men wanting to enter the priesthood that the Church needed to add several wings to the original building to accommodate the number. Those additions are now the Mansion Hotel and Spa.

In 1973, the Church sold the property, which was in need of some TLC, to the Victorian Government which immediately began work to restore the mansion and the remaining 400 hectares to its former glory.

It is now managed by Parks Victoria and is open to the public.

First glimpse of the mansion.

The mansion.

One of the many magnificent covered walkways of the Mansion.

In 1996, episodes set in England of the television series “The Genie from Down Under” were shot at the mansion and most rooms were used for an American-based film called “The Pirate Movie”, starring Kristy McNichol and Christopher Atkins. The mansion was also used in the 1976 film “The Devil's Playground”.

In December 2007, the Werribee Park Mansion hosted two Elton John concerts as part of his Rocket Man Solo Tour.

Every year the Werribee Mansion Grounds are used to host the Werribee Christmas Carols event, the harvest festival, the polo championships and since 2013 on New Year’s Day, the “Let them eat Cake” music festival.

The face is familiar but I can’t remember my name.

The Mansion Hotel and Spa with the original building on the right.

The Hotel with the most recent addition to the left.

Some of the interior rooms of the mansion.

One of the many bedrooms.

The dining room.

The drawing room, to where the ladies retired after dinner.

The Kitchen.

The laundry, at the rear of the buildings.

Note the green hedge, back then it was considered a huge no-no to look upon another person's "under-garments" so drying clothes were hidden from view.

From 1884, Thomas Chirnside was plagued by sickness and he became morbidly depressed. A bachelor, he had transferred most of his estate to his brother and nephews but, believing himself bankrupt, shot himself on 25 June 1887, while in the laundry above. He left an estate valued at £104,596 – a huge sum in those days. Andrew was left in possession of Werribee Park but died on 30 April 1890, survived by his wife Mary, four sons and two daughters.

The magnificent gardens by which the buildings are surrounded.

The gardens are a very popular spot in which to get married and are considered one of Melbourne's premier wedding venues.

The Mansion is open from 10.00am to 4.00pm on weekdays and from 10.00am to 5.00pm on weekends.

Admission is:- Adult $9.80, Concession $7.30, Family (2 adults, 2 children) $31.30.
Entry to the gardens is free.

You know you're old when you bend down to tie your shoelaces
and start wondering what else you could do while you're down there.

Rose Garden.

Adjacent to the Mansion is the magnificent Victoria State Rose Garden. If you're into roses, this is for you.

Winner of the prestigious World Federation of Rose Societies Award for Garden Excellence, this internationally acclaimed garden is located in the magnificent setting of Werribee Park. 5,000 roses are displayed to perfection within four uniquely shaped designs, the feature design set in the shape of a Tudor Rose. Two themed displays complete the rose design; a Federation Leaf dedicated to Australian roses and the David Austin Bud showcasing roses of 46 cultivars.

The Werribee rose garden is separated from the mansion's formal gardens by a Heritage Border featuring unusual and historic roses from around the world. In bloom from October to May, the roses are at their most magnificent from November to April.

You can get further info on the rose garden HERE. Entry is free.

If you're in the area, and you can't get into Laverton or Point Cook, you'd be well advised to visit the Werribee Park complex. There's further info HERE.

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Fort Lytton.

Fort Lytton, which is at the mouth and on the southern shore of the Brisbane River, is Queensland's foremost military exhibit and has extensive historic fortifications, Queensland's largest military museum and provides regular military re-enactments. The fort is open on Sundays, most public holidays and on special occasions from 10am to 4pm. Admission, guided tours and parking are all free. It's a great day out for everyone, from families to serious historians and if you're free on a Sunday, pack the kids and a picnic and go and have a look, it's worth the short 15 klms drive from the centre of the City for a leisurely stroll around. A picnic area is provided by the banks of the Brisbane River however open fires are not permitted, if you plan to have a barby, bring a portable gas one though there is a sausage sizzle where you can buy a snag and onions in a slice of bread for $2.50.

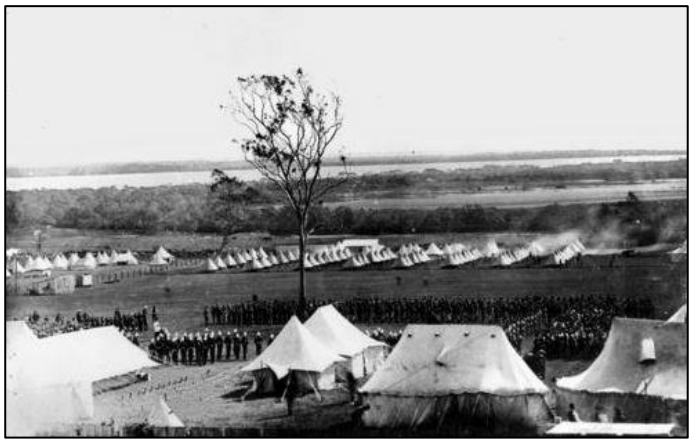
Pets of any description are not allowed.

Many years ago, Fort Lytton played a strategic military role as a hidden fortress guarding the developing Brisbane colony against attacks from potential enemy ships. A quarantine station also operated there preventing diseases spreading to a thriving population. Built in 1881 as a strategic fortification and military training base to protect Brisbane from foreign aggression, the pentagonal shaped fort with its grassy parapets is a unique piece of nineteenth century military architecture. It was the only fortress in Australia surrounded by a water-filled moat and located near the mouth of the Brisbane River, it was designed to support under water river mines and prevent attacks on Brisbane's port facilities.

Years back, the Australian colonies were part of the powerful British Empire, whose colonial ambitions frequently brought it into conflict with many other expanding European empires. Based on the advice from the illustrious British military engineers Jervois and Scratchley, Queensland opted to rely heavily on Fort Lytton as a fixed defence position for its wealthiest port and capital, Brisbane. At the time the fort was built, Brisbane's population was less than 100,000, but it had a wealthy annual trade worth more than £4,000,000.

Initially, Fort Lytton had four heavy gun positions, two to fire down the river and two to fire across the river. The guns were positioned to support an underwater mine system, which was laid across the river in times of emergency and to engage enemy vessels as they entered the river. The controlled minefield was operated from a concealed tunnel under the fort. The tunnel was built in the early 1890s and can still be visited today. By the turn of the 20th century, Fort Lytton's armaments had increased to six heavy guns and two machine-guns. The main ordnance was two six-inch, five-ton, breech-loading Armstrong guns. These so-called "disappearing" guns (below) could be raised rapidly to fire over the fort's ramparts and quickly lowered below the parapet just 20 seconds later.

Two six-pounder quick-firing Hotchkiss guns, a four-barrel one-inch Nordenfelt machine gun and a ten-barrel 0.45-inch Nordenfelt machine gun supported the heavy armament. Two 64-pounder muzzle-loading guns were sited in an auxiliary position closer to the river. Queensland's defence force started out with volunteers in 1860, and by the mid 1880s had expanded to include a small group of permanent soldiers, a militia and a volunteer component. Fort Lytton was the main training ground for the southern companies of the defence force. These annual camps were run by permanent defence staff and provided the only continuous training for part-time soldiers. In the early years the camps were a highlight of Queensland's political and social calendar.



Thousands of Brisbane's citizens would travel by train or boat to Lytton to watch the spectacular military manoeuvres and ceremonial displays. By the time of Federation, Queensland was able to contribute a well- trained military force for defence of the new nation. Throughout World War I, Fort Lytton continued as the primary defensive position for the port of Brisbane and was put to the test twice. The Fort's guns were used to warn a Dutch steamer and a fishing vessel which tried to ignore the official procedure before going upriver.

During World War II the main defences for Brisbane were artillery batteries on Moreton and Bribie islands (right). Fort Lytton retained its role as a major training facility during the war and provided the last line of defence for all shipping entering the river. It played a significant role in protecting Brisbane from air attack and as a signals relay station for the south-west Pacific campaigns. By the end of the war the site, which had been in use for 65 years, no longer met defence needs and was gradually abandoned. In 1963 the land was included in property obtained by the petroleum company Ampol (now Caltex) to build an oil refinery but ownership of the Fort Lytton site was transferred back to the Queensland Government in 1988 as part of Bicentennial festivities.

Ampol had carefully maintained the site and with growing public interest in heritage places, the fort developed a high profile as an historic site under the management of Queensland Parks and Wildlife Service (QPWS).

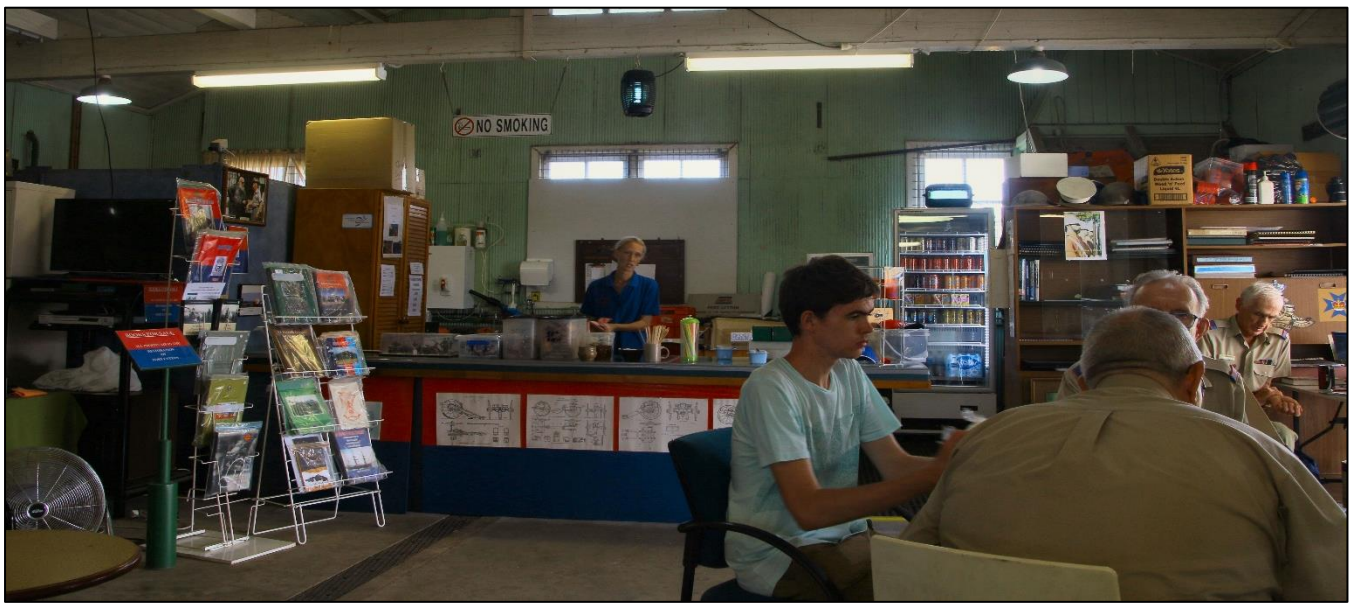
Early Queensland depended heavily on primary production and animal products therefore it was essential to quarantine all livestock coming in and in June 1889, an additional 2 acres of land at Lytton was proclaimed for these purposes. Livestock arriving on ships were quarantined here before being allowed to enter Queensland. Following the formation of the Commonwealth of Australia in 1901, quarantine became a federal responsibility under the Commonwealth Quarantine Act 1908 and Fort Lytton came under the control of the Federal Government. The Federal Lytton Quarantine Station was established in 1913-1914, to accommodate newly arrived immigrants and persons considered to be at risk of causing infection to the general population. It was officially opened in 1915. Many of the buildings remain, however some original buildings have been removed since its closure in 1982. The reception house, bath house, disinfecting block, boiler house and blacksmith shed (below), laundry block, dining hall (Mess), doctors' quarters and launchmens' cottages can still be seen.

Remnants of the jetty and the tramline which linked the buildings making it easier to move goods still exist. The original dining hall was removed from the site around 1988 and used as a fire and rescue training centre. It was returned in 2002 and is currently used as a conference and training centre. This building is available for hire.

With the fear of a rabies outbreak in the early 1900s, all dogs arriving on ships were also quarantined and housed with cattle. Two years later as dog numbers increased, an additional 2½ acres was added to the reserve with a fenced yard for 12 kennels. Little remains of this Animal Stock Quarantine Reserve, now in the grounds of the Caltex oil refinery to the right of the park's entrance.

We had a look around the complex, and here are some of our pics. You can click some for a better view.

When you enter the park, your first port of call should be the Visitor Centre and Canteen (above). This building, which was the old laundry, is part of the old Quarantine Station and now contains many small museum pieces as well as a small canteen which provides basic food and drink. You can also buy historical magazines, souvenirs or pick up a free information brochure.



This complex, like everywhere else in the grounds, is staffed by volunteers – please support them, they do a wonderful job.

The old Quarantine Area, looking from the Fort Complex. The open shed in the left foreground houses examples of some of the mines that would be laid across the river mouth.

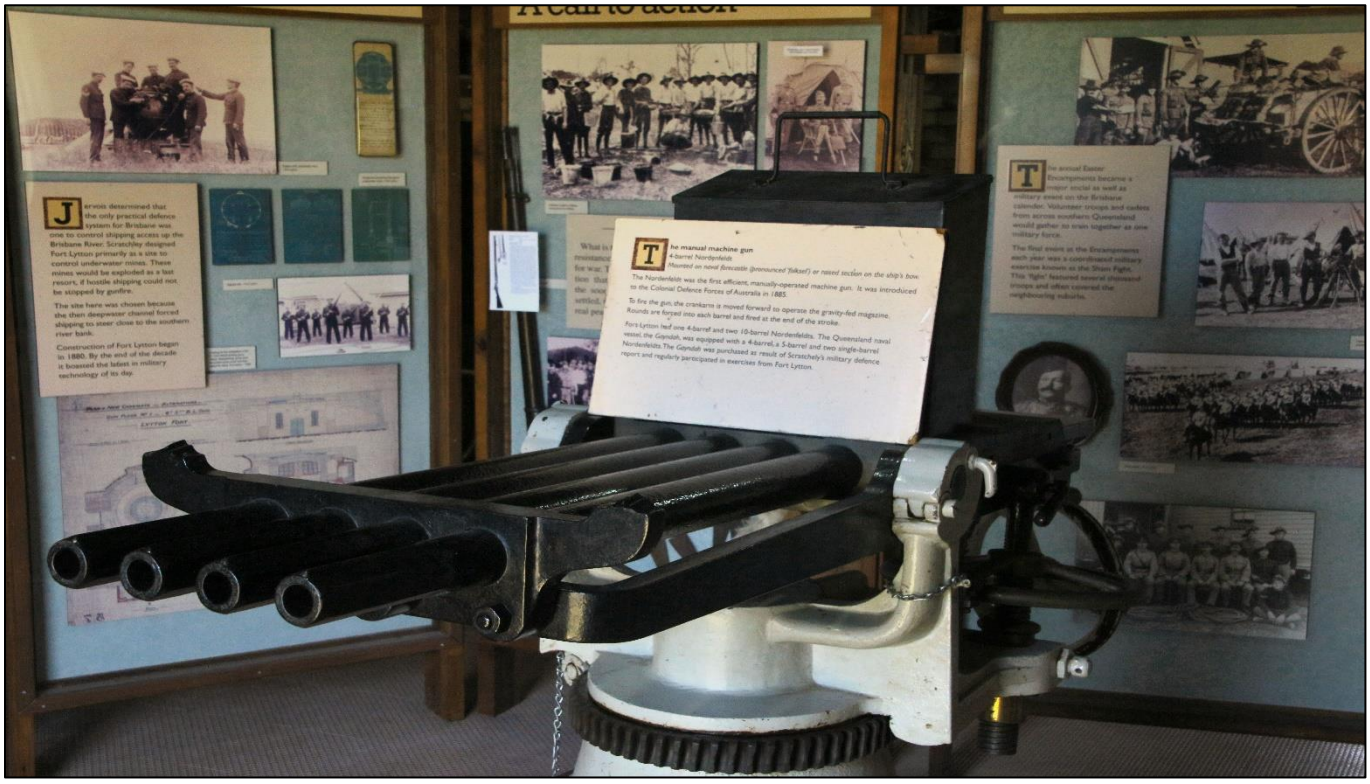
The old disinfecting block, in front of the brick chimney. The building to the left (above), with the cars, is the Visitor Centre and to the left of that again is the old Mess, now the Conference Centre.

The disinfecting block with the bath house and reception house in the right background.

You can see a site map of the complex HERE

Someone asked an old man : “Even after 70 years, you still call your wife – Darling, Honey, Luv. What’s the secret ?” Old man : “I forgot her name and I’m too scared to ask her.”

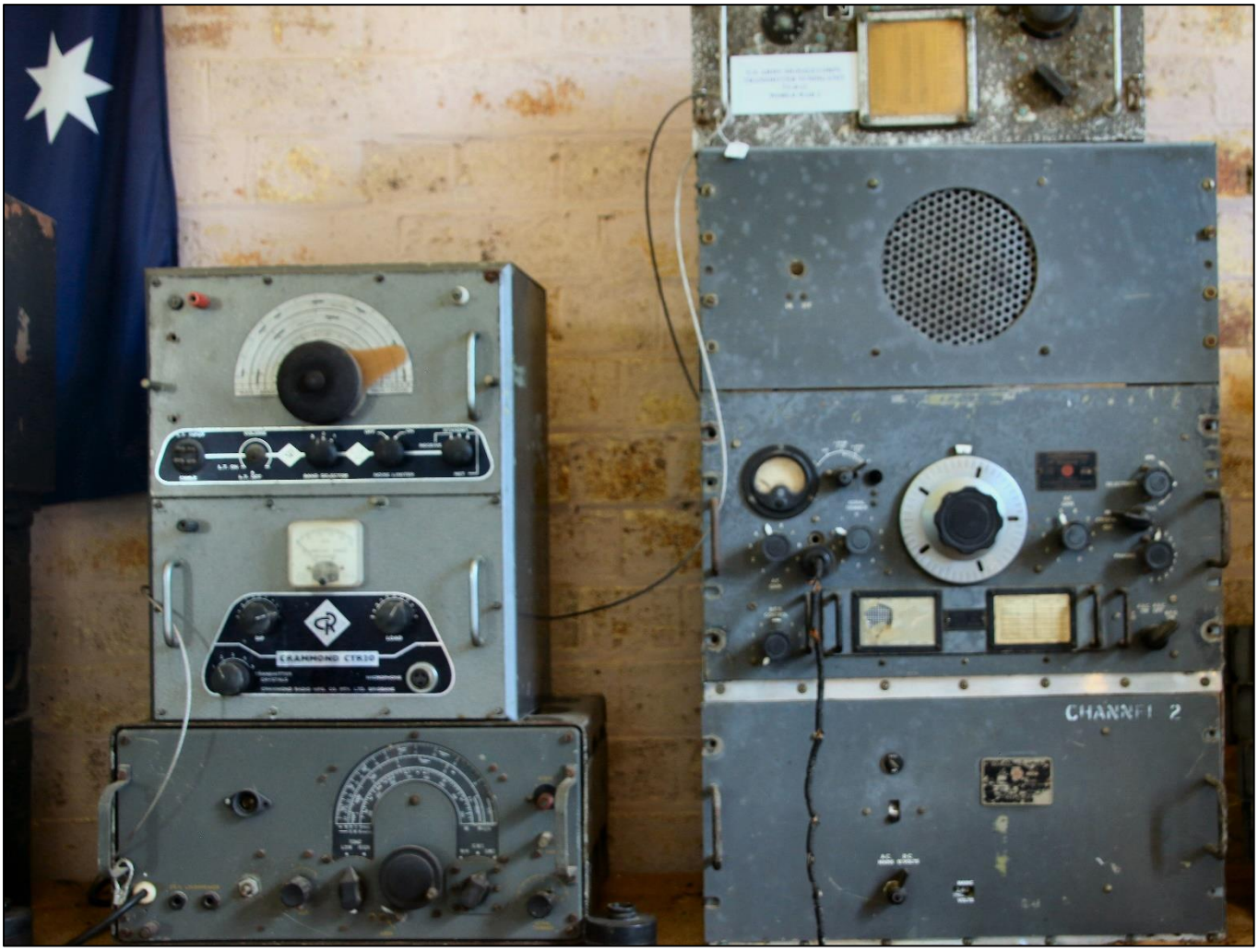
It's about a 150 metre walk from the Visitor Centre to the old Fort which is hidden behind an earthen embankment and surrounded by a moat. Getting there you pass by what used to be the former artillery stores, now the Fort Lytton Museum.



The four barrel Nordenfeldt machine gun. This was the first efficient manually-operated machine gun and was introduced to the Colonial Defence Forces of Australia in 1885. To fire

the gun, the crankarm was move forward to operate the gravity fed magazine, rounds were forced into each barrel and fired on the return stroke. All barrels fired together.

Some of the old radio equipment on display.



The light grey transmitter/receiver sets on the left were manufactured by the successful Crammond Radio Manufacturing Co, a Brisbane based company which had it offices in Queen St and its manufacturing sheds at North Quay. Crammond Radio was established in 1928 and continued operating until 1949 and was one of the earliest radio businesses in Queensland.

As well as radios for the home, they designed and manufactured a range of Tx/Rx sets for Marine use and for the Queensland Police.

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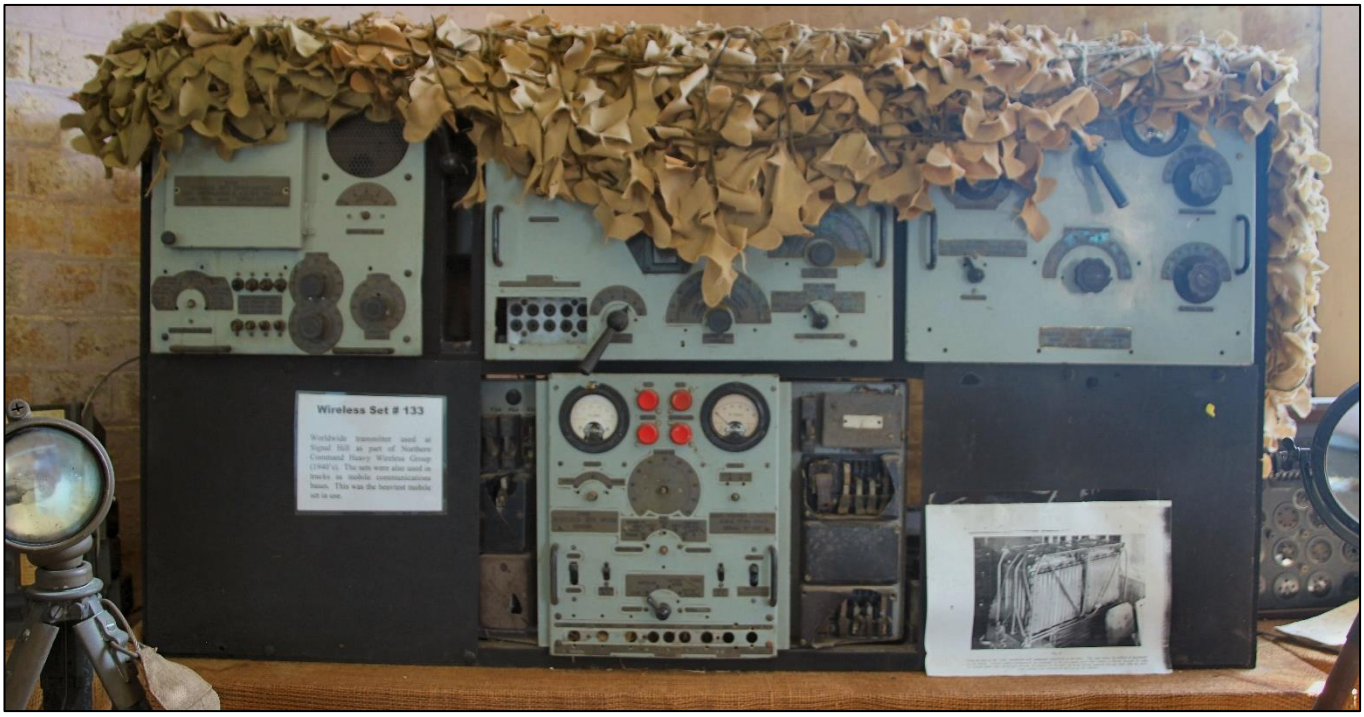


Once you cross the causeway which crosses the (now mainly dry) moat and pass through the gap in the embankment, you enter the Fort Complex (above). The moat was dug mainly by prison labour and the earth removed was used to build the embankment.

Previously, a number of bridges crossed the moat, initially a timber and rope suspension bridge that could be withdrawn during attack, then more permanent structures were built. A substantial timber structure was erected in 1907 but was damaged by fire in the 1950s. It was replaced by an earthen causeway during the construction of the Ampol refinery.

The grassed area in front of the buildings was the old parade ground. The building far left (above), with the two openings was the engine room. It housed two 15 HP steam engines which provided power to drive a dynamo via flat leather belts which provided power for the searchlights to illuminate targets in the river and also for domestic lighting.

The two rooms above were the living quarters for the gun crews. The rooms have steel doors and windows and rifle slits to enable the position to be defended.

Looking back towards the entrance from the roof of the engine room, the “gap” in the earthen wall can be seen in the far right.

The two 64 pounder guns, looking from the top of the embankment. These guns were a rifled, muzzle loading artillery gun, manufactured in England in the 19th century. They fired a projectile weighing approximately 64 pounds. The gun's standard shell was "common shell" (a hollow cast iron sphere filled with black powder), for firing on troops in cover, ships and buildings. The shell weighed 57.4 pounds when empty and had a bursting charge of 7.1 pounds. A Shrapnel shell, which weighed 66.6 pounds and had a 9-ounce bursting charge which propelled 234 metal balls, could also be fired.

A shell is a payload-carrying projectile which contains an explosive or other filling. Shot on the other hand is a large solid projectile.

Looking towards the guns from the Canteen area.

A typical shell, as fired from the 64 pound gun with the fuse which is screwed into the front of the shell. On impact, the fuse ignites the black powder which exploded the shell into fragments.

From the 3rd Feb, then every first Sunday on every second month thereafter (Apr, Jun, Aug, Oct and Dec), at 11.00am, 1.00pm and 2.00pm, the two 6 pound field guns and one of the 64 pounder guns are fired by volunteers all decked out in period costume.

The big gun, being readied for firing.

Murphy showed up at Mass one Sunday and the priest almost fell down when he saw him. He'd never been to church in his life. After Mass, the priest caught up with him and said, "Murphy, I am so glad ya decided to come to Mass. What made ya come?" Murphy said, "I got to be honest with ya Father, a while back, I misplaced me hat and I really, really love that hat. I know that McGlynn had a hat just like mine and I knew he came to church every Sunday. I also knew that he had to take off his hat during Mass and figured he would leave it in the back of church. So, I was going to leave after Communion and steal McGlynn's hat."

The priest said, "Well, Murphy, I notice that ya didn't steal McGlynn's hat. What changed ya mind?" Murphy replied, "Well, after I heard ya sermon on the 10 Commandments, I decided that I didn't need to steal McGlynn's hat after all." With a tear in his eye the priest gave Murphy a big smile and said; "After I talked about 'Thou Shalt Not Steal' ya decided you would rather do without ya hat than burn in Hell?"

Murphy slowly shook his head. "No, Father, after ya talked about 'Thou Shalt Not Commit Adultery' I remembered where I left me hat."

O

We took some video of the guns being fired, you can see it HERE. Apologies for the wind noise.

The large area of grass between the old Quarantine Centre and the Fort itself is regularly used by members of the Light Horse Association who you can see training their mounts for the various events to which they attend.

The Australian Light Horse Association Ltd is a non-profit organisation whose aim is to preserve the history and tradition of the Australian Light Horse and its predecessors. Their horses do not “live” at the fort but are floated in individually.

When everything is coming your way, you're in the wrong lane.

The search-light bunker. This static installation consisted of the light within a concrete emplacement near the river bank closer to the jetty than the Fort. The "Clark Chapman" searchlight could also be mounted on a light railway carriage and was then able to be moved to the best position for its use. The light consumed 50 amps at 75 volts DC.

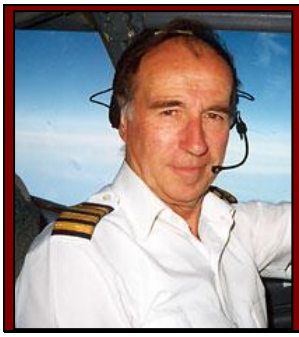
The searchlight consisted of a barrel supported on trunnion arms on a turntable to enable the light to be elevated or traversed as required. Glass lens at the front of the light shielded the electric arc from winds. In front of the lens there was a shutter which allowed the beam of light to be exposed or dowsed. At the rear of the barrel a glass parabolic reflector directed the beam of light to the search area.

Two carbon electrodes produced an incandescent gas of high intrinsic brilliancy. The heat of the arc caused the electrodes to be consumed and the automatic mechanism fed the electrodes to maintain the arc at its correct length. A fan drew out the products of combustion. When the electrodes were consumed to their minimum lengths, the operators switched off the lamp, withdrew the used electrodes and inserted new ones which were adjusted to their correct positions before switching on again.

The Fort and surrounding area have been put to good use by a few Film Makers over the last few years. Firstly some early scenes from “The Railway Man” were shot here quite a while ago,

they used the Engine Room and some of the old radios as part of the Surrender to Japanese Forces scenes. This was followed by “Unbroken” which was filmed over 3 months in late 2013 and then “Bullets for the Dead” was filmed there in 2015. A substantial sum was donated by these film companies because the Fort had to be closed when they were shooting the films.

If you live in or near Brisbane, we suggest you set aside a Sunday, grab the kids/grandkids and head for the Fort, the kids will love it – entrance is free, all you need is a hat and some sun screen.



John Laming.
Aeroplanes and stuff.

Deadsticking a Mirage.

Ron Green
Australian Aviation – 2002

When Australia acquired the Dassault Mirage in 1963, it represented a great leap forward in fighter technology for the RAAF, giving it a sustained super-sonic capability in its fighter force. At the same time, there were major advances in systems and propulsion. The 111-O for Australia and the 111-E for the French air force came off the production line at Bordeaux, France at virtually the same time, with the O variant beating the E by a few days. While the airframe/engine combination was the same for both, the systems were very different, and the E would be limited to the European environment while the O was planned for the tropics. These differences suggested the need for independent flight test programs, and when this was agreed, 111-O #1 was fitted (during production) with instrumentation aligned to measurement of performance, while 111-O #2 was fitted with a simpler system aimed at evaluation and performance of the RAAF nav/attack systems.

Both aircraft were test flown extensively in France while #3 and #4 came off the production line and were factory tested. After satisfactory tests, both #3 and #4 were broken down for transit to Australia via C-130 Hercules. Following arrival at Avalon, Victoria, these aircraft were reassembled by the Government Aircraft Factories and again test flown before acceptance by the RAAF.

A3-1 was freighted to Avalon during this period, followed much later by A3-2. A3-1 was launched quickly into a test program aimed at determining performance in the tropical atmosphere; surge boundaries, gunfire induced surge, shock cone operation and many other aspects which could not be achieved in France. Bill Collings flew the majority of this program.

On December 7 1964, after Bill had moved on to Paris (a tough job but somebody had to do it), A3-1 was engaged in investigating the effects of angle of attack (alpha) on the surge behaviour of the Atar 9K. specifically the combination of alpha plus rate of change of alpha (alpha dot). At times the aircraft was operating at 35-45,000ft in very hazy conditions with a poorly defined horizon and little visual reference to ground features.

Six of the planned eight test points had been achieved and the aircraft commenced a wind up turn for the seventh. The aircraft apparently departed shortly after the entry to the turn and the pilot reported to the test control room “I’m spinning”. At this stage, little was known of either the spin characteristics or the recovery procedures of the Mirage III-O. Equally, the concept of inertia coupling was largely limited to academics. It was much later that we were able to document the extremely oscillatory roll/yaw characteristics together with the major pitch angle excursions, swinging from $+20^0$ to $-7O^0$.

Click the pic at right to see AWM video of the maiden flight of the first Australian assembled Mirage (A3-3) at Avalon on the 16th November 1963. The video shows a long shot of the Mirage taxiing on the runway, taking off and landing. It also shows the Squadron Leader Bill Collings (later AVM Bill Collings, Deputy Chief of the Air Staff. 1985–87) in the cockpit of the aircraft. He is greeted by VIPs including Air Marshal Hancock.

The pilot was advised to maintain positive spin recovery control — control column held neutral in pitch and with full in-spin roll control. He acknowledged this instruction and his next comment was to the effect that the oscillatory behaviour was becoming more violent and if he did not have recovery by 10,000ft, he intended to eject. There was one final unintelligible transmission followed a second or so later by a strong sonic boom, followed in turn a second later by the explosive sound of a high-speed impact. The aircraft had, in-fact, crashed close to the airfield.

Bill was recovered, badly injured, with both legs broken and numerous dislocations. It was said he ejected in an 80° dive, at about 9000ft and at transonic speed or higher.

The subsequent inquiry concluded the aircraft bad probably recovered from the spin condition during a down swing of pitch angle and commenced to accelerate with full roll control being maintained, with the pilot lacking visual clues initially because of poor visibility and then subsequently being subject to the extreme effects of severe inertia coupling (note that application of full roll control at 15,000ft produced a roll rate of 330°/second).

This left the RAAF without a Mirage III-O instrumented for the very large outstanding performance program and the decision was made to carry out a major upgrade of the instrumentation on A3-2.

Over several months, the instrumentation system was upgraded to give the capability needed to carry on from A3-I. The eventual instrumentation fit for A3-2 was a very comprehensive set of sensors and recorders, capable of recording data over a wide range of variables. In June 1965, I took over the activities of A3-2 and we embarked on a flight clearance program for a wide variety of weapons, with and without external tanks. This program proceeded without major problems until February 1966 when the aircraft became due for a major service. This had to be done at RAAF Williamtown, since it was not cost effective for ARDU to hold such GSE (ground support equipment). AS-2 was duly delivered to the Maintenance Squadron at Williamtown during the first week of February

On April 11, Williamtown advised A3-2 would be ready for return on the 14th. I was dropped at Williamtown on the 13th, in readiness for the acceptance test flights and transit to Avalon the following day. Two test flights were required following a major servicing. The first was a functional check flight (FCF) to prove every system was working satisfactorily - a standard FCF profile required about 50 minutes. The second flight was a performance check, involving acceleration from Mach 0.9 to Mach 2.0 at 36,000ft.

There were a few small problems after the FCF but these were rectified within two hours after engine shut down. On the second flight, the supersonic acceleration time was within tolerance, although the aircraft developed considerable yaw due to a binding slide on the engine nozzle actuator. This was considered acceptable for the ferry flight to Avalon, which was flown late that afternoon.

After an uneventful arrival, the aircraft was placed or jacks ready for the instrumentation team the following day (Friday). Reconnection, reactivation and testing of the instrumentation required three working days, and the aircraft was scheduled for flight on the 20th. The first task

for A3-2 was to establish baseline performance of the clean aircraft after servicing and check the operation of the instrumentation. This required measurement of climb performance using both dry and full afterburner thrust, a selection of speed/power points and an instrumented acceleration Mach 0.9-2.0. The first flight made the climb with full dry power. It should be noted that we called flight and engine parameters, together with fuel remaining, every 5000ft back to the flight test control room where all transmissions were recorded.

This meant an active series of transmissions during a dry power climb to ceiling — during a climb with full afterburner, it became a rapid-fire continuous monologue. It not only served the purpose of providing backup information in the event of instrumentation going out, but also kept the engineering staff in the picture of what was happening and where. A series of speed/power points were flown as the aircraft proceeded along the Victorian coastline towards Cape Otway. At some 40nm (75km) southwest from Cape Otway, the aircraft was turned on to a northeast heading at 35,000ft and slowed to Mach 0.85. (Again, during acceleration, voice transmissions were made at each 0.1 Mach giving engine and flight parameters, together with fuel remaining).

Full afterburner was selected and the acceleration begun with the aircraft paralleling the coastline some 20nm (37km) offshore. Shortly after passing abeam Geelong the speed reached Mach 2.0, power was reduced to maximum dry and the aircraft placed in a limit turn (full up elevon) to starboard to minimise the possibility of dropping a sonic boom on Melbourne's bay side suburbs. Power was reduced to idle during the turn which was continued until the nose was pointed at Avalon. Recovery was uneventful.

The instrumentation engineers were ecstatic — their black boxes had all worked. A3-2 was serviced ready for the next flight. This flight plan called for a full afterburner climb to ceiling followed by a series of speed/power points during a slow descent to Avalon.

Departure to the south was routine and the aircraft flown at 300kt/500ft across the Bellarine Peninsular before turning southwest. The start altitude for this climb was l000ft, and the climb schedule was 400kt/Mach 0.9. Consequently, the workload was high prior to this start point. The engine had to be brought up from cruise to maximum dry stabilised, the afterburner lit, stabilised and advanced to maximum, all before the aircraft reached 400kt (740km/h) and l000ft. This was achieved and we started the climb with a pitch angle of 28-30° nose up and began the busy monologue of data transmissions. The climb was smooth to 25,000ft. I had just started to call the engine parameters when there was muffled “woomph” and everything was suddenly very quiet with the engine revs running down and airspeed falling off. This probably occurred about 26-27,000ft. My reaction was compressor stall, and as I turned back to Avalon, I closed the throttle and dived to keep up the airflow to the engine.

At 450kt (835km/h) or so the engine was continuing to unwind so the aircraft was recovered to level flight at about 470kt (870km/h). Position at this time was about l6nm (30km) southwest from Geelong, with altitude around 17,000ft. The aircraft was heavy, with about 2400 litres of internal fuel. Those who have time in the Mirage will know that without an engine it has the glide angle of a manhole cover with rough edges. Best glide speed is 300 KIAS and it covers approximately one mile for every 1000ft of altitude lost. The standard flameout pattern requires the aircraft to be over head the runway at 90° to the runway heading at an altitude of not less than 15,000ft AGL.

A descending turn through 270° is then flown to touch down, with the landing gear being selected down when a key point is achieved. The pattern speed is 240kt (445km/h) (the limit for lowering the landing gear) and the minimum until established on final. With the gear down, limit speed is 270kt (500km/h). The sink rate is very high, around 20,000ft/min and this requires the aircraft to maintain a high-energy level to kill this. The landing flare is normally initiated at 500-600ft. It was obvious that A3-2 was not about to carry out a textbook flameout landing, if it was going to land at all. In conjunction with engineering help, I did a full trouble shoot but without success. Throughout this, I was slowly bleeding airspeed for altitude. The engine speed was now falling very slowly and eventually

settled around 4000rpm, but slowly crept down as altitude decreased. Hydraulic pressures remained at normal values. At 4000ft over southern Geelong, I decided to continue to 2000ft and make the decision to stay or leave there. As I came over Colo Bay at about 3500ft, with the airspeed bleeding slowly through 290kt (537km/h), it appeared there was a chance of making the Avalon northern runway. All other aircraft had been cleared to the northern side of the Geelong Road. I decided to ride it down to 1000ft and make another decision there. By 1500ft, the aircraft was approaching the north shore of Colo Bay and lined up with the northern runway. Hydraulics were still holding but engine speed was down to 2800rpm without any T4 indication (Exhaust Gas Temperature Indicator). I thought I could still leave the aircraft safely at 500ft at the present sink rate and moved the decision height accordingly.

From the production testing that I had done and having some confidence in the hydraulics, I decided to leave the gear extension until about 30 feet during the flare. The gear required 3.0-3.5 seconds to lock down under normal conditions. At 500ft and crossing the airfield boundary I made the decision to continue, quietly hoping like hell the bottom would not drop out of the hydraulic systems when I selected the gear down. Approaching about 100 metres from the threshold, I started a very gentle flare at 220kt (408km/h), and when the altitude was about one wingspan, selected gear down. After about three very long seconds there were some reassuring clunks and green lights, and a second or so later the bump of touchdown at 150kt (278km/h) on the underrun. The aircraft rolled approximately 44 metres to reach the runway threshold and continued down the runway. There was no need for a brake chute, the aircraft coming to a stop under gentle braking halfway along the runway.

Engine rpm were now down to 2600 or so and did not respond to any action I took other than final shutdown. The aircraft did not sustain any damage from its cross-country tramp to the runway, even though the left main wheel dislodged a two metre long plank of wood. We only had to clean the grass from the bottom of the engine nozzle.

The cause.

The cause of this unscheduled return to base was found the next day after the formal investigation was launched. The Atar 9K turbojet has a low pressure fuel pump and a high-pressure pump combined into a single assembly. The low-pressure pump is a centrifugal unit. When the pump unit was removed for disassembly, the problem became obvious — a bright yellow plastic blanking plug was resting neatly in the eye of the impellor of the low-pressure pump. Such plastic plugs were standard items used to prevent the ingress of foreign material into engine lines during servicing. The immediate action following this discovery was the quarantine of all such plugs, replacing them with plastic caps. Some questions will never be answered: How did the plug get pushed into the fuel system line? Where did it hide during the

ground running at RAAF Williamtown (the fuel flow rate at full afterburner is very impressive)? Where did it hide during the FCF and Mach 2 flights at Williamtown, the transit to Avalon and the Mach 2 flight there? And what made it decide to dislodge during a stabilised flight condition with decreasing fuel flow?

Ron Green was a RAAF pilot during the period 1950 – 1984, and was initially involved in fighter operations and specialised in Flight Test, Development and Evaluation. He concluded his service as CO of ARDU.

There is an art to flying.
The knack lies in learning how to throw yourself at the ground and miss.

A Farewell to KK

John Laming

His name was Flight Lieutenant Keith King Wilson, a pilot in the Royal Australian Air Force. In 1953 I was his co-pilot on Lincoln bombers. His nickname was KK to those who knew him in the RAAF but to me he was always “Sir” because I was an airman and he was an officer. When flying together his crew called him “Skipper” and in turn he addressed his crew by their position in the aircraft. We became Navigator, Signaller, Bomb Aimer, Rear or mid-upper or nose gunner, and I was Co-pilot.Off duty, KK addressed us by rank which is why he would call me “Sergeant.”

During World War 2, KK flew British Handley Page Halifax four engine heavy bombers in raids over Occupied Europe. In 1953, eight years after the end of the war, many of our squadron aircrew were former wartime veterans who had flown against the Germans in Europe or the Japanese in the Pacific. They rarely talked about their experiences which is why I had no idea that KK had flown many operational missions over Occupied Europe. That is, until a while ago when I saw his Obituary and that he died on the 17th September 2016 in Brisbane - aged 92. His funeral service was held at the Graceville Presbyterian Church (Brisbane) on the 22nd September.

Edited extracts from his Obituary stated: “The young Pilot Officer Keith Wilson (or “KK” as his crews would know him throughout his career) flew in a squadron based on the clandestine airfield Tarrant Rushton in the English midlands. Their task was to serve as transports for the S.O.E. The S.O.E (Special Operations Executive) were the precursors to the M16 in England

and the CIA in the US. They were Winston Churchill's spy network. KK's squadron dropped personnel and supplies behind enemy lines under the cloak of darkness by flying at frighteningly low altitudes over the ocean and then between the hills to drop zones – with their only means of defence being evasion.
Growing up, his children were regaled with tales of flying over Europe, surviving odds which seemed unimaginable – flying stricken planes back to base with his crew decimated, or in squadrons in which his craft was the sole survivor…with stories of evading enemy aircraft by flying his bomber under power lines, or flying at ground level through towns between church steeples in a plane that was built to be flown at 30,000 feet – and yet he was flying it as if it was a fighter.

Until the day he died, KK felt bound by duty to keep secret his untold service as an operative in the S.O.E. Not only a pilot during his service in England, and unbeknown to his fellows, Keith was also trained by S.O.E to perform on the ground as an operative behind enemy lines. It wasn't until later years, when he was well into his eighties, his family were made aware of these activities; the intensity of his training; and ultimately, his activity on the ground in France – while all the while performing his duties as a pilot in the most dangerous theatre of the war.

After World War 2 Keith had a diverse career in the RAAF serving in South-East Asia including stints in Malaya where he flew missions in the Malayan Emergency. With Lincolns being used as the RAAF long-range aircraft, he also spent several years in countless hours of Air Sea Rescue operations off the shores of Northern Australia. In 1952, during British nuclear weapons tests on Monte Bello Island to the NW of Australia, KK and his crew flew several sorties in a Lincoln bomber taking samples from the nuclear cloud."

In 1953, as a newly graduated co-pilot on Lincolns, I had little idea of KK's or any other of our squadron's aircrew previous wartime experience. Medal ribbons were not worn in tropical Northern Australia which meant there was no way of identifying those who had served overseas in war zones. Through the grapevine of the bar in the Sergeants Mess, I learned that most pilots disliked flying the Long Nose Lincoln at night. In modern parlance the Lincoln was a 38 tonne tail dragger and because it carried special anti-submarine electronic gear plus extra crew, the aircraft had a much longer nose than the original design. A crosswind from the wrong side combined with lack of forward vision over the nose, made it difficult to land in even daytime.

Night take-offs and landings were worse because the pilot could only see one runway light either side of the nose during the initial take off run with the tail down.

For landing at night some pilots would whip open a cockpit side window at touch down. After loosening their safety harness, pilots would pull down their flying goggles then lean outside the cockpit sliding into the airflow to try and see more runway lights on which to keep straight. It was no wonder some pilots were apprehensive of night landings.

KK was one captain who would sometimes take extraordinary steps to avoid night flying. Later I found out why. Although he had flown the wartime Halifax extensively at night, the Long Nose Lincoln seemed to spook him and he had difficulty in judging the flare and hold-off height at night. One day in March 1954, an RAF Canberra bomber disappeared while flying from Momote atoll north of Papua New Guinea, to the US military base of Kwajalein Atoll in the Marshall Islands of Micronesia. In those days, Kwajalein was the main Central Pacific base from where US aircraft and ships were dispatched to support Hydrogen bomb testing on Bikini and other Micronesian atolls.

The picture of the Long Nose Lincoln above well illustrates why this aircraft was difficult to land especially at night in any crosswind. The long nose blocked the pilot's view of the runway as you flared for the landing and was worse when the tail was lowered during the landing run. Any crosswind made it worse. Initial part of the take-off run was a problem too, until you got the tail up.

After a three-day search by RAAF and US SAR aircraft covering the islands of New Britain, New Ireland and tiny atolls in between, the Canberra was found intact but out of fuel on the beach of an uninhabited atoll 90 miles from Kwajalein. The two crew (pilot and navigator) were eventually rescued by a Kwajalein based Grumman Goose amphibian of the US Navy.

Two weeks earlier, another RAF Canberra bomber with its two man crew disappeared on the same route and no trace was ever found. It was thought the aircraft had probably encountered a severe thunderstorm front and broke up in mid-air. As before, several Lincoln bombers including one flown by KK with myself as co-pilot, were dispatched from Townsville to Momote to search for the second Canberra.

The landing at Momote airstrip I shall not forget in a hurry. KK held off too high above the 5200 feet coral surfaced runway and stalled at 20 feet. The Lincoln hit extremely hard on three points

but didn't bounce due probably to lack of flying speed. KK was quite proud of that landing saying "The way I land 'em, they never bounce."

One another occasion, I was his co-pilot for a midnight departure from Darwin to our home base at Townsville; the flight being normally six hours. Our crew were ready to board when we discovered KK was missing. One of the crew had seen this happen before and suggested we go to the officers sleeping quarters where visiting aircrew normally stayed. KK often took his black Labrador dog in the Lincoln on overnight trips. The dog slept in his quarters at the Officers Mess.
Sure enough, we found KK in his flying suit walking around looking for his dog. Our navigator suggested maybe the dog had "accidently" been left in the wardrobe in KK's quarters. This had happened before when a night departure was scheduled. We soon found the dog which happily wagged its tail when we opened the wardrobe door. It was now past midnight as KK and his dog finally reached the aircraft which I had pre-flighted earlier.

At 0100 on Darwin's main runway, KK tested each engine to check the temperature and pressures, propeller pitch controls and magnetos. He asked me if I could detect rough running on one of the engines. They all sounded perfectly normal to me but KK insisted running the perceived defective engine at high power until eventually its coolant (liquid cooled Rolls Royce Merlin engine) over-heated beyond limits for take-off. Clearly we were going nowhere. We taxied back to the tarmac; finally departing at dawn with no sign of a rough running engine.

At a squadron party, I had enough drinks under my belt to summon the courage to ask KK's wife why it was that her husband avoided night flying whenever he could. She thought it was probably because of his experience during one night mission during the war, where his Halifax squadron had dispatched several aircraft to drop agents by parachute into occupied France. The drop was successful and it was still night when all aircraft set course for England via an alternate route, to avoid enemy night fighters and which took them over Norway with its high terrain. KK decided to fly at a higher altitude than the others. It wasn't until he landed back at base he discovered he and his crew were the sole survivors of the mission. The rest of the formation had been caught by standing wave activity over the mountains and crashed. What a dreadful experience for a young 22 year old pilot. I wished then I had known more about KK's wartime background which may have explained his aversion to night flying nearly ten years after the war had ended.

Landing on a ship during the daytime is like sex, it's either good or it's great.
Landing on a ship at night is like a trip to the dentist, you may get away with no pain,
but you just don't feel comfortable.

Navigating in the old days.

John Dill.

Flying in my little single-engine Cessna, my yoke mounted GPS unit gives me my exact position anywhere on the face of the earth, as well as a host of other valuable information and is a marvel of modern technology. It wasn't always so. I was a crewman on a US Navy land-based long-range patrol plane (P2V Neptune) back in the early 1960s and back then it was a little different.

All of my flying was done in the Pacific between the West Coast of the US and the Far East. We hit just about every island in between including Hawaii, our home port, Midway, Wake, Guam, the Philippines, Japan, Taipei, Okinawa, Vietnam, the Aleutians, and many other smaller islands which are just dots on a chart.

The Neptune was a twin-engine (with two small jet engines added in later models to increase takeoff performance) mid-wing aircraft with a crew of 10. Two pilots, navigator, tactical coordinator, flight engineer, radio operator, radar operator, two sensor operators, and an observer/mad operator. Neptunes were unpressurized so they normally stayed below 10,000′ to avoid wearing oxygen masks. Our absolute service ceiling was about 30,000′. Long-range cruise speed was 180-200 kts, so a trip from San Francisco to Hawaii was 10 to 12 hours depending on winds aloft. I made that crossing seven times.

All crewman wore flight suits, survival vests, mae-wests, parachute harnesses and headsets plugged into the intercom system. In Arctic climes we had to wear waterproof rubber POOPY suits with watertight hand, leg and neck cuffs. Those were like being enclosed in a plastic bag and we would lose a few pounds from perspiration after a long flight.

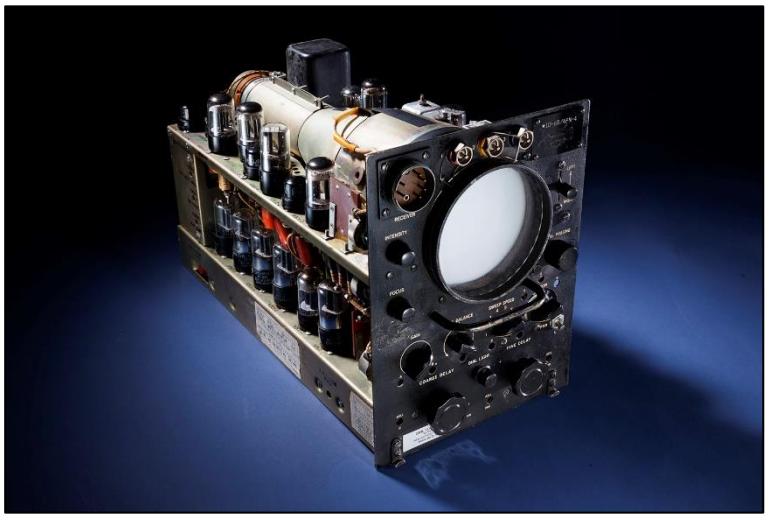
Our old Neppies were noisy, draughty and smelled of oil, gasoline fumes (on long flights we carried two reinforced rubber gasoline bladders hung in the bomb bay, and they leaked like hell), exhaust fumes, electrics, etc. But it was perfume to me. The front and rear of the plane were separated by the main wing beam with a tunnel provided for passage. My position in the radio compartment was just aft of the wing beam. I have many memories of exciting and terrifying times on the P2V but in this missive I want to talk about navigation. How did we find our way across the vast Pacific in those primitive days?

With a slide rule and a map, US Navy airplanes flew all over the world. Our primary nav method was "Dead Reckoning" (emphasis on "dead"). During preflight briefing we would gather what little weather info was available in those days before satellites. The weather folks would give us their best guesstimates of the winds based on reports from ships at sea and other aircraft and

we would plot an initial heading. After launching (Navy lingo for takeoff) we'd fly that heading and plot an assumed course and use any land-based navaids that were still in range for a cross check. About 150 miles out to sea we would lose the land-based signal and would then rely on the navigator's "How-Goes-It," a running log of our position, fuel burn, ETA and "point of no return." ("Forget it, guys. We ain't got enough gas to make it back.")

One of the primitive tools we used was called a driftsight. It was sort of an inverted periscope extending from the belly of the aircraft. Laying flat on the deck, one could look through the driftsight at the waves below, assuming we were below the clouds. We lined up two parallel cross hairs in the eyepiece with the movement of the waves, and then could measure our crab angle, or the difference between the aircraft heading and its actual track. Knowing our true airspeed, we could then compute the winds using simple geometry. At night or in clouds, that was impossible, of course, and most of our flights seemed to be at night.

We also used LORAN (Long range air navigation). These stations, manned by the Coast Guard, were scattered all over the Pacific and were the first real high tech tool available to us back then. I'll do my best to explain how LORAN works, briefly. Suppose you're standing on the beach at Waikiki with a LORAN receiver. Two stations, one on Guam, the other at San Diego, transmit a signal towards you at the exact same instant. The signal from San Diego will arrive first, followed milliseconds later by the signal from Guam.



The LORAN receiver measures the time interval and knowing that, we could compute a line of position. Now, you do the same thing with two other stations and get another line of position. If the LORAN operator is careful and the atmospheric conditions are acceptable, the two lines of position should intersect on the beach at Waikiki, or within a few miles. The trouble with LORAN was that the signals were in the HF band and very susceptible to interference from electrical storms and static. Often, when we needed it most the signals were unreadable.

When we were in clear weather or above the clouds, hardly ever it seemed, we used my favourite, the sextant. I bugged the navigator to teach me celestial navigation and after a while he would let me take the star shots. I stood on a stool near the nav station and looking through the sextant eyepiece would try to keep the chosen star in the middle of two crosshairs and a bubble which were both jumping all over.

The "bubble sextant" was devised for unstable aircraft and included an averager to even out the wiggles. You tried to keep the star, crosshairs, and bubble cantered for two minutes, some mean feat in turbulence. A sextant measures the altitude (inclination) of a star, or its angle above the horizon, and its azimuth, or angular distance from true north. The bubble represented our horizon, like a level. Now, if you shot the right star, you had its angle above the horizon and noting the exact time of the sighting, you'd look in the almanac for a line of position. Quickly then, you'd pick another star about 90 degrees from the first and shoot it the same way, now having two lines of position that, like LORAN, should intersect at your "fix."

We'd tune in to a continuous radio broadcast from the Naval Observatory to get a "time tick" as watches in those days were not accurate enough. Big errors were common due to things like shooting the wrong star (on a coal black night over the Pacific there are millions and millions of them), sloppy aiming, or reading the incorrect angle, or data in the Almanac. But if you were careful, you'd come close and it was really satisfying to now feel like you knew where you were.

Just a note here to say I'm impressed to this day with the professionalism and competence of those guys I flew with. We all were masters of our craft and depended on each other with our lives. Our aircrew was a tight knit unit and every man strived to do his best. On many an occasion that got us through a bad situation without a scratch.

Often, we'd be flying in terrible weather for hours, unable to get either a LORAN fix or a star shot. We'd then truly rely on dead reckoning using just our magnetic heading and airspeed to compute a position. If fuel was ample, we'd sometimes attempt to climb above the clouds for a star shot, but not knowing the cloud tops, we often could not risk burning the extra gas to climb.

On one occasion, flying from Midway Island to Japan, (about 2400 miles), we were totally lost, not having been able to get a fix for hours. Our max range was just a little bit more than 2400

miles and we all figured we'd have to ditch if we were off course by very much. If you look on a globe you'll see that there is no place to divert along that route, just vast, empty ocean. The navigator kept giving the pilot headings to fly, using God only knows what instinct and after what seemed like an eternity we were able to tune in a radio station in Yokohama and get a bearing. Turns out we were less than 50 miles off course and were able to get to Iwakuni Naval Air Station with gas still in the tanks. Nice job, Harry, wherever you are!

Modern navigation to me is incredible. I look at my small GPS unit and am awestruck by its capabilities and think back to those days when we hardly had a clue. It was teamwork and perseverance we relied on then. Today, if you use a moving map display you know exactly where you are within a few feet. Now that's amazing!

When flying, the strength of the turbulence is directly proportional
to the temperature of your coffee.

Angle of attack.

Angle of attack is one of the most important concepts for any pilot to understand. It literally determines when an airplane flies and when it doesn't. Unfortunately, it's also one of the most misunderstood concepts in aviation. In this video tip, the Sporty's Academy team dives into angle of attack to explain what it really means. With in-flight video and 3D animations, we'll show you how to visualize angle of attack as you fly. Plus, we'll introduce you to some of the new generation of AOA instruments that are starting to appear in light airplanes. See HERE.

The three worst things to hear in the cockpit:
The second officer says, "Oh shit!"
The first officer says, "I have an idea!"
The captain says, "Hey, watch this!"

Low-Cost, Light-Attack Aircraft for USAF gains Momentum

US Air Force officials have expressed support for a senate proposal to acquire several hundred low-cost light-attack and observation aircraft. As proposed, "the Air Force should procure 300

low-cost, light-attack fighters that would require minimal work to develop. These aircraft could conduct counterterrorism operations [COIN], perform close air support [CAS] and other missions in permissive environments and help to season pilots to mitigate the Air Force's fighter pilot shortfall."

The Air Force has been supporting CAS and COIN operations with sophisticated multirole aircraft like the F-16, F/A-18, and F-22, which cost tens of thousands of dollars per hour to operate, fly at speeds ill-suited to low-altitude missions and require the resources of a large airbase or aircraft carrier for sustained operation. Excitement for low-cost, light-attack aircraft has been kindled by the ballooning unit cost of the Lockheed-Martin F-35—now hovering around $100 million. Aircraft proposed for evaluation by industry experts have a unit cost on the order of $10 million and a cost per flight hour under $1,000.

Support for the aircraft purchase hinges on availability of an off-the-shelf design, rather than funding development of a new airframe from government coffers. Speaking at the American Enterprise Institute on the future of American airpower, USAF Gen. David Goldfein said, "We're actually right now looking at an experiment where we go out to industry and ask, 'What do you have, commercial-off-the-shelf, low-cost, that can perform this mission?' We're going to do this experiment and just sort of see what's out there, and I expect many of the companies to come forward."

Notwithstanding hopes for a robust competition, Textron is the only large U.S. manufacturer with existing products that could fill this role: the Beechcraft AT-6 (developed from the T-6 Texan II, which is operated in large numbers for initial pilot training) and the Textron LandAir Scorpion jet.

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The Embraer A-29 Super Tucano has similar capabilities to the Beechcraft AT-6, but the Trump administration is unlikely to support a billion-dollar purchase of attack aircraft from a Brazilian company. The eventual winner of the Air Force T-X competition to develop a new jet trainer to replace the Cold War-era Northrop T-38 may be able to adapt that aircraft to perform the light attack role, but given that project's requirements for high speed, high-G flight, such an aircraft would likely struggle in comparisons with the AT-6 on price and timeline for delivery.

A formal request for information from the defence industry could come as early as late 2017.

Instrument flying is an unnatural act probably punishable by God.

Sick Parade.

If you know someone who is a bit crook,
let us know so we can give them a shout out..

Bob Snedded.

Geoff Whale, who has Parkinsons himself, advises that Bob Snedded has Alzheimer's and is in a wheelchair as a result of Parkinsons. Bob can remember his old RAAF days but not the present. He lives in Cookerup in WA.

Shoulder problems.

Some years ago, while playing squash, I hit the wall doing a million miles an hour. That set bad things in motion and gradually over the years movement in that shoulder (left one) lessened until recently it had reached the stage where it wouldn't allow me to do simple everyday things like tuck in a shirt – or adjust the rear-view mirror in the car.

Something had to be done.

Since demolishing the squash court, I've had several cortisone injections, a de-coke and valve grind and lots of physio from lovely young nubiles – none of which worked so it was time to bite the bullet and go for the big fix.

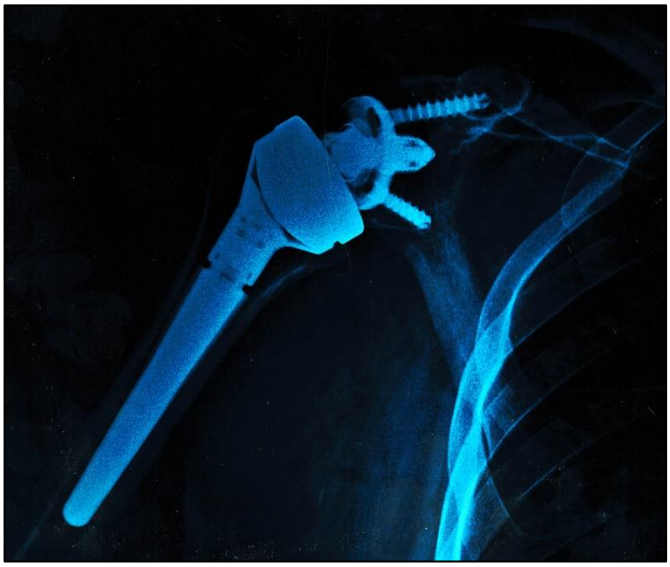
I was booked in for a full shoulder replacement on the 8th March – all this to take place at the Wesley Hospital in Brisbane.

With bag packed for a possible two night stay, I arrived at the Wesley at 6.00am. You have to admire hospitals – they have their systems down pat. Admission was a breeze, you signed on with one lady, who took your name, asked you your date of birth, ticked you off as present and asked you to sit down and gave you one of those little things that buzzed when it was your turn. A few minutes later with lights flashing and the buzzer buzzing, you returned to the desk to the lady with her arm up. This lady also wanted my date of birth, then she handed my file, a folder full of paper, to one of the wonderful and unselfish volunteers that are irreplaceable at all our

hospitals, who then led me upstairs to another waiting room. The folder was handed to this receptionist who also wanted my DOB, I was then told to sit down and someone would be with me soon.

Sure enough, a lovely nurse soon appeared, picked up my file, asked me my DOB, then assuring me my DOB was correct, led me off to a little room down the corridor. She must have had a poor memory as she asked me my DOB again, then, just so she wouldn't forget it, she typed it onto a little plastic thing and strapped it to my ankle. Then out came the questionnaire with its million questions, then the blood pressure monitor, the O_2 monitor thingy you put on your finger and finally, the razor. Then after I'd been questioned, pressured, monitored and shaved, it was time to de-robe and slip on a hospital gown and one of their Guggi designed paper undies that have neither a front nor a back. I reckon we need a Hospital undies day where everyone would have to wear them on the beach at Surfers….that would certainly put us on the map!!

It was now close to 7.30am, I'd been deposited onto a bed on wheels and a big burly bloke with a paper cap came along, he obviously couldn't read as he asked me my DOB, even though it was written on the plastic thingy strapped to my ankle. When he was happy I knew my DOB, he wheeled me off to the scary part of the hospital, with its nurses in funny clothes and paper caps, lots of lights, cables, TV screens, benches, funny smells, stuff going ding dong and other frightful things, where he parked me. The anaesthetist came along and wanted to know whether I knew when I was born, when I assured him I did, he told me he was the anaesthetist and was going to put me to sleep while the surgeon worked on my shoulder. I assured him that was fine by me as I had no desire to sit up and watch the surgeon at work. Then I was hooked up to the time machine, a needle was jammed into the back of my hand, a plastic tube was hooked up to the needle – and in an instant I was transferred forward many hours, I was in recovery, all strapped up like a gridiron player and hurting heaps.



After a couple of hours in recovery where you gradually realise you're still alive and you've been blood tested to the point of annoyance, the big bloke in the paper cap re-appeared and I was wheeled to a room for my too short two night's stay.

As I get older I can't help but notice that nurse's get prettier – and the girls who looked after me upstairs certainly were. And not only pretty, I found them very kind, all wanted to know my DOB – obviously to know when to send me a birthday present. Lovely thought.

Next day it was back downstairs to X-ray to see that everything had been put in the right

place and was still there. I couldn't believe the photos, I was expecting to see something like a chrome tow-ball stuck on the end of one bone with half a tennis ball coupling stuck on the other, what I saw was a thing that looks like the CV shaft from a Mini 850, all attached to the shoulder by a couple of 40mm self tappers. The end of the big bone that goes down the arm was chopped off with the axle bit jammed down into the bone. No wonder it hurts.

Day 3 arrived, breakfast was served, the surgeon popped in, he obviously has a good memory or he can read as he never once asked me my DOB, blood pressures were taken, O_2 was monitored and I got my clearances. I was bundled into a wheel chair, given a bunch of tablets, the big bloke with the paper cap turned up again and I was on the way home.

Seems I'm in the sling for 6 weeks so there could be a delay in getting Vol58 out but I expect to be back on deck by the 25th – someone after all has to ride shotgun for Bill.

I must say a big thank you to everyone at the Wesley for the professional, courteous and thoughtful manner in which they looked after me for those few nervous days I spent in their care. The more I have to do with our medical system, and it's been quite a bit over recent years, the more I'm convinced we are very lucky people living in the best country on the planet.

Bill De Boer.

Bill, who was in hospital mid with a dicky heart, had a bit of a relapse in December (2016). Bill says: "A couple of wires from the "sternum plate" resulting from the previous fix were causing a bit of a problem, the doctor cut them back and cleaned it all out and now the problem has gone. They put on a new dressing, gave me my clearances and home I went – good as new. I've been assured (is that a warranty??) by the surgeon that all is now done, apart from some external stitches in the chest that will have to come out in about 10/11 days".

Hope so Bill, we need you to carry the banner on the 25th – tb

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Where are they now?

Rick Monk

Paul Huxley, who was on 2TMT at Radschool Laverton 66-67, would like to get in touch with any family members of Rick Monk who was on 88 Teleg and who sadly passed away in Sept 2015, with the hope of tracking down a mutual friend of Rick and Paul. If you can help, let us know and we'll pass on the info to Paul

Rocky.

My name is Anne Humphrey and I am looking for a 'Rocky' who was based at Laverton Airforce Base in October 1971. At the time he would have been about 29 years old. I know it's a long shot but if anyone knows or has information about Rocky or his full name, I would dearly love to get in touch with him. Unfortunately I know very little about him, only that he had a friend called Jim Kennedy and he would have known a girl called Delia O'Donnell for a short time. I would love to hear from anyone who can help.

John Hicks.

David Beattie writes, "Re Vol 38, Page 5, there is a picture of John Hicks (21 Eng). I am trying to track down members who started on 22 Engineering Cadet Squadron in 1977. A John Hicks was a member and I believe he may be in your photo. Are you able to put me in contact with him?

David – we don't have any contact details for John Hicks – someone might be able to help though – tb

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Your say!

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

Ballarat

Pete Schoutens got in touch, he says, “Sorry I haven't replied earlier, been busy with the local community radio station here in Ballarat and the Ballarat Aero Club. This all started while I was duty pilot a few Sundays ago. A fellow called Keith Pitman, who was a committee member of the Ballarat Airforce Assc. talked to me about a contact he has had with the local council regarding the building that was the Officers Mess at the Aerodrome.

The council is keen to keep some buildings in memory of the time when it was an RAAF Base. I had a councillor on my radio program (Grant Tillet) to chat about it. They, the councillors whom have the aerodrome on their portfolio (and the local mayor is one of those) seem to be prepared to spend the money to revitalise the building. Not cheap, as you can imagine!!

So the Ballarat Airforce Assoc. would be prepared to then look after it and use it for whatever?

So my thoughts about all this are, that we ex Radio School members and especially members who were there (like you) could use the building for some purposes, like re-unions, a Rad School museum display or anything else we may think off.

I have chatted with the Air Force Assc. people here and they seem positive to those thoughts.

So, what do you think?

Global Warming.

Laurie Lindsay sent us this: "Professor Giaever's academic qualifications in solid state physics are truly impressive (http://www.radschool.org.au/magazines/Vol55/Page20.htm). However, they do not make him an authority on atmospheric physics and/or meteorology. If you are going to peddle articles by climate change sceptics at least find somebody with qualifications in the right area. It may be difficult because 98% of climate scientists believe that the changes to our planet are anthropogenic (caused or produced by humans). The other 2% are in the pay of the fossil fuel industry.

Perhaps they may be able to explain why the Northwest Passage has suddenly opened up http://www.livescience.com/1884-arctic-meltdown-opens-fabled-northwest-passage.html In the 19th century many sailors lost their lives trying to cross the top of North America and now it can be done with ease. I wonder why?"

Different people have different opinions – that's why they make Holdens and Falcons. I accept that the climate is changing, blind Freddy can see that, but I'm still of the opinion that it's natural, it has nothing to do with the level of CO_2 in our atmosphere – and if we all disappeared tomorrow the change would still occur. tb

Leadership crisis dogs RSL.

Charlie Lynn

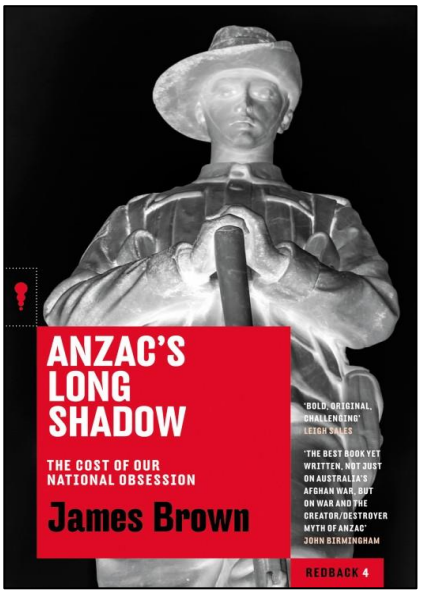
Recent allegations of financial misconduct by senior figures in the RSL have breached the faith of those who passed the torch of integrity to Australia's largest ex-service organisation. It appears that some have been more concerned with lining their own pockets on the side than protecting the legacy of the movement and the welfare of their veterans.

The army of volunteers in sub-branches throughout NSW have every right to feel betrayed as their charitable status is now under threat and the image of their RSL has been seriously tarnished.

While the RSL is regarded as the chief custodian of our ANZAC legacy based on the care of veterans, it has become clear for some time that the organisation has become more introverted with its ageing membership. The constitution they operate under belongs to the era of the .303 rifle. Notwithstanding this, the voluntary work of foot soldiers in the movement is selfless and extensive. Welfare officers, women's auxiliaries and members provide advice and liaison with local, state and federal Government agencies. They conduct Anzac Day services around the

country, organise commemorative services on other significant occasions, add dignity to funerals of fellow veterans and care for those unable to care for themselves. Their work is often unheralded but they provide the glue that holds the organisation together.

Unfortunately, their leadership has failed them.



In a recent book 'Anzac's Long Shadow' the author, James Brown, wrote of the current situation in regard to military charities:

> *Duplication of services is rife; data is rare, as is deep cooperation and coordination among charities. Big ideas are lacking. Hundreds of millions of dollars and countless hours are being consumed by a social industry predicated on care, but only the most slender trickle of aid is coming out for veterans in return. While we've been focused on the centenary of Anzac, deep problems have developed in the military charity sector.*

He went on to observe:

> Today the service clubs are a multi-billion-dollar industry employing thousands, with a 40 per cent share of New South Wale's $3.2 billion of annual gaming machine profits. The RSL and clubs network brings together thousands of unselfish volunteers dedicated to helping one another and bound by the ideal of community. All are linked by the shared sacred rites of Anzac and Anzac Day, the imagery of military service and a mutual commitment to care for the veterans of Australia's wars.
>
> Except that they're often not linked.

Brown is a bright young Afghanistan veteran – his book should be compulsory reading for those interested in preserving the future of Anzac and protecting its ideals.

Unfortunately the leadership of the movement has not adapted to change and has vacated the field of public debate.

- They were silent when radical Islamic hate preacher, Man Haron Monis, wrote grossly offensive letters to the wives of soldiers killed in action.
- They were silent when a female Brigadier outside the chain of command proceeded with charges against two of our commandos for doing the job they were sent to do.
- They remain silent over Australia's membership of the International Criminal Court which could see soldiers we send to war being tried in another country by sympathisers of the enemy.

Their silence on these and other contemporary issues has led to a plethora of breakaway groups such as the Vietnam Veterans Association, Soldier On, Walking Wounded, Mates4Mates, War Widows and countless other battalion, flight and naval associations.

To further complicate matters in NSW, RSL sub-branches and clubs are subject to different acts of parliament – as a result they spend millions of dollars fighting each other in court over the ownership of land bequeathed to them. The founding fathers would be greatly distressed over the emergence of the courtroom as the new battlefield. The beneficiaries of their vision were supposed to be veterans – not lawyers!

Reform of the RSL in NSW is now not an option if they wish to regain the trust of their membership, the public and government. They need a wholesale change of guard to provide the leadership necessary to unite the ex-service community and articulate a clear vision for the protection and interpretation of our military heritage; the welfare of current and ex-servicemen and women; and the care of our aged veterans. They need to lobby government to ensure our wartime history is an integral part of our education system at primary, secondary and tertiary level.

And more importantly they need to re-enter the public debate in areas such as the social engineering within the Australian Defence Force; the Marxist indoctrination of young students under the guise of ‘Safe Schools’; and the basic freedoms our veterans fought and died for – particularly freedom of speech.

To paraphrase General Douglas Macarthur in his address to West Point Cadets in 1942 the RSL is the leaven which binds together the entire fabric of our veteran community. If they fail a million ghosts in khaki, royal blue and bellbottoms will rise from their white crosses thundering those magic words: “Duty – Honour – Country”.

We are the dead . . .
Take up our quarrel with the foe
To you from failing hands we throw
The torch, be yours to hold it high
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields

My wife asked me to toast some bread.
So I raised my glass and said "here’s to bread"

Caribou A4-173 at Ba To.

John McDougall sent us this: "I've received a request from John Davies, an Elec. Fitter with RTFV/35 Sqn. in 1966. He was part of a recovery team that went to Ba To in August '66 to repair/rebuild Caribou A4-173 after it crashed on landing during a resupply mission. He is endeavouring to compile a list of names of the blokes involved for a story of the event. I have told him that Laurie Rappo and myself were both engine fitters, Peter "Perce" Mansfield was the framie, and Wally Solomoms was the Enfo but I cannot remember the other 5 or 6 who were there with us. If you were there or know of who was, would you please advise me so I can pass on the info.

You can see info on the incident HERE." *If you can help, let us know and we'll pass on the info to John Mac - tb*

In 1986 John Davies was posted to Washington DC as TLO NAVAIR which, he says, "was my dream job. During my posting, I met and married an American lady. We had one son born in the US and a second son in Melbourne (I was posted back to HQSC). I left the RAAF in 1990 and immigrated back to the US in 1994. I am now a dual citizen and worked for a company called CACI for most of my working life over here. I worked in software process development area and implemented CMM, CMMI and ISO-9001 models and standards throughout the company. I retired in February 2016 and am enjoying my time. I get back to Australia about every 2 to 3 years. This year I was back for 6 weeks in Feb/Mar 16".

If everything seems to be going well, you have obviously overlooked something.

Mozzie at Ballarat.

Ken Hunt says: "After reading the current edition of the RAM I am again reminded of a complete Mosquito in a hangar at Ballarat – well it looked complete to a young inexperienced Nasho climbing inside. I also know of another Nasho who 'borrowed' the small fire extinguisher from it. It was there in early 1955 and I wonder why?

Can anyone help?

Keep up the good work, it is appreciated.

A blonde decided to redecorate her bedroom. She wasn't sure how many rolls of wallpaper she would need, but she knew that her blonde friend from next door had recently done the same job and the two rooms were identical in size. "Buffy," she said, "How many rolls of wallpaper did you buy for your bedroom?" "Ten," said Buffy. So the blonde bought the ten rolls of paper and did the job, but she had 2 rolls leftover. "Buffy," she said. "I bought ten rolls of wallpaper for the bedroom, but I've got 2 leftover!" "Yes," said Buffy. "So did I."

The Neptune.

Adrian Heinrich says: "Someone sent me THIS VIDEO of (I think) a Dutch Neppy being pre-flighted, fuelled, started, taxied and then flown. I couldn't understand a word of what they were saying but it brought back many memories from my time working on 10SQN's Neppies, especially the re-fuelling! The two tip tanks were scarey, after filling the two main tanks you were perched out at the wingtip, trying to bear the weight of the hose/nozzle and when you got to a certain fuel level the main oleo strut would start creaking and suddenly retract a little, this small movement at the strut was amplified many times at the wingtip and the only thing you could hang onto with your free hand was the earth lead plug – you became a bit paranoid listening for the creak and waiting for the sudden oleo collapse. ……..memories!!!

Hey now!!

Ivor Rothwell writes: "Re Vol 48, Page 19, Tut tut my old friend and colleague John Smythe! I was not a Royal Navy exchange officer but (although formerly Royal Navy) a full-bore dyed in the wool Flight Lieutenant RAAF. I was OIC WRRS from December 1967 to December 1970. On promotion to Squadron Leader in January 1971 I went to DEFAIR (as it then was) in Canberra for two years thence HQOC in the Joint Warfare Group. I was promoted to Wing Commander in June 1976 and transferred to the RAN in August 1978, retiring in 1984".

Pilotless F16 aircraft.

John Smythe writes: "Re Volume: 56, Page 9, Comments: To: Alan George; Sorry "Your 'A first for a full-size jet aircraft' was second by 60 years – see HERE. I was at Woomera in mid '60s and saw a meteor land with empty cockpit. Maybe not as sophisticated as the one you mentioned, – but it still did it."

Make the RSL great again!

Kel Ryan, a Life Member of the RSL says: "The usual thing among men is that when they want something they will, without any reflection, leave that to hope, while they will employ the full force of reason in rejecting what they find unpalatable". Thucydides, History of the Peloponnesian War.

The challenge to solving a problem is first to recognise that there is one. The leadership of the RSL is mute to its present situation despite the rapidly declining membership, an aging membership and the almost daily establishment of new, more dynamic representative organisations.

Why is this so?

Why cannot the national leadership see what so many members of the Australian Defence community can see? Put simply the leadership is in denial. They are content with the status quo and their place in it. Let us be clear on one thing in this developing discussion about the future of the RSL. The RSL as a national organisation must survive. It must remain as an integral part of the voice of the veteran community. There are too many good men and women working within it at the sub-branch level who are its face, its soul and often its best marketing tool. It is they that are being let down by a national leadership that has failed to articulate a vision for the RSL in the 21st century.

What is to be done?

The future of the RSL lies in it becoming a truly national organisation reflecting the organisational and governance practices of the 21st century. Some years ago, the Queensland and Victorian branches of the RSL contributed $30,000 each for a strategic review into the national organisation. Views were canvassed and a report submitted. Nothing was heard of the report until this writer asked for a copy of the report. "No, you cannot have it as it was not what we wanted!"

This response by the then President, Ken Doolan, sums up the challenge the RSL has in facing the future. The leadership denies the evidence as it is not what they wanted. Other such reports and studies over the years have met a similar fate.

A refresher course in the Military Appreciation process is a good place for the national leadership to start in defining the future course for the National RSL. The Military appreciation is a logical process of reasoning with the aim of

determining the best or the better course of action in any given circumstance. It requires thinking outside of the square, outside of the past and into the future. It demands a flexibility of thought that the membership is yet to see coming from the present leadership.

The RSL is a national organisation in the minds of many. A wide ranging exhaustive strategic review, including input from across the membership and from outside the organisation is a good place to start. In such a review the views of the national leadership do not warrant special deference. Constructive input from both the membership, the other ex-service organisations and the broad public must be sought. This is not a time to hunker down below the parapet, shun public discussion and hope that all will peter out. Good men and women must step forward.

The various state branches need to develop their views on the future also.

- Do they want a national organisation that represents to government.
- Do they want a national office that is able to work in concert with the other ex-service organisations to project a united voice?
- Do they want a future for the RSL?
- What will be their legacy?

Now is the time for the RSL leadership to regain and to dominate in the art of political advocacy so effectively practiced by those leaders who sprang from the AIF era. They lobbied, they persevered and they forced government to listen to the voice of the nation's warriors. They were not mollified by countless media releases on nebulous issues or meaningless speeches. They spoke on issues that the membership wanted them to speak, national defence, national infrastructure, national unity, loyalty and national pride. They, on the membership's behalf, had earned the right to address such issues. Today the leadership is mute.

I ask that the RSL leadership not be overwhelmed by the task. The future of this great organisation is in your hands. Don't let the membership and the broader ex-service community down by shirking the challenge.

Kel Ryan is a Life Member of the RSL and had held elected office at sub-branch and state Branch level. He has also been Chair of the Queensland Forum of Ex-Service Organisations for five years, President of the Royal Australian Regiment Association in Queensland and is currently the Vice President of the Defence Force Welfare Association Far North Queensland. His PhD research is addressing the issue of 'advocacy and the Australian Defence Community

Whether a man winds up with a nest egg, or a goose egg,
depends a lot on the kind of chick he marries.

Skeptics unite!!

Barry Williams writes: "Re Vol 30, Page 20, The tale I am about to unfold is so rife with coincidence that were I to try to sell it as fiction it would be rapidly consigned to that editorial scrap-heap labelled "Don't waste time with this lunatic". However, this is a true story where such rules do not apply.

My name is Barry "Barney" Williams and I served in the RAAF as an electrical fitter from No 9 (Engineering) Apprentice Course (1955-57) at RSTT Forest Hill, Wagga, until I took my discharge as a sergeant from 76 (Mirage) Sqn at Williamtown in 1970. My 12 years were served at Amberley, Butterworth, Ubon and Williamtown.

During my time living in the Sgts Mess at W'town I formed a drinking association with, among others, a Rad Tech (G) by the name of Harry Wilson. When I was discharged I lost touch with many of my old mates, Harry included, but in a recent fit of nostalgia I thought to look him up via Google. As he was several years my senior and as spring-chicken-hood is a long way in my past, I didn't hold out much hope that he would still be around, but thought I might find some information. I didn't find anything about Harry but I did find your magazine and this is where the coincidences start piling up.

In one of your magazines you questioned whether ex-RAAF people tended to remain in their trades after discharge. In my case, yes and no. Initially I worked as a rep for a couple of companies that supplied process control equipment to industry but then, fortuitously, I found myself involved in organising trade shows, which kept me busy for several years, largely under contract to the US Dept of Commerce via their Consulate General in Sydney.

During one of my aviation trade shows I bumped into a retired Wing Cdr, Jim Treadwell, whom I had known as a young FO in Malaya. Jim said he was interested in how trade shows were organised and we arranged to meet the following week. Jim came along with another, older, ex-pilot by the name of Arthur 'Nat' Gould whose remarkable story you can read HERE.

They had been involved in a couple of the Schofields flying displays and had an idea about a fully-fledged flying and trade show in association with the Bicentennial Committee. I was delighted to give them all the help I could and introduced them to most of the movers and shakers in the exhibition industry, as well as promising to lobby the US DOC to include a USA Pavilion if the show ever got off the ground (pun intended). Of course it did, the Bicentennial Air Show at Richmond, the USA did have a large pavilion in the Trade Show section which I managed and a great time was had by all.

But it was my part-time activities that gave rise to even more of the coincidences I mentioned. In 1980 I joined an organisation called Australian Skeptics, recently set up by Dick Smith and Phillip Adams. Its purpose was to investigate and expose to critical analysis popular beliefs based on pseudo-scientific or paranormal claims. I notice that you have a correspondent or two in your magazine with similar interests. In 1985 I was elected as national president of the organisation which had developed branches in each state and had begun publishing a quarterly magazine, the Skeptic, edited by a friend who was a professional trade journal editor.

In 1990 the editor of the Skeptic had some domestic problems and told me he had to resign forthwith. With three weeks until the publishing deadline and no idea where I could find another experienced editor, I begged him to stay on until we could find a replacement. Because of his circumstances, he couldn't do that but suggested that I do the job and he would assist where he could.

Australian Skeptics Inc

Now I had precisely no editing experience, was unfamiliar with the new computer we had recently acquired (a Mac Plus for those interested in antiquities) and was pretty busy with my job, but I agreed to do just the one issue and find someone else when I had a bit more time. Needless to say, that 'bit more time' never eventuated and nineteen years later when I decided to retire from all my positions I had edited 76 issues and loved every minute of it. Have a look at some of the issues. www.skeptics.com.au/the-magazine/

It wasn't all hard yakka though. In 1996 we received notice that we were the beneficiaries of a very large bequest from a citizen of Queensland who had recently died. This, too, was the result of a remarkable coincidence.

The man was pretty much a recluse, living in his old family mansion in regional Qld, but one who had a deep interest in scientific and medical matters. He had heard "someone from some organisation" on the radio talking about the importance of scepticism to the scientific enterprise. Liking what he had heard he spoke to his next-door neighbour, one of his rare friends, about changing his will to help this organisation do its work - if he could find out who they were. His neighbour happened to be the science master at the local high school and the only Skeptic subscriber in the town. So we found ourselves the recipients of somewhere north of $1.2 million.

This windfall changed things considerably among the Skeptics, allowing us to sponsor various prizes and allowing me to spend all my time running the organisation and editing the magazine. Among my new duties was providing a monthly column. The Naked Skeptic, on matters skeptical to Australasian Science magazine.

This is where the final coincidence occurs. When searching for info about Harry Wilson and finding your magazine, one of the references was to your Vol 30, page 20 and a brief piece

about the origin of the phrase “Freeze the Balls off a Brass Monkey” which had been the subject of one of my Naked Skeptic columns, itself a condensed version of a much longer article in the Skeptic. I attach the Naked Skeptic piece for your delectation.

Finally, let me say how much I admire your dedication in producing your fine magazine. I, if no one else, realise just how much hard work it takes. Long may it continue.

Brass monkey balderdash
The Naked Skeptic
Australasian Science
17 October 2007

THE standard response of Skeptics when someone pronounces on a new paranormal claim is “Where is your evidence”? Sometimes the evidence is a physical thing, but sometimes it can only be found by a process of logical deduction. Let me talk about a case in which both approaches can be used. Most readers will have come across the following claim about the origin of a common phrase - it has been circulated on the internet for a number of years, it pops up in the media from time to time, and I have even seen it quoted in a recently published book on origins of phrases.

This is how it goes: In the old Royal Navy, every sailing ship had cannon for protection. Cannon required round iron cannonballs. A method was needed to store the cannonballs such that they could be available for instant use when needed, but in a manner that would not let them roll around the gun deck. The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannonballs. The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels. To do this, they devised a small brass plate referred to as a “brass monkey,” with a rounded indentation for each cannonball in the bottom layer.

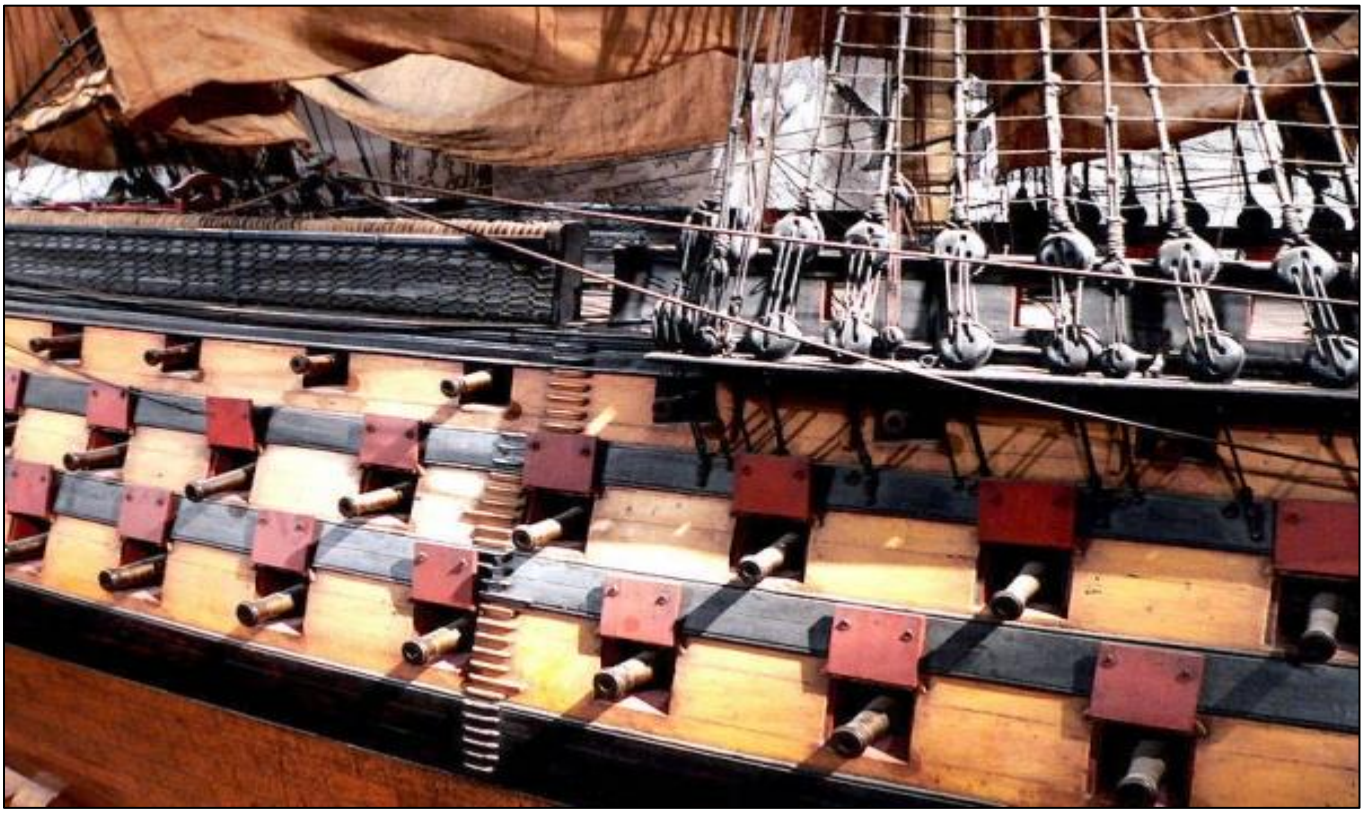
Brass was used because the cannonballs wouldn’t rust on the brass monkey, but would rust on an iron one. When temperature falls, brass contracts faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer of cannonballs would pop out of the indentations, spilling the entire pyramid over the deck. Thus it was, quite literally, “cold enough to freeze the balls off a brass monkey”. And so, another familiar phrase became part of the language.

Nice story. What a pity it's utter bal(l)derdash. Why do I say so? Let's look at the direct evidence first.

With the popularity of historical fiction based around the Napoleonic Wars, quite a few authors (C S Forester, Patrick O'Brian et al) have published books that use contemporary records of the Royal Navy to describe what actually went on in the "wooden walls" of Nelson's day. In none of them will you find any reference to either brass monkeys or this method of storing cannonballs. What they do say is that "ready shot" was kept in indentations in wooden hatch covers or in wooden troughs built inside the hull between the guns. They were known as "shot garlands".

Seems reasonable, but as we Skeptics like to say, "absence of evidence is not evidence of absence", so let's use deduction to see if it is likely to be true.

The standard "ship of the line" in Nelson's navy was the Third Rate 74, which mounted 28 guns (14 per side) on each of its two gun decks and 18 (usually lighter calibre) guns on the forecastle and quarter deck, totalling 74, hence the name.



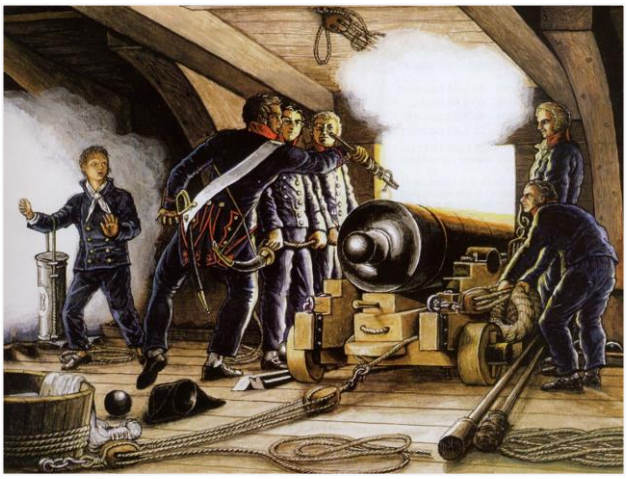
The lower, enclosed, gun deck usually mounted 32 pounders (15 cm calibre) while the upper gun deck, which was partially open to the elements, mounted 24 pounders. As each gun

needed a crew of 6 or 7, these ships carried about 600 men in a hull that averaged a little over 50m by 10m. The majority of these men slept and ate on the lower gun deck, so it tended to be a little cosy.

That sets the scene, so let's now look at the scenario. Sailing ships are, unsurprisingly, at the mercy of the wind and very little happens quickly. In the classic battle of the period - Trafalgar - after Nelson sighted the combined French/Spanish fleets, he split his force into two lines and, in light winds, sailed directly towards the enemy line for an hour before any of his ships fired a shot. Plenty of time to bring up balls from where they were stored below decks and put them in their wooden garlands.

Then there is the case that cannonballs comprised only half the load for the guns. The other half was the propellant, gunpowder in canvas bags, and you certainly didn't want lots of those lying around waiting to be used when a battle was raging. They were stored in the magazine, which was always well below the waterline to avoid the risk of being hit by an enemy shot. During a battle, it was the job of the junior member of each gun crew (often boys of only 12 or 13). They were called "powder monkeys" (which is the only reference to monkeys you can find in contemporary writing) to bring up powder bags from the magazine to their gun. Royal Navy

gun crews could typically fire three shots every five minutes, so these lads were kept busy. No purpose would be served by having up to 30 balls per gun if you had to wait for the powder bags anyway - and you did have to wait.



Other problems? Well, a pyramid is a very stable structure - as long as it sits on a stable base. But a ship under sail is far from that. Unless it was dead calm, with the wind directly astern, the deck would be heeling at an angle to the horizontal, as well as pitching and rolling, and if your pyramid is composed of spherical objects, well, you can see the problem. With up to 850 15cm spheres of iron, weighing up to 15kg each, rolling around each crowded gun deck, you wouldn't need the enemy shooting at you to suffer massive casualties.

Yes, brass and cast iron do have different coefficients of expansion, but for that to cause any more instability than the motion of the ship caused anyway, you would need an inordinately rapid and prolonged temperature drop to cause the balls to be frozen off the monkey as the legend insists. (For example, a temperature drop of 100 degrees would be needed to shrink a metre-long brass plate by one millimetre, which would not be anywhere near enough to cause the claimed effect.) Maybe the iron balls wouldn't "rust" to the brass, but they would certainly rust to each other, so nothing is to be gained there. Then you have two dissimilar metals in contact in a wet and salty environment, interacting to make crude batteries (through electrolysis) with the potential to cause sparks. On a wooden ship with miles of tar-soaked rope, that's the last thing you would need.

So here we have a popular story that has no documentary evidence to support it, and each element of which is patently wrong. Not so much an urban legend as a nautical lie.

While I have your attention, did you know that when action was not imminent, and particularly in heavy weather, the guns on Royal Navy ships were tightly lashed up to the sides of the gun deck? Each 32-pounder was more than 3m long, weighed 2-3 tonnes and sat on a four-wheeled carriage. Imagine 28 of those rolling around the deck during a storm, while you were trying to sleep in your hammock, or eating your lunch, and you will see why the Navy was not in favour of "loose cannon".

You can find out more about phrase origins at www.phrases.org.uk/meanings which now has a very similar explanation of the brass monkey phrase to mine above, though when I first consulted it retailed the popular, though incorrect version.

A new way to teach?

Philip Campion wrote: "I have been looking through the Radschool magazines and many, many hours have been absorbed reading the articles. Please keep up the good work. My connection with the organisation goes back to childhood when my father was an instructor at Ballarat. Happy memories of us roaring along the runway in his Ford Prefect on the way home to our married quarter. Getting a tour of the armoury and the kite competitions between Gordon Webb, the armourer and the old man. Dad won with a box kite made of broom sticks, we boys didn't get a go as it would have lifted us off. Postings to Laverton, Amberley, OPCOM and Canberra ensued so it was natural that after an unsuccessful banking career of 3 months I should join the RAAF. After recruit course I was posted to Radschool to train as a RADTECH (G) and found myself on no 34RMT in mid 1969.

A new EDO was at the unit and had managed to convince the hierarchy that instructors were unnecessary. Our group of young men was given a syllabus, text books, a classroom and was told the first exam was in 2 month's time. Well, what a great idea, there were 2 older married guys on the course and they managed to get through the exam whereas we younger ones boozed, rode motorbikes and chased women, recovering next day in the classroom.

Needless to say, we all failed the supp and appeared before HoHo and the board. We were back-coursed to 35 RMT which was run under the same regime. Well we were hardly any older and had not acquired any more brains and so most of that course found itself up before the board again.

This time it was GH or COOKSASS time and that was the end of that.

My surname being close to the front of the alphabet I was pretty much first to face them. I was ready to admit that I had not done a scrap of work, but was of the opinion that 18 year olds out in the wide world need a boot on their necks to concentrate their minds on the job at hand. I

refused to sign the paperwork which would consign me to a life of cleaning toilets and sweeping paths and left the board in somewhat of a quandary.

They called me back and offered me, and a host of others, a posting to RSTT as cat2 trainees. I have only got as far as edition no 43 of the magazine and see no mention of 34 RMT. The photo of 35 RMT has no familiar faces at all. These ill-fated courses seem to have been airbrushed from the history of Radschool. I wonder how many of those self-studiers got through?

At Wagga, it seemed that all we needed was the boot on our necks and we all completed our technical training and emerged as fitters of one kind or another. What a potential waste for the wireless world, I can only imagine that the administration of Radschool realised that it had to put instructors back in classrooms and adopted a sympathetic view towards us.

I completed an instrument fitter's course, got the highest marks and went on to serve at 481, 76, 75, 34, 38 and 37 SQNs finishing the last 10 years of my career as a Flight Engineer on Hercs.

I remember John Broughton well, I was at 76 SQN and had been charged for leaving my car on the parade ground on Tuesday morning. Fearless Fred admitted that he hadn't meant to charge me and the SENGO told me that he would look after me. The bastard gave me 7 days CB. John was Orderly Sergeant over the weekend and I was effectively in his custody. "Come with me lad" he said, drove me to the hangar and installed me in Radio section for the weekend with instructions to make sure all the magazines were of sufficiently high standard. The week's guard commander was Mick Sibley and he also tasked me with similar important jobs. This was an era when the service looked after its own and individual units did as well. I bet you are not asked to sign a blank leave application for the boss's drawer any more.

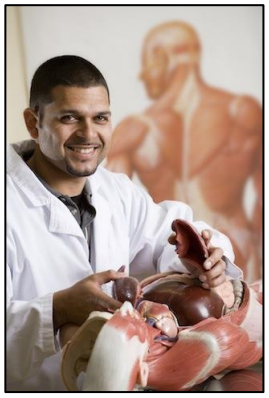
Another old hand, I was tapped on the shoulder in Alice Springs in the 80s. None other than Ted McEvoy. Hope you are well, Ted.

I had some of the happiest years of my life in the RAAF and miss the people. I feel that I got out just in time though, we had a CAS whose sole agenda was to have us swing our arms shoulder high, digging foxholes and handing our service over to the Army. Keating was making noises about cancelling the 20 year pension and making it age 55.

When I see the medals some of our current members are wearing, I can't help feeling so proud of the efforts of those airmen and women despite not only facing an enemy but contending with the cowardice of political correctness.
I was so fortunate not to have been in harm's way and consider my years to have been the best.

When a man marries a woman, they become one;
but the trouble starts when they try to decide which one.

Doctors.



Stan Seymour writes: My doctor tell me that 17,000 docs will graduate this year, in Australia, many of whom will be overseas students, however there is a loop hole for these O/S docs to work permanently in Australia. With a visa, they can stay and work here for thirteen months, then they MUST leave the country for ONE month, (holidays???) then they are free to work here again for another 13 months -- ad infinitum. Before you know it, no Australians will bother practicing medicine. Our potential doctors will be driving busses, or working overseas where they are appreciated.

Another thought, I have a son living in the UK in the IT game. He can't afford to live in Australia. No one here will pay for his expertise. In the UK and the USA he is in demand as a manager and as a consultant to BIG business, with a commensurate income. Australia will always struggle while we deny our best brains an income worthy of their skills.

Many girls like to marry a military man - he can cook, sew, and make beds
and is in good health and he's already used to taking orders.

Radar.

Les Medew writes: G' day, you have helped me out in the past, I love dealing with the Nuts and Bolts, the people who were doing the work, so my question is, how far was the Radar sweep at Laverton good for in 1966 on the "East side" of the bay. I realize the curvature of the Earth plays a part but let's say over Dandenong or Moorabbin Airport could aircraft be detected at all and if so how close to the "ground". I know I'm stretching the friendship but hope somebody in your membership worked in the Radar side of things as I would really like to know.

Mortality Files.

The 2nd tour B Company 4 RAR/NZ (ANZAC) Battalion members are taking over where the 1st tour guys left off in keeping up the list of Mortality Files of Vietnam Veterans. All services (Navy/Army/Air force) are included in the mortality list and I am seeking your help in:

1. Providing us with notifications of a veteran's death by completing the Notification form on the website (www.amvif.info) and,
2. Checking the list for your relevant unit to try to complete the yellow highlighted sections with accurate information, and then forwarding it to us by using the site email address (whitepointer4b@hotmail.com).

Please try to be as exact as possible with the cause of death. "Passed away peacefully" is not a cause of death. We do realise that some of this information may not be available, but every bit of information sent will be included in the person's entry on the list.

Future research by any relative or member of the public will be made a lot easier if the information is accurate and complete.

The web address is as follows www.amvif.info
The email address is whitepointer4b@hotmail.com

John “Mac” McGovern
Ex 4Platoon, B Company
4 RAR/NZ (ANZAC) Battalion 2nd tour

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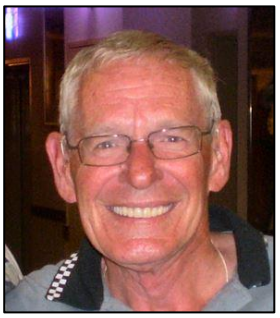
News and Reunions!

Temora.



Bob Costello from the Temora aviation Museum is hosting an RV Muster (caravans, motorhomes, campervans, tents and even a few sleeping in utes) from April 20 through April 26. It's not over a flying weekend, but some special arrangements could be made for "special" tours of the aviation museum for ex-RAAFies. There will be flypasts over the ANZAC day ceremonies. Temora is the only place to see a spitfire flypast as the flag is raised on ANZAC day.

Bob has made it much easier for everyone booking for the Muster. Whether you're at home or on the move we have an option to suit you. The two options for registration are:

1. Use the online form from your mobile or laptop – no need for a printer or scanner: http://www.temora.com.au/register.aspx
2. Download and print the registration form, then scan and email it back to us: http://www.temora.com.au/f.ashx/events/whatson2016/2017-Temora-RV-Muster-Registration-Form.pdf

You can find both options by visiting our website http://www.temora.com.au/rvmuster.

The early Bird gets the Worm.
Bob says "bookings are coming in steadily and if you require a powered site might I respectfully suggest that you register ASAP. It's on a first-come, first-served basis and they are proving very popular. There are plenty of unpowered sites available".

Click HERE for the week's program.

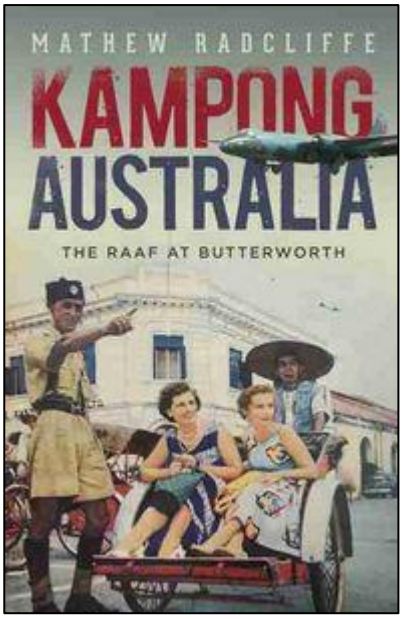
I spent a fortune on deodorant before I realized that people just didn't like me anyway.

ANZAC Day 2018.

ANZAC Day 2018 will be a big one, it will be 100 years since the end of the "War to end all Wars". The RTFV-35Sqn Association is planning a major celebration and you're invited. We know it's 12 months away but if you think you would like to attend, click HERE, fill in your details and send it off.

Butterworth.

The RAAF base at Butterworth was Australia's largest and most enduring overseas military garrison in post-war Southeast Asia. Home to the majority of Australian airpower for over three decades, Butterworth was also home to a vibrant Australian community. From 1955 until 1988, spanning the end of the British Empire and the start of the Cold War through to real engagement with Asia, more than 50,000 Australian servicemen and their families rotated through the Penang region of Malaysia for two-year tours of duty. These men, women and children lived full lives during their deployment, a bastion of Australianness in the midst of Malays, Chinese and Indians.



Mathew Radcliffe has written a book titled ***Kampong Australia*** which explores the complex political genesis of the RAAF presence at Butterworth and shows what everyday life on and around the base was like. It charts the official policies and practices that framed the Australian encounter with the people and places of Penang, drawing on the recollections of those who were there.

This evocative and at times personal book shines a light on the complex, uneven and dynamic history of the Australian military presence in northern Malaysia and shows what it was like to be there.

It normally sells for $40 but you can get a copy from Booktopia for $32.40

The most effective way to remember your wife's birthday is to forget it once...

Air Force Cadets.

The Chief of Air Force, Air Marshal Leo Davies AO CSC, has appointed Group Captain (AAFC) Mark Dorward as Commander of the Australian Air Force Cadets. Mark replaces Group Captain Paul Gregory who was the immediate commander. Mark, who is an experienced aviator and Managing Director of Hinterland Aviation in Cairns, has had a long association with the AAFC since joining as a Cadet and completing a flying scholarship, before becoming an Instructor of Cadets in 1994.

Australia's largest Vintage Radio Exhibition

The Historical Radio Society of Australia is hosting Australia's largest historical radio display in The Kingston Town Hall, Moorabbin, Victoria, on April 9th.

Displays will include domestic and military radios. More information: www.ozradios.com or email: radio3172@gmail.com

Kev Poulter is the organiser and he's thrown the invitation to our readers. Kevin says: "If any members would like to display radios, we can offer a table free to each of them. Military radios were featured prominently at the similar exhibition we staged in Canberra. It was really interesting to see domestic brands like Astor made military radios during the war.

When I was at PYE Telecommunications, we made a number of types, especially the MTR1, (above) which was in a fibreglass housing and was fairly portable. Arrive at a location, throw a long wire up a tree and you were in business. The best surviving example is owned by a collector in the States. You can see another set HERE.

Seller's tables are normally only for members, however I am very interested in hearing of any requests, which will probably be accepted".

There is more info here www.ozradios.com

Kevin Poulter
President
The Historical Radio Society of Australia

57/58 RMT Course Reunion.

David Taylor got in touch, he says: "We are looking at organising a reunion for 57/58 radio course as this year marks 45 years since the course began. 57 course started a month ahead of 58 but we were merged mid-course due to the high attrition rate on both courses. The current idea is (subject to change):

- Dinner Saturday 26 Aug 2017, Surfers Paradise RSL, 9 Beach Road, Level 1 & 2, Surfers Paradise QLD 4217 Followed by:
- Recovery breakfast 0930 Sunday 27 Aug 2017, Austral Café, Main St, Murwillumbah NSW 2484 Anyone interested or any questions please contact David Taylor taylordg.54@gmail.com."

F-111 at Bull Creek.

Michael Butcher got in touch, he says: "Firstly, many thanks for providing an excellent magazine each issue. I am an avid reader. We are currently restoring an F-111 simulator at the RAAFA Aviation Heritage Museum in Bull Creek, Perth. It may be of interest to your readers. Attached is a flyer we have produced to be placed near the Sim so that visitors can know what is going on".

Michael and his team would like to hear from some old Pig drivers, if you were a driver or a nav and can help a little, please let us know and we'll put you in touch with Michael.

26 Radio Appy Reunion.

Pygmy McAndrew, who was on 1TMT, is organising a reunion for 26 Radio Apprentice Course bods which will be held in Mooloolaba on the Sunshine Coast over the weekend 27-29 October. If you're interested, contact Peter (Pygmy) McAndrew on 07 5444 6165 or pygmy@iinet.net.au

Korean Peace Medal - Longtime coming.

Wayne Eastgate advises: "I have received the following information from Mr Yang Kim, Secretary Korean Veterans Association, with regard to the Korean Peace Medal. The Medal is available to all Korean War Veterans and is also available to Families of Deceased Korean War Veterans. I can only ask that you give this information the widest circulation within your own groups so that appropriate recognition is made to all ex and deceased Korean War Veterans".

If anyone knows of a worthy nomination please contact Yang Kim, Secretary AQKV, Mobile 0419 919 034, Email ykk@tpg.com.au directly.

South Australia Aviation Museum

Ken Hunt says: "I am just back from a cruise to Hobart and Adelaide. While in Adelaide I visited the South Aust. Aviation Museum. It has a mix of Service and Civvy planes. An F111, C47 and a Fokker F27 for starters. I easily spent 4 hours looking over the place.

It's a bugger to get to by public transport, I got the train to Port Adelaide then had about a two km walk past the Steam Museum. No worries if you've got a car. Staff are VERY knowledgeable, our guide had worked in power stations?? He included our tour with a look into the workshop where we saw an old Bristol under construction (ground up) and a Caribou soon to be rebuilt!"

You can see info on the Museum HERE.

Ever stop to think and forget to start again?

Republic of Vietnam Cross of Gallantry with Palm Unit Citation.

Australian Defence Force members who served during the Vietnam war have been recognised with the Republic of Vietnam Cross of Gallantry with Palm Unit Citation.

The Citation was awarded by the former Government of the Republic of Vietnam (South Vietnam) to specific military units that distinguished themselves in battle. The Governor-General has formally approved the awarding of the Citation to identified Australian military units in recognition of their service during the Vietnam war.

Eligibility
To be eligible for the Citation, Navy and Air Force members must have served in Vietnam under the command of United States Military Assistance Command Vietnam posted to one of the following units, during the eligible dates:

Navy

- Clearance Diving Team Three from 5 February 1967 to 5 May 1971
- RAN Helicopter Flight Vietnam from 16 October 1967 to 8 June 1971
- RAN personnel in 9 Squadron from February 1968 to April 1969 (8 personnel)

Air Force

- RAAF Transport Flight Vietnam/35 Squadron from August 1964 to February 1972
- 9 Squadron from June 1966 to December 1971
- 2 Squadron from 19 April 1967 to 15 July 1971.

The Governor-General has previously approved the following Army units to wear the insignia of the Citation for their service in Vietnam.

Army

- Australian Army Training Team Vietnam from 1 July 1962 to 31 October 1971
- 1RAR - Eligible personnel must have served in Vietnam under command of 173rd Airborne Brigade during 5 May 1965 to 31 May 1966 in one of the following units, within the eligible dates:
- 1st Battalion, The Royal Australian Regiment from 25 May1965 to 31 May 1966
- 1st Armoured Personnel Carrier Troop RAAC from 15 June 1965 to 31March 1966

- 105th Field Battery, RAA from 14 September 1965 to 31 May 1966
- 3rd Field Troop, RAE from 14 September 1965 to 31 March 1966
- 161st Reconnaissance Flight, AAAVN from 14 September 1965 to 31 May 1966
- 1st Australian Logistic Support Company from 25 May 1965 to 31 March 1966
- Battery Section, 4th Field Regiment Light Aid Detachment RAEME (and redesignated in country to 105th Field Battery Section, 12th Field Regiment Light Aid Detachment RAEME) from 14 September 1965 to 31 March 1966
- Strength of D Company 6RAR in Vietnam on 18 August 1966
- 8RAR from 28 November 1969 to 24 October 1970

Wearing
Individuals are not eligible to wear the Citation device until they have been formally approved to do so through the application process.

Because this 'award' is a citation and not a medal, it is worn on the right side (of the body) and not above or with awards or medals on the left.

Applications
Individuals who believe they could be eligible are asked to submit an application. Family members of deceased Australian Defence Force members who may be eligible are asked to submit an application . See Granting of Unissued Service Awards of Deceased Members

Exchange
The palm on the Citation is bronze, rather than gold, and previously issued citation devices are incorrect. Personnel wishing to obtain the bronze palm device should return their existing device for replacement. Ensure full name, service number, address and contact details are included with the returned device. The mailing address is:

Directorate of Honours and Awards
Exchange Citations
PO BOX 7952
CANBERRA BC ACT 2610

Background Information on newly identified eligible units.

Royal Australian Navy Clearance Diving Team Three
In late 1966, Clearance Diving Team 3 (CDT 3) was established specifically for deployment to the Vietnam War to assist the overworked United States Navy Explosive Ordnance Disposal units. This also gave Royal Australian Navy personnel an opportunity to complete clearance diving work in an operational environment. Sending CDT 1 or CDT 2, in full or in part, would have impacted on the teams' existing commitments, along with the continuity of training and postings. CDT 3 was formed from available personnel; this was sufficient to keep a six-man

team on station in Vietnam from early 1967 until early 1971, with six-month deployments. CDT 3 was disbanded at the end of the Vietnam War.

Between February 1967 and May 1971 eight contingents of RAN clearance divers deployed to South Vietnam.

The first contingent of six men arrived in Vietnam on 6 February 1967. This team was initially attached to a United States Navy explosive ordnance disposal team stationed in Saigon. They then relocated to Vung Tau assuming responsibility for the defence of shipping against enemy attack, known as Operation Stable Door. There the team was responsible for searching the hulls and anchor cables of shipping in the Vung Tau anchorages, or alongside, for improvised explosive devices or the presence of enemy swimmers. Additional tasks involved the salvage of downed military helicopters, searching villages for ammunition caches and demolishing Viet Cong cave and tunnel complexes.

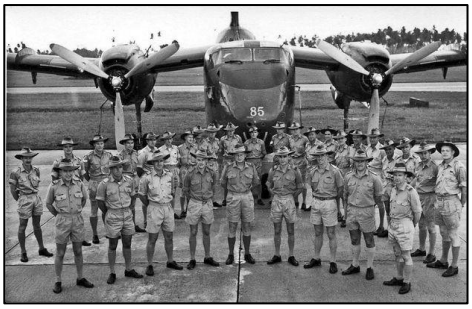
As part of its original directive, CDT3 was prohibited from participating in SEAL type operations (United States Navy Special Forces) or operations conducted along the Cambodian border. The restriction on the former was removed in January 1969, thereby permitting team members to make full use of their unique skills. As a consequence, the operational focus from 1969 shifted towards the provision of explosive ordnance disposalsupport for offensive operations, with team members frequently attached to United States and South Vietnamese Special Forces. These operations intensified in 1970 such that individual members often came under enemy fire while they were engaged in destroying bunker complexes, tunnels, trenches, observation posts and log barricades erected by the Viet Cong in the rivers and waterways of the Mekong Delta.

Royal Australian Navy Helicopter Flight Vietnam

Between 1967 and 1971, the Royal Australian Navy Helicopter Flight Vietnam (RANHFV), was fully integrated with the US Army 135th Assault Helicopter Company (AHC) flying Iroquois helicopters in both the utility and gun-ship configurations. The role of 135th AHC was to provide tactical air movement of combat troops, supplies and equipment in air-mobile operations. This included augmentation of army medical services, search and rescue and the provision of a command and control aircraft capability. The RANHFV ceased operations on 8 June 1971.

During its four-year deployment to Vietnam, over 200 FAA personnel had rotated through the RANHFV in four contingents. They were continuously engaged in offensive operations over this period.

Royal Australian Air Force Transport Flight Vietnam/35 Squadron



In May 1964, six of the RAAF's new Caribou transport aircraft were sent to Vietnam and it was decided to establish the new unit for Vietnam in Butterworth and the RAAF Transport Flight Vietnam (RTFV) was formed on 21 July 1964. On 8 August RTFVs first three Caribous arrived at Vung Tau, Vietnam with the Caribous being integrated into the Southeast Asia Airlift System, operated by the United States Air Force (USAF) and became part of the 315th Troop Carrier Group (Assault), which later became the 315th Air Commando Wing. RTFV flew its first operational mission on 14 August.

The unit transported personnel and equipment into some 115 air fields of varying surfaces and dimensions throughout the Republic of Vietnam. The Caribous also carried livestock, mail, fuel drums, and even peasant workers. As the RTFV aircraft used the call-sign Wallaby, the unit quickly became known as Wallaby Airlines

On 1 June 1966, RTFV was renamed 35 Squadron at Vung Tau in South Vietnam, assigned to the 834th Air Division, of the USAF Seventh Air Force. By June 1971, the squadrons remaining seven aircraft were reduced to four with the squadron flying its last operation on 13 February 1972.

Royal Australian Air Force 9 Squadron

In Jun 1966, 9SQN was based at Vung Tau providing troop-lift capacity for the 1st Australian Task Force, and re-supplying troops in the field with food, ammunition, clean clothing and stores. In 1967 the squadron was re-equipped with updated versions of the Iroquois, and was also reinforced with personnel from the RAN and the Royal New Zealand Air Force. Operations in South Vietnam proved hazardous, with aircrews regularly exposed to ground fire, poor flying conditions, nighttime medevacs and dangerously small jungle landing zones that were sometimes booby trapped with land mines. The unit lost seven Iroquois and two crewmen in action during its deployment. As part of the general Australian withdrawal, No. 9 Squadron departed South Vietnam on 8 December 1971.

Eight RAN pilots were attached to 9SQN , the RAN detachment to 9SQN played a significant part in enabling it to meet its army support role in Phuoc Tuy Province during 1968 and into 1969, until the last of Navy's pilots returned home in May that year.

Animal Heroes Memorial

The Animal Heroes Memorial, which is situated at 945 Gold Coast Hwy, Palm Beach Parklands, Palm Beach, Qld, commemorates the services of animals who have served in war and the sacrifices they have made. The memorial, the brainchild of Currumbin RSL, has been jointly funded by Gold Coast City Council, Anzac Day Commemorative Committee, Currumbin RSL and community support. The tribute includes a statue and interpretive plaque that will educate the public and recognise the service and camaraderie by some remarkable species. The first statue is a magnificent replica of a German Shepherd dog with his paw lifted in salute in a tribute to all war animals.

There's more info HERE.

Our little dog, Harley, paid his respects.