



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 Alison Cridland and we have lots of old time pics.

See Page 3.





Driverless cars are coming, could they be hacked and what effect will they have?

See Page 4

Pete Griffiths sent us some great pics of Vung Tau, and John Jackson sent us some great pics of Penang.

See Page 5





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Ted has just completed an anticlockwise tour of Oz, and he's got some good info on DVA.

See Page 6

Ian "Tiny" Ashbrook completes his story, this time as a Mister, having left the RAAF.

See Page 7





Back in 1966, two of the RAF's jet trainers met in midair, Alan Reed sent us the story and DVA Qld celebrated Christmas.

See Page 8

The CVT gearbox is becoming the norm – how does it work?. The RAAF is replacing its Orions with the new P8.

See Page 9





Remembrance Day was celebrated at the Caloundra RSL. The Army is having trouble with its Tigres.

See Page 10

Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67 and a C-141 had a close one at Richmond. Vet's health, transgender facts, shingles, HIV and stress management and more!

See Page 11.

How Australians avoided a massacre at Nui Le. The REOA (Qld) held their last meeting for the year.



See Page 12

See Page 13

В



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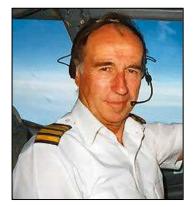
5 Sqn celebrated the 100th year of their formation at a function in Canberra.

See Page 14.

The Viet Community (Qld) held a beauty contest.







"Four engines have stopped". John was flying one of several Lincolns which were hunting subs when one aircraft had a very worrying experience. Air India had one they wished they hadn't.

Sick parade. See Page 17





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

See Page 16

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 <u>Index</u> link on the top of each page and just follow the links.

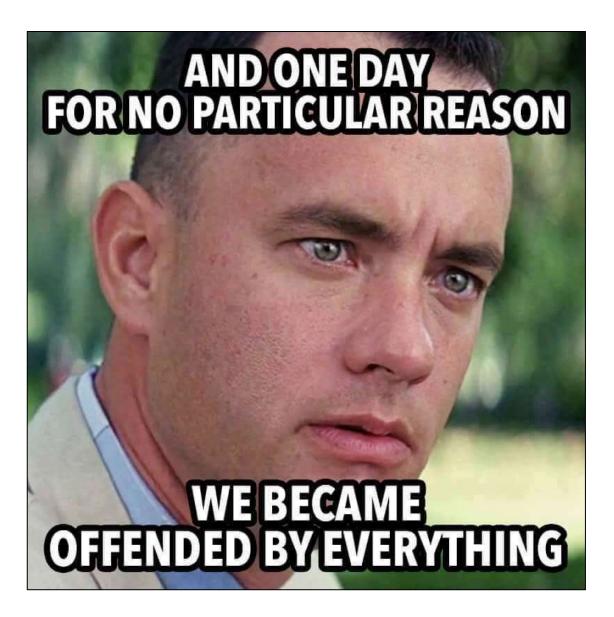
Early Editions.

We've fixed the early editions that had "dropped off", you can now access every edition from number 1 (back in May 1999) onwards. And the index has been updated too.



Opinion.

We're noticing the growing disquiet amongst our readers on the way the ADF seems to be heading. A lot of people are concerned that the ADF is being politicalised and is being pushed much too far to the left. Political correctness seems to have taken front of stage at the expense of "readiness". On one hand we have a group of blokes and blokettes who are trained on ways to kill the bad guys yet on the other hand are being trained to respect each other's inner-self. We feel all this "softly softly" stuff will end badly and while it might give the chiefs a warm inner glow, when push comes to shove, and it will, it will hit the fan big time.





The RAM

Membership.

We've decided to go with the following membership.

- 1 year's full membership for \$12.00. (now till 30 June 2018)
- Full membership for \$45.00 to 30 June 2021.

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

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 <u>LIST</u>), 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 <u>HERE</u>.

First name:		Surn	ame:	
Your email address:				
Membership type:				
Your State:		•	Sum transferred:	\$
Submit				

Please transfer your joining contribution to:

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

You can of course pay more if you wish!!

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



RAM thought for the day.

Somewhere, someone is happy with far less than you have.

Cisco.

If you're using Cisco "Advanced Malware Protection" (AMP) I would strongly suggest you dump it and get a program that actually works. Cisco issue false positives, they will brand a web site as containing Malware and even though they know it to be incorrect, will not amend their branding. If you're using Cisco and you try and log onto the Radschool Site, you will get the message below.



Malware Detected!

http://www.radschool.org.au/

Based on your organization access policies, the web site you are attempting to access has been blocked because it has been determined to be a security threat to your computer or the organization's network. This web site has been associated with malware/spyware.

If you have questions, please contact your administrator and provide the codes shown below.

We've been onto them trying to get that false warning removed and this is their answer:

"Thank you for your email.

I was able to open your website (see attached screenshot) and I see nothing suspicious in it. However if any user of Cisco Security equipment faces any issues with accessing your website, he should directly contact us to verify why the website has been added and if it was added by mistake to be removed from there.

To open a case with Cisco we must be contacted by owner of Cisco Security equipment. If you own such you may open a case with us. If not, you should advise whoever send you the screenshot from your first email to contact us directly (<u>tac@cisco.com</u>) with a request for your website to be removed from the Suspicious list.

Please accept our apologies for any inconvenience caused."

Kind regards



The RAM

Garo Cisco.com support."

Even though they acknowledge their warning is wrong, they won't remove it unless/until we are a paid up user. Well, news for them, we wouldn't give them a cent and we suggest you don't either, switch over to a proper and reputable program, such as Malwarebytes and you'll be far better off.

Merry Christmas.

To one and all, we here at the RAM wish you and yours a very Happy, Healthy and Merry Christmas, we hope your time off is relaxing and you have a wonderful and prosperous New Year.

Errors

Our aim is to have this site error free – but that's probably impossible. But with your help I reckon we can get pretty close. If you see any errors, be they punctuation, spelling, links that don't work, facts wrong etc, (no matter how small) please let us know so we can fix them.



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IN MEMORY OF

Martin Lunn.

Bernie Culey advises that Martin died on the morning of the 1st October at Greenslopes Hospital in Brisbane after a year's battle with pancreatic cancer which eventually spread throughout his body. "Spike" as he was known to most people, graduated from 63 Teleg's course. In 1962, following a stint at 3 Telu at Pearce he spent 3 years at Little Sai Wan Hong Kong.





He left the RAAF in 1967 and established his own Cold Room manufacturing business and the name" Hales and Lunn" can be seen on many a cold room door throughout Australia.

His funeral Mass was held at St Catherine's, Moggill, on Wednesday, 11th October.

Wal Curtis.

We heard from Clare Curtis, she said: "Wal passed away on the 22nd April 2012, and was given a Guard of Honour by 79Sqn Ubon Group, it was very moving, and I often still think of it. I must apologise, I thought back in 2012 when I was notifying all who knew Wal that I had covered all his known contacts. Unfortunately, I am not a lover of the month of April, Wal's passing, then ANZAC day and his birthday 26th April. They say time heals, but I still have to deal with it. Both Wal and I always attended the Dawn Service, until he could no longer deal with it.

I still have contact with the guys from 79Sqn, the Gunnies and the gang from RAEME (Army)."

AVM (Retd) Brenton Espeland.

Carl Schiller advises the passing of AVM (Retd) Brent Espeland, AM, National President of the Air Force Association



Brent passed away peacefully on the 29th September following a short battle with cancer. He was a distinguished leader with high personal values and a compassionate heart. He had a leadership style that encouraged people to work with him. He was concerned with veterans' welfare and worked in a voluntary capacity in many organisations where he could contribute to achieving better outcomes for all veterans, regardless of Service. Despite his illness, Brent continued to work in this capacity whenever he could.



The world has lost a great man, but he will not be forgotten by those who shared his life with him. He will be sorely missed and I, along with all of you, pass my deepest and most heartfelt condolences to the family and friends of this eminent and humble Australian.

Brent was given a Service Funeral with full military honours at St Peter's Cathedral Adelaide on Tuesday 10th October. Click <u>HERE</u> to read his Obituary.

Chaplain Steve Box

Richard Orr writes: "Many of you may have met Chaplain Air Commodore (Retd) Steve Box while in the RAAF, particularly if you worked or lived at RAAF Laverton. Sadly, Steve passed away early on Thursday 5th of October. His funeral was held at St Luke's Anglican Church, in Frankston (Vic) on Monday 16th October. He is fondly remembered by those who happened to hear him, with wit and good humour, say Grace at dinning-in nights or on other occasions.

Not surprisingly, the RAAF was heavily involved in organising his funeral service.



Mick Rice

Mick Rice, who lived in Kallista in Victoria, died on the 28 Sept 2017. Sorry, no further details.



Michael Noel O'Burtill.

John Taylor advises the passing of an old mate, Mick O'Burtill. John says: "Mike passed away

peacefully in the Heathcote (Vic) Nursing Home on the 23rd September 2017 aged 84 years.

L-R: John Taylor, Mick O'Burtill.

He and I joined the RAAF as Radio Apprentices almost at the start of the RAAF Apprentice scheme in 1949 #3). spending time (Intake at Frognall, Melbourne Tech and Radschool at Ballarat. Mike and I were very keen on Amateur Radio as a hobby initially at VK3APP the Apprentices station. which incidentally led us willingly along the path to a lifetime of aviation electronics.



Although in different years, Mike and I served in Japan and Korea with the RAAF. Mike remustered to aircrew upon return to Australia eventually retiring to join the old Department of Civil Aviation, teaching incoming enlistees.

He retired to live out his time in Heathcote in mid Victoria after raising a family of four with his dear wife May. Amateur Radio then took a lot of his time and "three Willie Willie" was active almost each day on 40 and 80 passing the time of day with regular skeds and a bunch of on-air mates for many years. One of his last comments before going into care at Heathcote was that his antennas were not working as they should have during his on-air time and he was unable to climb up to fix them.

Mike is survived by his beloved May and their four children along with eight grandchildren and two great grandchildren.

A Thanksgiving for Mike's life was held in the Heathcote RSL Hall, in Heathcote on Tuesday 3rd October after which the funeral cortege left for the Heathcote Lawn Cemetery.

Silent Key - Mike O'Burtill VK3WW"



Ralph Crawford.

Tony Smith advises the passing of Ralph Crawford on the 15st September at 7.00am. Ralph was Telegraphist and a mate for 53 years and spent his last days in an aged care facility in Hobart. He was a W/O Senior instructor at Radschool Laverton at the end of his RAAF career. I will miss him deeply.

Konrad Iglewski.

Steve Beckwith has advised that ex WOFF Kon Iglewski passed away peacefully on Friday afternoon 27th October at the Alfred Hospital in Melbourne after a long battle with illness. He was only 66 years old. Kon was a great leader and mentor in his field and was held in high regard by all who knew him. His funeral was held on Thurs 02nd Nov at Springvale Botanical Cemetery, Springvale (Vic). RIP Kon.



Bede Mecham.

John Steward advises the sad news that Bede passed away at 0200 on the 5th November. His funeral was held on Saturday 11th November at Pinnaroo Valley. Padbury, WA.

Alexander McFarlane McKinlay.

We have been advised that Alex McKinlay passed away on 2nd November 2017, aged 70. Alex's funeral was held on Friday the 10th November at the Foster Lawn Cemetery (Vic).

Barry Redshaw.

John Sambrooks advises the sad news that Barry Redshaw had passed away on the 5th November. He was 78years old and had liver cancer. Barry was a Framie and served with 35Sqn in Vietnam from June 1967 to June 1968. Barry's funeral was held at Sylvan Funerals, Ipswich on Monday 13th November 2017.





Neelie Kuiper.

Lyn Mitchell advises us that Neelie, who was well known through WRAAF circles, passed away on 31st October. Neelie was at 1SD and 81 Fighter Wing at Williamtown and was the first WRAAF to do long haul drives and the first WRAAF to drive a 3 ton truck. She was a lovely lady and all of us who passed by her way respected her. RIP Neelie.





Warren Hall.

We have received advice that Warren Hall has passed away and that a Memorial Service was held for him at the Springwood Church of Christ, Springwood (Qld) on Wednesday 15th November 2017. He was 80 years old. Warren was a Radio Tech. (Air) and was on the ground at Phan Rang to meet the Canberra's as they flew in from Butterworth in April 1967. He served in Phan Rang from April 1967 to March 1968.

Unfortunately, we do not have a date of death.

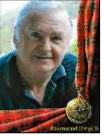


Brian Kennedy

Neil Hunter advises the passing of Brian Kennedy on the 22 November, 2017. Brian was on 1TTC from 1961 to 1962. His funeral was held at the Altona Memorial Park Crematorium, Doherty's Rd, Altona North on Thursday 30 November.

Ray Smyth.

A lot of RAAF aircrew that flew in PNG in the mid to late 1970's, particularly in the Madang FIA, would remember hearing the Scottish flavoured voice of Ray Smyth on HF and on 122.1. Ray and family arrived in Madang in 1974 and after being rated, spent several years steering aircraft in and out of some very inhospitable strips, situated in some very inhospitable country-side through at



times some very inhospitable weather. Completely unflappable, Ray could have up to 30 active aircraft at any one time and without the help of radar or in most instances any nav aid at all, managed to keep his aircraft from banging into each other and from bumping into solid clouds – at all times with the appearance of Joe Cool.

After work, when most of us would prefer to just veg out, Ray and wife Sheila, both of whom were talented musicians, would don the guitars and entertain the troops at the Madang Club.

Sadly, it can be no more. Ray passed away on the 21st November, 2017 – he was aged 78.

Ray was born in 1939 in Glasgow in Scotland. With war underway, he and his mum were evacuated to the Western Scottish Highlands for the duration of the war. When he left school, he took an apprenticeship as an electrician, then was nashoed into the UK Army as a signalman, serving in Kenya (Mau Mau uprising) and Kuwait. In 1966, he and family emigrated to Australia and Ray joined the (then) DCA. In 1974, after being trained in Sydney, he was posted to Madang where the family stayed until the early 1980's after which he was posted back to Rockhampton.

In 1990 he left DCA and moved to Nanango, about 2½ north west of Brisbane where he stayed for the rest of his life.

Ray was buried in Nanango on the 30th November.

Farewell mate!!



Barnett Fredrick Charles (Barney) Blundell.

Garry Smith advises the sad news that "Barney" Blundell has passed away. Garry says: "A couple of days before ANZAC Day 2017 Barney and I were on Toronto (NSW) Golf course when he suffered a severe stroke. The blood clots causing the stroke impacted both brain hemispheres but the right hand one was worse and so he was not able to function at all on his left side. There were also some limitations on his right side. Despite the best efforts of the John Hunter hospital stroke unit there was nothing that current medical technology could do to fix the problems. Barney was a fighter, he was moved to a high care nursing home and struggled to overcome his condition – to no avail, 7 months later he succumbed, on the 16th November Barney died.

I have many memories of Barney going back 64 years, we first met in October 1953 at the

Degraves Street RAAF recruiting centre in Melbourne. The next meeting was in March 1954 when we were inducted into the RAAF and assigned to the same hut at RAAF station Frognal. We were members of No 8 Radio Apprentice Course.

Barney, 1954.

We were involved together in all the sporting activities at Frognal but when we graduated Barney was assigned to the ground mustering whereas I became an air technician. This, at first sent us in different directions, but in 1958 we both wound up at RAAF Butterworth, him at BSBUT me at No 2 SQN. Barney made a temporary return to Australia in 1959 to stand beside me at my wedding, he was my first choice as best man, and he did it well. However, further postings had us at quite different bases. During his career, Barney served at ARDU, BSBUT, BSFBN, HQSC and, surprisingly for a RADTECH, at No1 Central Ammunition Depot (1CAMD). Whilst there, Barney was attached to the USA for



advanced training on Torpedo Mk 44 systems. Fifteen years in the service and the thought of more time at HQSC saw Barney opt for discharge. He left the RAAF in July 1969 as a FSGT and that was a loss for the Service. He started with AAP Reuters in Sydney.

He proved his worth to that organisation, and was soon given a management role, then rose to become a director of one of the Australian arms of Reuter involved in telecommunications. In the following years we maintained occasional contact as I stayed in the Service and moved around regularly. During my posting to Washington DC in 1982, Barney arrived on an assignment for his firm and we had a few days showing him around the tourist spots.



Our next regular contact was after I retired from the RAAF in 1993, and moved to the beautiful



City of Lake Macquarie on NSW coast, south of Newcastle. A few years later Barney started to wind down his activities with Reuters, and chose to retire to the same part of the world. Good choice Barney!

Garry and Barney (right), Washington 1982.

Barney became very involved with the Swansea RSL sub branch, and as is his way, started to bring pressure on me to become an active member rather than just a member as I had been since my transfer from the Penrith sub branch. Barney's major achievement at the Swansea sub branch was pushing ahead with the

project to obtain a grant and then, with it, establish a very special ANZAC Memorial on the foreshore at Swansea in time for the centenary of ANZAC in 2015.



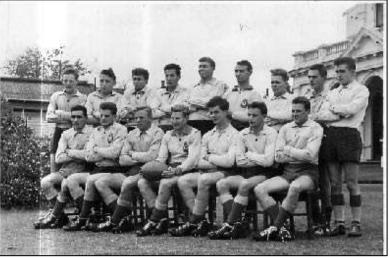
ANZAC Day, Swansea. 2015

Dawn Service, 2015





A/App Barney preparing to climb Mount Baw Baw in March 1955.



The Frognall Rugby team circa 1955, we missed out on the Grand Final 12-10 against Navy. Navy scored zero tries but 4 field goals kicked by an Aussie rules full back who was a national serviceman and was contracted to a VFL team.

Frognall scored 2 converted tries (only 5 points each in those days) WE WAS ROBBED! Barney (LHS) and I are first two on the left, seated.

He was a great mate and will be sadly missed."



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Page 3 Girl.

Our lovely Page 3 girl this edition is Alison Cridland. She says:

"Growing up in Maryborough Qld my ambition was to leave and see some of the big World, so in 1971 at the age of 18 I joined the WRAAF as a trainee Teleprinter Operator. I did rookies at Edinburgh and one of the girls I became friendly with Di Walker, (now married to Brian Webb), is still a close friend today.

I enjoyed Radschool and passed out in July 71 and was posted to Penrith. While being cleared from Laverton, I walked from point to point while this male who was doing the same drove everywhere. Never offered us girls a lift, but I did get even later on when I married him.

HQOC, for the uninitiated was a ball. The officers lived at Glenbrook and about 100 young airmen and women lived on the base at Penrith.



Social life was great as we went everywhere together. The boys had a successful Rugby League team and the girls were the cheer squad. Nature took its' course and in 1973 there were seven weddings from this group.



John and I were married on the base at Richmond and had our reception in the Sergeants Mess at Penrith. Wonderful day where we were able to have all of our RAAF friends as guests.

In 1974 I was offered promotion if I accepted a posting to Frognall. This was a test case as up until then, married couples were posted to the same locality. We knew it was stupid as operationally it had to change, but as girls married to civvies had been guaranteed local postings also

unfair. I took grievance action (the fabled <u>12A12</u>) and lost many battles over the next months as we were knocked back at unit, command and finally DEFAIR. Lost count of the number of airmen's friends (appointed officers) who folded under the heat, but one person supported me from start to finish and that was the Late Rex Ralph, (right) who at that time was a Warrant Officer at Opscom. After it was over I was promoted to Corporal and posted to Richmond. Some great friendship from those days still exist.





Following the birth of our twin boys in 1978 I made the difficult decision to take a discharge and became a stay at home mum. We moved back to Brisbane in 1982. When the boys started school six years later they walked out one door and I immediately followed looking for a job. So started my last career at AAP. Originally, I worked on the trading floor of the Stock Exchange entering sales data then after the Exchange became fully computerised, I became the office manager in Brisbane. It was a job I really enjoyed until I accepted a redundancy package in 2008.



In 2002 I accepted an invitation to join the committee of the Djinnang Association. Up until that point the members were all male ex Telegs or Sigsops. John had been on the committee for nearly 20 years at that point and they had decided to widen membership to include all members of the Communications musterings. After 10 years and with travel in mind the following year I thought it was time for some new blood so I resigned from the committee.

Now happily retired I am kept busy by my granddaughters and as part-time social director for the local chapter of the Red Hat Society, and being the "Mrs" at my husband's many community functions."



Mid 1991 ENGOFF Basic



Standing L-R: Ian Falconbridge, Col Armbrust, Warren Dennely, "Pud" Dahlmeyer. **Seated L-R:** Simon Watts, Geoff Kimmins.

As beer is now cheaper than petrol, you can now drink and don't have to drive!



116 RTC



Back Row L-R: Mark Murray, S Jackson, John Hill, ? Robson, Don't know, Dick Van Dyke.
Middle Row L-R: David Brown, Doug Brown, Shaun O'Driscoll, Chris Chasling, Gary Hanfling, Fred Stromhier.
Front Row L-R: Geoff Kimmins, Roger Graham, ? Bryant, Owen Rawlins, Frank Martin, Simon Watts, Stephen Hayes.

No 13 WRAAF NCO Course.

Edinburgh 1st – 26th March 1965.

(Sorry - not all first names, if you can help, please do.)





Standing L-R: Cpl Robinson, Cpl Dare, Cpl Wynne, Cpl Williamson, Cpl Neelie Kuiper, Cpl Smith, Don't know, Cpl Stockbridge, Cpl Grimshaw.
Seated L-R: Cpl Wayne, Cpl Mary Harte, Cpl Stewart, FlgOff Beryl Gibbney (OIC WRAAF Edinburgh), Cpl Cully, Cpl Harrison, Cpl Calder.

Williamtown WRAAF - 1968.





A gathering of 28 Scorpions at <u>Harrigans Drift Inn</u>.

The sign was for Fred Montefiore who is currently battling health issues. Fight like hell Fred and see you back with us soon.



L-R Peter Sharp, Chris Nielsen, Anthony Lindsay, Peter Hall, Charlie Sandham, Greg Bennett, Frank Cooper, Pop Saari, Brad Gannon, Dave Hayes.

671 Rookies Course.





688 Rookies Course.





Appy Land

Terry Martin sent us these pics - memories???







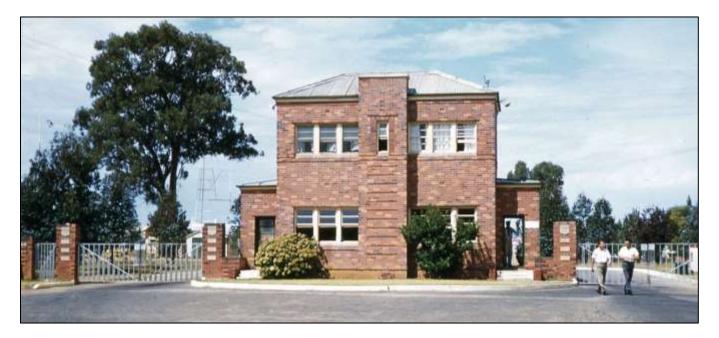


Terry in his immaculate '49 TC. (Bet he wishes he still had it.)





Wagga – as she was in 1957.





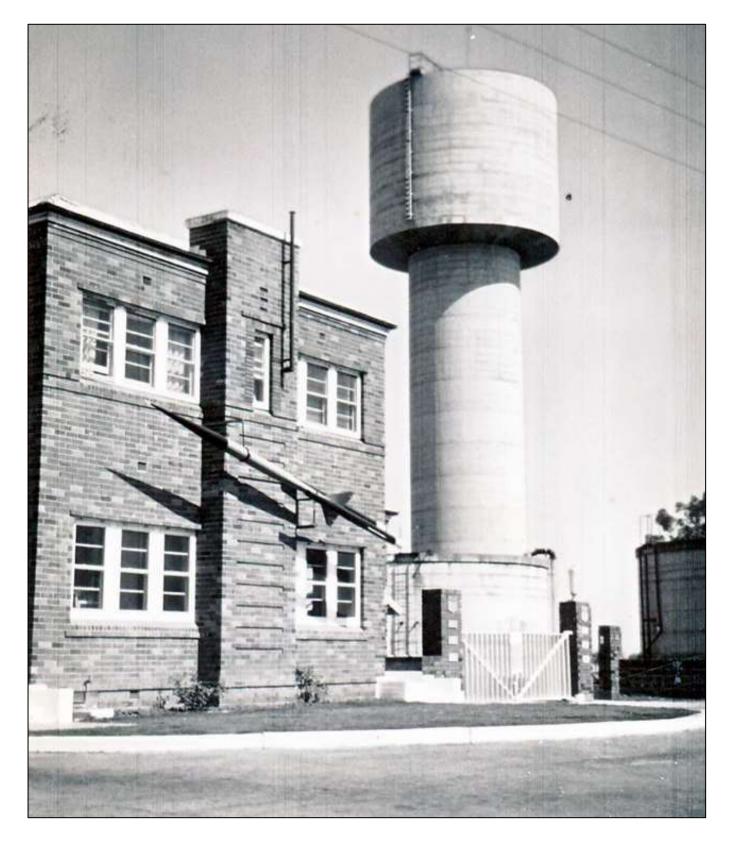




Tony Thompson, who was Waggaised back in 1964, sent us the following







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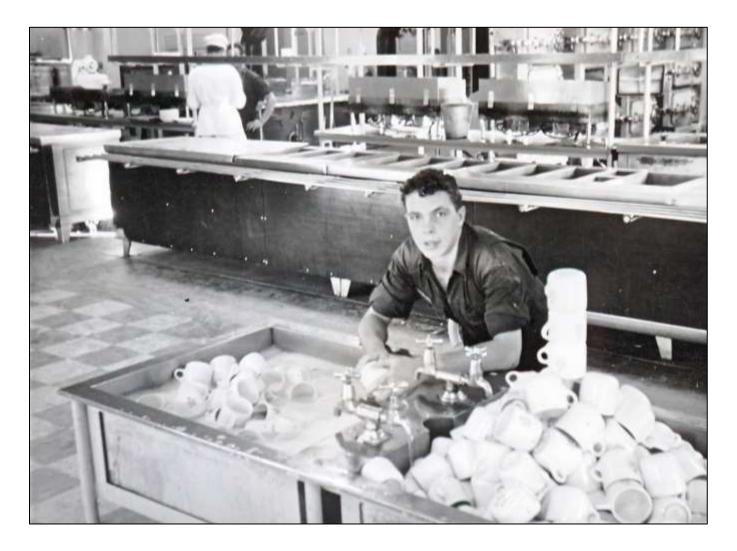








A spot of POOL.



A new employee was invited to the boss's house for dinner, as a way of welcoming him into the company. After they had eaten a large meal, the new employee leaned sideways on his chair and broke wind quite loudly at the dinner table. The boss, with a look of disgust, turned to the man and said, "How dare you fart in front of my wife?!" The guy replied, "Geez I'm sorry, I didn't realise it was her turn!"













WRAAF at 1SD Tottenham, July 1962.



Linda fell for her handsome new dentist like a ton of bricks, and pretty soon had lured him into a series of passionate encounters in the dental clinic after hours. But one day he said sadly, "Linda honey, we've got to stop seeing each other. Your husband's bound to get suspicious." "No way, sweetheart, he's dumb as a post," she assured him. "Besides, we've been screwing for six months now and he doesn't suspect a thing." "True," agreed the dentist "but you're down to one tooth!"

Laverton - the Blocks, 1966.





The best things about the good old days was that I wasn't good and I wasn't old.



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

How can we stop Driverless Cars from being Hacked?

Once hackers get into your internet-connected car, they could disable the air bags, brakes, door locks and even steal the vehicle. That's the finding of

of NEWS

researchers who recently uncovered a flaw in the way the different components of a connected car talk to each other. Their work follows several demonstrations of researchers remotely hacking into and taking control of cars, including one that led to a worldwide recall of one connected model of Jeep.

None of these hacks have yet been demonstrated with regular vehicles on the road, but they show how cyber security is becoming a big challenge to the car industry, especially as vehicles

incorporate more and more driverless technology. It has even worried the UK government enough to release a set of guidelines for the sector. These emphasise the need for companies to work together to build resilient vehicles whose security can be managed throughout their lifetime. But what can actually be done to ensure that as cars effectively become computers on wheels they are kept safe from hackers?

There are three main reasons why cars are becoming vulnerable to



cyber attacks, and these trends have also made security more challenging to design and test.



First: The different systems that make up a car are increasingly designed to work together to improve their efficiency and so they all need to be able to communicate, as well as being connected to a central control. Adding autonomous systems that make cars partly or fully self-driving means the vehicles also have to connect to other cars and infrastructure on the road. But this opens up what was traditionally a closed system to outside, possibly malicious influences. For example, there has been demonstrations of attacks using a cars' Bluetooth, WiFi and radio frequency (RF) on passive key entry systems, which all create possible entry points for hackers.

Second: More features and functionality in cars means more software and more complexity. A single vehicle can now use millions of lines of code, put together in different ways in different components from different manufacturers. This makes it hard for security testers to know where to look, and hard for auditors to check a car complies with the rules. If the software recently used by Volkswagen to circumvent emissions limits had been a malicious virus, it may have taken months or years to find the problem.

Finally: The volume and variety of the data and content stored and used in a vehicle is ever increasing. For example, a car's multimedia GPS system could contain contact addresses, information about the driver's usual routes and, in the future, even financial data. Such a hoard of information would be very attractive to cyber criminals.

One of the best ways to protect connected cars from this growing threat is by building security into the design of the vehicles. This means, for example, ensuring that conflicts, there are no errors or misconfigurations in individual components. Fully assembled cars should be tested more rigorously to ensure the final product lives up against security hacks, using methods such as penetration testing, whereby systems are purposefully attacked to expose flaws. This in turn would mean better tools and standards that would force everyone in the industry to factor in security right from the start.



The next big challenge is likely to be designing vehicles that match security with safety. As selfdriving technology evolves to use more artificial intelligence and deep learning techniques, we will be relying on yet more software to control our cars and make decisions on safety grounds



like human drivers would. This will make it even more important that the cars are secure so that they also protect drivers' safety.

The industry is slowly but steadily responding to the growing threat of cyber attacks. Aside from government regulations, the US Society of Automotive Engineers (SAE), has introduced its own set of guidelines that show how cyber security can be treated like other safety threats when designing a car. There are also efforts to make drivers more able to protect their vehicles, for example by warning them in car manuals against plugging in unknown devices. In the longer run, the biggest challenge is simply getting the car industry to coordinate more. The sector is very competitive at every level, and companies rely on the latest autonomous and connected technologies to set themselves apart and win new customers.

This rivalry means that companies are reluctant to share intelligence about cyber threats and vulnerabilities or work together to develop more secure designs. To make cars truly secure we'll need to see the industry change gear.

Self-drive vehicles will shake up industry.

Autonomous vehicles are standing at the foot of a path for seemingly limitless potential. From a practical standpoint, automotive autonomy doesn't seem like much beyond the ability of a vehicle to navigate roads without being directly controlled by a human driver. While this feat is certainly impressive on its own, this only scratches the surface of the resonating effect vehicular autonomy will have not just on the automotive, but countless other industries.

The best way to realize how big of an influence autonomous vehicles will have on different industries is to determine (or remind oneself) how heavily-utilized vehicles are in different fields of work. We rely on semis for shipping food and other goods, spend hundreds of millions in insurance on vehicles every year, utilize transportation services (like Uber and taxis), along with other noteworthy municipal needs that incorporate vehicular transportation.

It's estimated that by 2025, driverless cars will be the norm. Some industries that will need to adapt include:

Parking:

Driverless cars will drop passengers off at their destination and go find a free park elsewhere (or remain on the road if they are part of a ride-sharing program). Every major city has huge chunks of land tied up in parking spots and some reports estimate that driverless cars will reduce the need for parking space by 50%. This will release this land for more beneficial social and economic purposes but will also reduce the income for car park operators.



Law Enforcement:

Each State issues hundreds of tickets from cameras used to identify cars speeding, running red lights, returning millions of dollars' worth of fines. Self-driving cars will significantly reduce the number of speeding tickets and there will be fewer drunk driving and other traffic violations which may lead to a decrease in the size of police forces and resources to more important areas of serving and protecting the public.



Insurance:

About 90 percent of car accidents are caused by human error. In a world of autonomous vehicles, we can expect to see a major reduction in the number of accidents, which will significantly change the insurance revenue model. As the risk of accidents drops, demand for insurance will take a sharp dive as well. In anticipation of this shift, some insurers are rolling out usage-based insurance policies (UBIs), which charge consumers based on how many kilometres they drive and the safety of their driving habits.

Legal Professionals:

Personal injury lawyers will see a significant decrease in demand for their services. Vehicle collisions, which account for a large chunk of all civil trials will be all but eliminated with automated vehicles.

Hotels:

The need for lodging will drop as people sleep in their cars during overnight road trips. Just think, if you're driving from Melbourne to Perth, you could hop in the back seat and snooze



while the car headed across the Nullarbor all by itself. Audi's vice president of brand strategy and digital business, has predicted that car interiors will eventually be able to morph between driving mode and sleeping mode, presenting a major obstacle for the hotel industry.

Media, Entertainment and Online Retail:

Experts predict there will be more media consumption as autonomous cars transform into rolling living rooms.



Package and Food Delivery:

For delivery services, there will be enormous economic gains, most of which will come from the elimination of truck drivers and their wages. We're already witnessing the digitization of package delivery systems with drones and UberEats, but the effects will become more devastating for drivers when autonomous cars are the norm.

Motor Mechanics/Panel Beaters:

With multiple sensors, no distractions and no drunk driving, self-driving cars will largely eliminate car crashes so body shops will lose a huge portion of their business and with no burn



outs, street racing or flat out cornering, tyres, engines and gear boxes will last a lot longer. Indirectly, the decreased demand for new auto parts will hurt steel producers and part manufacturers.

Car Manufacturing:

By 2030, PwC predicts electronics will account for 50 percent of automobile manufacturing costs, up from one-third today. With Intel buying Mobileye for \$15.3 billion, we're already seeing a shift in value from traditional auto manufacturers to software and electronics companies, which will form the core of all automotive systems. Traditional parts manufacturers will face competition from more technology-focused companies like Nvidia, which has already been tapped by automakers to help build the computers needed for driverless cars.

The disruption has started; autonomous cars will run the roads sooner than we expect. Business leaders in *all industries* can no longer take a "wait and see" approach. Companies must start being hyperaware by monitoring changes in their environment (which extends beyond what their competitors are doing); they must start making informed decisions and execute those decisions quickly to respond to the threat of autonomous vehicles. Further, company and government leaders must immediately address the impact on jobs and get serious about retraining efforts.

The infographic below (click it for a bigger view) provides a detailed visual that breaks down the industries where automotive transportation is a major operational factor, along with the potential effects the incorporation of driverless vehicles could have in each line of work.





In flight internet/phone.

Once upon a time, inflight connectivity used to be a dream, air travel always offered a brief digital detox, a precious few hours away from the squall of emails, messages and app notifications. But no more, now it's common-place on a lot of overseas airlines and at last is being introduced to Australian airlines. Qantas plans to have it available on 80 of its aircraft by the end of 2018. Most of us carry around at least one connected device which we check

reflexively and friends, colleagues and business partners expect us to be accessible no matter where the day takes us - often instantly. Sometimes, even a 30-second hiccup in service is enough to create anxiety. The fact that technology has met these business needs is remarkable. Behind the inflight scenes. connectivity requires impressive feats of engineering and planning things that go unnoticed by most travellers simply because they work so well.



This isn't your average mobile phone service after all. When the devices to which you're connecting are moving near the speed of sound at an altitude of 35.000 feet, they require a whole new connectivity paradigm.

One of the most basic differences between ground connectivity and inflight connectivity is motion. Airplanes don't stand still. Instead, they dart through airspace at hundreds of kilometres per hour requiring the data link to adjust quickly in real time. On the ground it's a different matter, even if you're texting in the car the speeds and distances involved are modest compared to those in the sky, in the air, a signal has to connect with an aircraft thousands of times an hour and navigate rapid shifts in orientation, speed, and direction - all while ensuring an always-on experience for pilots and passengers. Distance and latency are two of the factors that impact these connections the most. The vast distances involved in air travel can weaken connections and demand switching between many ground stations or satellites. Latency, often caused by making such a switch, can cause service gaps. Fortunately, today's Inflight systems are extraordinarily efficient and make all of this nearly invisible to end users.

So how does it work?

Two of the most important resources for in-flight communications are air-to-ground (ATG) and satellite technologies.

ATG isn't much different from your mobile phone connection. An aircraft communicates with a ground station, ideally within a target range and line-of-sight bearing. With ATG, the ground



station antennas serve aircraft that pass through their airspace, similar to the way your mobile phone connects while you're in a moving car.

As you travel into different sections of airspace, the plane automatically connects to signals from the nearest tower, so there is (in theory at least) no interruption to your browsing. But if you're passing over large bodies of water or particularly remote terrain, connectivity can be an issue.

Satellites are different, and there are additional steps involved in getting, say. an email to outer space and back:

- Your computer/phone sends the signal to the onboard modem, which transmits this signal (radio transmission) to the satellite from an antenna mounted on top of the aircraft.
- The satellite receives and routes the radio transmission, along with countess packets of data from other sources, back to ground stations. Communication satellites often have geosynchronous orbits (they stay above the same patch of ground), but aircraft can still transfer between several satellites as they move along their flight path.

Importantly, once a satellite is in orbit, it's untouchable. This is one of the limiting factors of

satellite communication. you can't just reach up there and upgrade the hardware. So, ground- or air-based communication devices have to be configured to optimize available satellite resources until something else makes its way into orbit.

Fortunately, the hardware involved in inflight connectivity is minimal. Aside from the obligatory box which resembles the modem box you have at home, which your device



connects to WiFi via the onboard router, most connectivity solutions include aerodynamic antennas that attach to the fuselage.



Is it a good thing?

- For business travellers possibly,
- For those that cannot exist without the phone in their faces - yes,
- For some parents on a long flight with one or more kids yes, they can amuse the kids with the lap top
- But for some of us who can live without the phone



or the computer for several hours without suffering extreme withdrawal systems - NO!

Us oldies don't want to sit next to a bunch of people tap tap tapping away on a laptop or speaking loudly on a mobile phone, but the world is changing and we're just going to have to get used to it.

Excel Tricks.

- If you want to add up a column of numbers, hilite the numbers plus one cell below the row of numbers then press ALT and the += key. This will put the sum in the spare cell.
- If you want to insert the correct time into a cell, press Ctrl, Shift and the :; key.
- If you want to insert the correct date into a cell, press Ctrl and the :; key.
- If you want to hilite a column, click anywhere in that column then press Ctrl and the space bar.
- If you want to hilite a row, click anywhere in that row then press Shift and the space bar.
- If you want to remove a column, click anywhere in that column and press Ctrl and the **)0** key.



- If you want to remove a row, click anywhere in that row and press Ctrl and the (9 key.
- If you want to show the formulas in all cells, press Ctrl and the ~ key. Press them again to toggle back to normal view.
- If you wish to repeat a cell, click the cell below the cell you wish to repeat, and press Ctrl and the letter **D**.

Saving Images.

All Windows users know how to save an image that they're looking at on their computer screen. If you open a site and get the screen below and you want to save one of those images, you just double click the one you want, it will open up, you then right click it and select "Save As" and save it.



But sometimes you'll find the image will be a JPEG file or a GIF file or a PNG file (or someother file type) when what you want is a JPG file. Well, Windows will allow you to change the file type, and will do it easily.

All you do is **right click** the pic, which will open a window allowing you to select where you want the file saved, select that folder, then at the bottom right of the window, in the "Save as type" bar, click the down chevron (V) and select **All Files (*.*)** then in the "File Name" bar, change the JPEG or GIF or PNG extension to JPG and click save – and it's done.



Uber signs with NASA to develop Air Taxi routes.

Uber has signed a deal with NASA to develop software for the air taxi it plans to have in service within five years. At a web conference in Lisbon on Wednesday, Uber's Jeff Holden said the company is teaming with NASA to develop a range of technologies designed to track and deconflict its human-carrying quadcopters from each other and from other manned aircraft.



Earlier this year, Uber announced plans to develop an on-demand air-taxi system that by 2020 they will test initially in Dallas followed soon after in Los Angeles. According to a report in USA Today, the company said it hopes to launch UberAir before the 2028 Olympics in Los Angeles which will allow LA residents to literally fly over the city's historically bad traffic, giving them time back to use in far more productive ways. UberAir will perform tens of thousands of flights each day across the city and has hired NASA veterans Mark Moore and Tom Prevot to run the program. Moore, an electric aircraft expert, will oversee aircraft vehicle design and Prevot will handle air traffic management.



I'd rather look back at my life and say **"I can't believe I did that"** instead of saying, **"I wish I did that."**



2 CRU.

Peter Atkins says: "Re the Williamtown story (Vol 59, Vol 15) here is a photo of a couple of guys from 2CRU taken in block 223 - three Rad Techs and one General Hand... Bill Haustler I think is the one in overalls and the one in back is "Boggo" the GH who was a great guy - He ended up remastering but not sure where he ended up. The others - I can't remember their names. Circa 1971"



No Names, no pack drill!

We received the following two pics from "someone" (no name - no pack drill) and is of a Radtech course (no number - no pack drill) and was taken at a Base (no base – no pack drill) some time ago (no time – no pack drill).



The background behind the story was the photographer had them all organised to go and realised she had left something behind. She asked the troops, while she was gone for all of 1 minute, to do a final check of each other to make sure they looked their finest. She came back around the corner to that below. She said she had to have a shot with them like that, which she did. (Click it for a bigger view)



She then asked the troops to fix themselves up, which they did, and the photo below resulted. Classic we reckon!!!

Good judgment comes from experience and a lot of that comes from bad judgment.





Laverton Quad Radar.

Kevin Cragg has sent us some video from the AWM web site which shows the Quad radar at Laverton. He says it's stiring stuff for old RadtechG'. He doesn't know what the gear is in the first part, perhaps it's an aircraft simulator??? Does anyone know??

You can see it here <u>https://youtu.be/C6dofo3_rOs</u>

In England, if you commit a crime, the police don't have guns and you don't have a gun, so, if you commit a crime do the cops say: Stop...or I'll say stop again!

Vung Tau.

The following pics were sent to us by Pete Griffiths (right) and were taken in Vung Tau – New Year's Day, 1970.







L-R: Trev Benneworth (Radio 35Sqn), Michael Collins (Medic 1OSU), Barry Dawkins (Radio 9Sqn), John Glasgow (Radio 9Sqn).

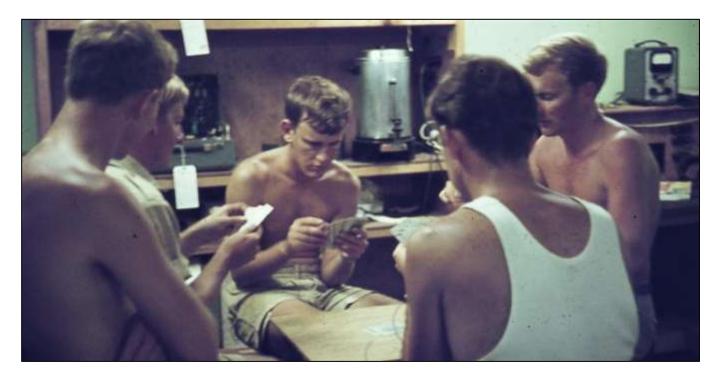


The Airman's Mess



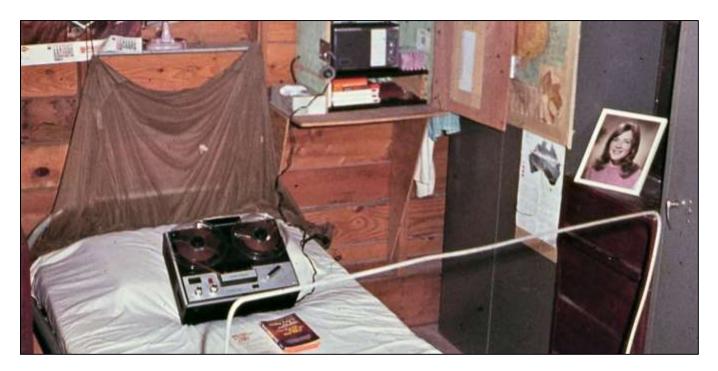


Looking towards the entrance to the Vung Tau airfield from the airmen's dongas. The road heading off to the right from the intersection at the top of the pic headed off into town.

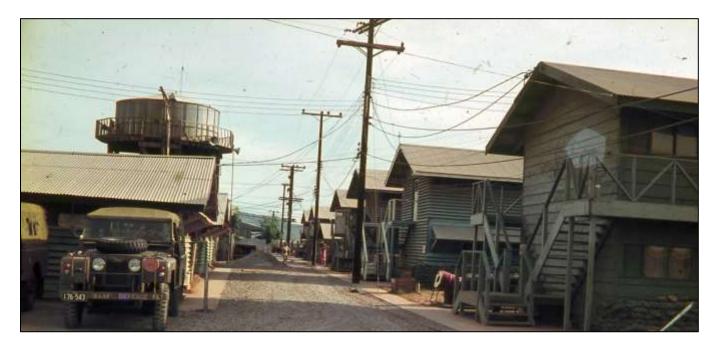


David Edwards, 9 Sqn radio (facing us) with the troops, hard at it, possibly playing euchre.





Typical Airman's donga, reel to reel tape deck for music and an FM and short-wave radio for AFVN and news from back home. A couple of girlie pics plastered the wall and if you were lucky enough, a photo of your girl friend next to your bed.



The RAAF living area.



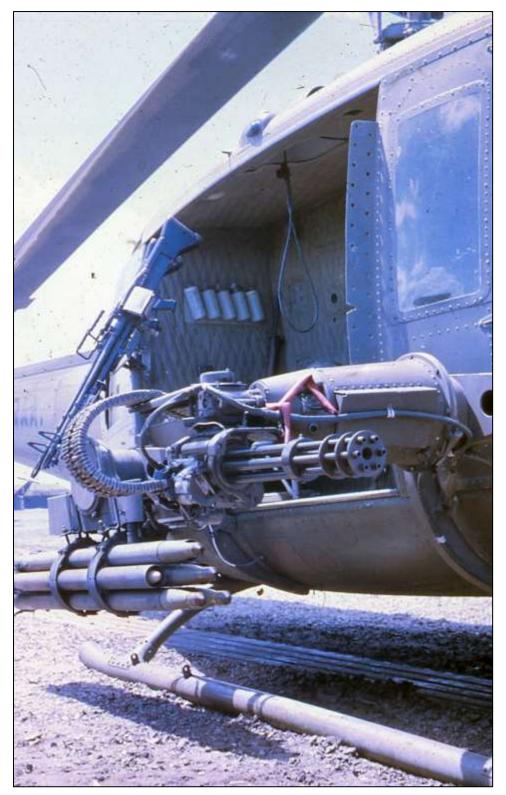


An early morning pre-flight



Local fishing fleet – Front Beach.





The business end of the Iroquois Bushranger.



Amberley.



We believe these old buildings (above) were once at Amberley - can anyone ID them??

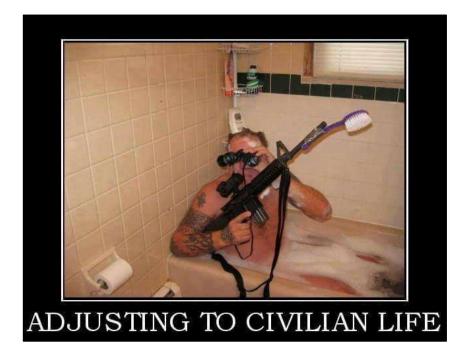
Bob hadn't been to a class reunion in decades. When he walked into this latest one, he thought he recognised a woman over in the corner, so he approached her and extended his hand in greeting, saying, "You look like Helen Brown." "Well," the woman snapped back, "you don't look so great in blue, either!"



486 Mntce Sqn.



This pic of all the troops from 486 was taken in 1998 just prior to the Sqn being disbanded. CO at the time was WngCdr Dave Richardson.





Winjeel.

If you spent time at Point Cook and either worked on or flew the mighty little Winjeel, (which is an Aboriginal word meaning "Young Eagle") you'll get all misty eyed from watching the video below. The CAC Winjeel was developed to meet a 1948 RAAF specification for a basic trainer to replace both the Tiger Moth and the Wirraway.

First flown in 1951, the Winjeel suffered a prolonged development period which delayed its entry into service until 1955. Constructed of stressed aluminium structure and with fixed undercarriage, the Winjeel had side by side seating, with provision for a third seat in the rear to allow for intended training of two pilots at a time.



View from the driver's position.

Much of the development problems related to handling problems and in particular its spinning characteristics. Eventually a total of 62 aircraft were built and served as the RAAF's basic



trainer for over 20 years. A planned retirement due to introduction of an all jet training scheme in 1968 was abandoned and the Winjeel maintained its training role until replaced by the CT-4 Airtrainer in 1975. However this was not the end of RAAF service for the type, with 4 operational aircraft and others held in store for rotation, being used for Forward Air Control training.

The Winjeel was finally retired from the RAAF in 1994, when it was replaced in the role by Pilatus PC-9 aircraft, ending a service period of nearly 40 years. The Winjeel in the National Aviation Museum at Moorabbin airport was built by the Commonwealth Aircraft Corporation in March 1956, and spent its entire life with No 1 Basic Flying Training School, first at Uranquinty NSW and later known as 1 FTS at RAAF Base Point Cook where it accumulated over 6000 flying hours training recruit pilots. It was retired in 1977 and passed into private ownership before being acquired by the Museum in 1982.

It was powered by a 9 cylinder Pratt and Whitney Wasp Junior engine which developed 450HP and which could drag it through the air at a maximum of 250 kph (135 knots). Full of fuel it had a range of 880km. Although suffering development problems, the Winjeel become known as a stable, reliable and rugged training aircraft and a number of Winjeels continue to fly with private owners.

Click <u>https://youtu.be/CUvWb-vApcQ</u> to watch the video.

Opportunities always look bigger going than coming.

Penang Hill

John Jackson, who was a gunny stationed at Butterworth back in 1969/70 went back recently for a catchup holiday. He says: The people are still friendly and not necessarily for your money, some simply wanted to chat. On more than one occasion a tip was refused. Surprises were the amount of apartment highrise, cars are now on the top deck of the ferry with passengers (see below) and the amount of traffic in the streets. Great to see George Town is now registered as a UNESCO World Heritage Site. Some of the Rabbit Warrens,





Alley Ways and old buildings are still there that I wandered/stumbled through as a Singly.



Eating excellent food in the evenings near Fort Cornwallis was a pleasure re-lived and Penang Hill has been expanded and upgraded into a first-class tourist destination. A very enjoyable holiday but I believe I was very fortunate to see Penang in those early times.

The LeDream Hotel has free breakfast, afternoon tea, popcorn, wine, movies on the top deck of the building, Gym and Spa. Highly recommended. Have a look <u>HERE</u>."

First woman: "What did you do to your hair? It looks like a wig." Second woman: "It is a wig." First woman: "Boy - You'd never know it"

While up there John took quite a few photos, here are a couple more:



Families out for an evening walk near Fort Cornwallis.



Street next to the LeDream Hotel.





Click <u>HERE</u> to see a video John took while riding the cable car coming down from Penang Hill.



Carmel Wheatley and Lola Mitchell, Rookies, March 1969. Edinbugh.



Rookies, 1961



Sylvia Sarich, Audrey Kingston, Ann Luloffs, Doreen Brown and Audrey Webb.

There are only two four letter words that are very offensive to men 'don't' and 'stop', unless they are used together.





Hey mum – I'm home.

The last leg of my epic "Lap of Oz" was Exmouth to Coral Bay, Carnarvon, Denham, Geraldton then down to Perth. 8 months on the road, 27,718 Km, 3,990 litres of diesel, (an average of 14.4 litres/100Km – 19.6mpg) fuel cost \$5,317 (average fuel cost \$1.33 c/l) and not one haircut or shave.



If you get the chance - do it!!!



DVA set to improve.

Liz Cosson AM CSC Deputy Secretary Chief Operating Officer DVA

For nearly a century, DVA's fundamental mission has been to support those who serve, or have served in defence of our nation and to

commemorate their service and sacrifice. The veterans who come to us looking for support need our help. They often need this assistance immediately. To date, we have not always been able to offer that immediate help, though that is our goal for the future. We know we can do better, which is why we are now focused on a comprehensive upgrade to our systems, processes and technology that will improve the way we do business, address delays and streamline the services we offer.

These improvements are necessary to transform us into the Department that veterans need us to be. We believe that simplifying our systems will make it easier for our clients to communicate with us. This will allow us to build relationships with a larger number of veterans, providing assistance to those who may previously have seen connection with the Department as too complex or burdensome. We know, for example, that there are often significant wait times

associated with our services and that our phone systems need streamlining. Our ICT systems are outdated, we're governed by complex legislation and our largely paperbased business processes need a complete overhaul.

The transformation program that is currently underway will

allow us to make significant improvements to the system. It will allow us to set in motion plans to consolidate the number of external DVA phone numbers to reduce phone transfers and, in time, move towards a system where clients will access help by ringing a single 1800 VETERAN number. The reform process will allow us to work towards dramatically reducing approval times for urgent medical health treatment. It will allow us to decommission legacy ICT systems and ensure documentation for every new client we serve is set up and maintained digitally rather than in paper form, as we simultaneously digitise 300,000 pages per week from existing client files.

We are working in partnership with other agencies across government, including the Department of Defence, the Department of Human Services (DHS), the Commonwealth Superannuation Corporation, and others, to leverage their skills, experience, systems and business processes as we embrace change. Through these relationships, DVA is learning what works well for similar clients and how it can change to provide better, more modern services to veterans and their families.





Changes like this will see DVA evolve from an organisation that focuses on claims to one that places veterans and their families at the centre of everything it does. Transforming DVA won't happen overnight, but with our sights clearly set on improved outcomes for veterans, we're well on our way.

Gold Cart entitlement.

From 1st July this year, Australian participants in the British Nuclear Tests (BNT) in Australia in the 1950s and 1960s and Australian members of the British Commonwealth Occupation Force (BCOF) have been entitled to a Gold Card.

BNT participants include former ADF personnel, Commonwealth employees and contractors who provided services and support to the nuclear test program and civilian personnel who many not have been involved in the nuclear tests but who entered a nuclear test area.



BCOF members include ADF members who served with the British

Commonwealth Occupation Force in Japan between the end of the Second World War and the disbandment of the BCOF on the 28th April, 1952.

Anyone who believes they may be eligible fo the Gold Card is encouraged to contact DVA. There is more information on the DVA website <u>HERE</u>

Eligibility for Health/Medical assistance from DVA

Depending on their individual situation, Veterans who have served in Australia's defence force may be eligible for pensions or benefits from DVA. Some British, Commonwealth and Allied Veterans who served in conflicts in which Australia was involved may also be eligible for pensions/or benefits from DVA.

Qualifying service is one of the criteria used to determine if you are eligible for a service pension. Qualifying service for a service pension is different from operational service for a disability pension. You may be eligible for a disability pension, but not be eligible for a service pension.

Click <u>HERE</u> for further information.



Engage!

The Department of Defence has launched a new





website for current and former ADF members called *Engage 'Supporting those who serve'*. The Minister for Defence Personnel and Minister for Veterans' Affairs the Hon Dan Tehan MP launched the site on 11 August 2017.

Previously, members and former members, their families and those involved in their support had to navigate a broad range of websites in search of information, support and services provided by Government agencies, not-for-profit service providers and charities. The website aims to simplify the process of finding information and accessing free support and services for current and former ADF members, their families and those involved in their support.

Engage is funded under the 2016 Defence White Paper as part of Phase Three of the Support for Wounded, Injured and III Program. The website is hosted by Defence with the data maintained by participating service providers who are registered on the site.

Find it at https://engage.forcenet.gov.au



Pauly and Maury are having a drink at the bar and chatting. Pauly looks forlorn and Maury asks him what if there are any problems. Pauly: "I got fired from my construction job." Maury" "What happened?" "You know what a foreman is?" asked Pauly. "The one who stands around and watches the other men work?" "What's that got to do with it?" asked Maury "Well, he just got jealous of me," Pauly explained. "Everyone thought I was the foreman.



Who are Australia's Veterans?

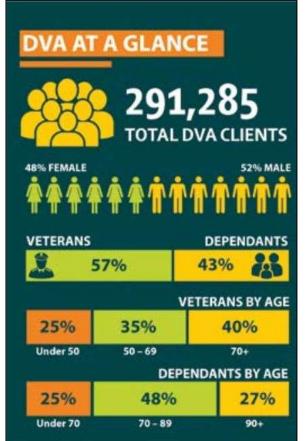
What does the average DVA client look like? Or the typical veteran, for that matter? If you're thinking of a former serviceman aged in his 60s, 70s or older, you're only seeing part of the picture. As it turns out, one quarter of DVA's veteran clients are aged under 50, with a further 35% aged between 50 and 69.

Some 23,000 of the Department's clients are under the age of 40. Sure, more than 201,000

are 65 or older and one in seven Australians over the age of 85 have a DVA Health Card, but almost half of DVA's clients (48%) are women and 2500 of them are dependent children.

Speaking of dependants, 25% of DVA clients who are dependants are under 70, 48% are aged 70– 89 and 27% are aged 90+. Another factor to consider is that the Department is undergoing a significant period of change. DVA's overall client numbers are falling. Today, DVA has contact with one in three veterans who have served since Vietnam and one in five veterans who have served since 1999. This change gives DVA the opportunity to put veterans at the centre of everything it does.

Departmental transformation will empower veterans and their families by making it simpler to access the services they require. Veterans will enjoy improved health and wellbeing outcomes under a system that focuses on veteran wellbeing – moving away from a claims-based rehabilitation and healthcare system



Scanning docs.

A large program of document scanning within DVA is helping to speed up the claims process and make client records more accessible to the DVA staff who need to use them.



Since its inception, the Department has stored clients' information primarily on paper files. Until 2015, some **25** tonnes of paper were being moved around the country each month, as part of usual DVA operations, with more than a million files taking up space in three warehouses and other storage facilities. In these modern times, this is no longer acceptable.

In November last year, the Department ceased creating a paper file for each new client that lodged a claim, and now creates a digital file only. This brought to an end a



practice that began almost a century ago and ushers in the beginning of a new digital era for DVA. Following an initial trial, the conversion of client paper files into digital, known as digitisation, is well underway. This program has so far digitised more than 20,000 client records (more than 5 million pieces of paper).

On any given day, DVA receives around 2,500 pieces of mail from clients, providers and other parties. These are all now routinely digitised and delivered electronically to the Department each day. In the months to come, DVA will significantly boost the amount of digitisation that it undertakes with a recent injection of funds received under the Veteran Centric Reform program. The Department expects to be digitising well over 300,000 pages per week, with one of its goals being to digitise DVA's most used and most recent client files within the next six years.





A touching story.....

As she sat by him at his sick bed, he whispered, eyes full of tears, "You know what? You have been with me all through the bad times. When I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side. When we lost the house, you stayed right here. When my health started failing, you were still by my side...

You know what Martha?" "What dear?" she gently asked, smiling as her heart began to fill with warmth. "I'm beginning to think you're bad luck."

Older Persons Advocacy Network.

Click <u>HERE</u> to obtain a Power Point presentation that was given at the recent National Aged Care Consultative Forum. As many ESOs, including Welfare Officers, are having difficulty with navigating the <u>MyAgedCare</u> system and find it hard to assist their members it may help to consult the OPAN Advocacy Service. ESOs, and in particular Welfare Officers, can advocate on behalf of Members directly with OPAN.

In addition to this resource, DVA has now established an Aged Care information page for Veterans and War Widows on their website. It can be found <u>HERE</u>. The benefits and entitlements that differ from the general public include use of :

- 1. **The Gold Card** many Veterans are being told they will never be able to use their gold card while in Residential Aged Care Facility (RACF). This is totally incorrect.
- 2. Their own GP, Specialists and/or Pharmacy again, many are being told they must use the RACF's GPs and Specialists and Pharmacies. Again, this is totally incorrect.
- 3. All items listed on the Rehabilitation Appliance Program (RAP) again, many are being told they cannot use the DVA Lift chairs, wheelie walkers, motorised scooter etc. They also have a higher allocation for incontinence products. The RACF usually have a limited supply per day but the Veteran has an unlimited supply from RAP.

Secret Japanese Aircraft of WW2 Hangar 7, Brisbane.

Hangar No.7 was constructed in 1942 at 116 Lamington Avenue, Eagle Farm (Brisbane) to house the work of the Allied Technical Air Intelligence Unit which involved the technical examination, reconstruction and simulated combat trials of captured Japanese aircraft. The



ATAIU was formed to collect technical information on aircraft with which to develop combat techniques to counter the Japanese, and their work was integral to the Allied victory in the South West Pacific Area.

The development of hangar 7 for the ATAIU, and of Eagle Farm as an aircraft assembly depot and aerodrome, is a result of a shift in Australian foreign policy in December 1941, when Prime Minister Curtin announced that Australia now looked to America free of the United Kingdom to shape a plan with the United States as its cornerstone. As a result, the RAAF was placed under the control of General Douglas MacArthur in April 1942. This contrasts with the previous role of Eagle Farm as part of an RAAF Elementary Flying Training School from 1940 which serviced the Empire Air Training Scheme to provide airmen for the defence of Britain.

The hangar is representative of the massive wartime infrastructure constructed at and around Eagle Farm, the existence of which resulted in the Eagle Farm aircraft assembly depot and aerodrome becoming the Brisbane Airport after the Second World War.

Video https://youtu.be/5sYombW6Uh0

An older couple were at home watching TV. Phil had the remote and was switching back and forth between a golf channel and a porn channel. Becoming more and more annoyed Sally final said, For goodness sake, Phil...leave it on the porn channel... you know how to play golf.

Pensions.

There are different eligibility rules for APS members who are ex-defence force and who have done what is considered to be eligible "Active Service". Under the Centrelink rules the current

"Age Pension" entitlement is from age 65 to 67 depending on what year you were born. If you're exmilitary with an eligible period of active service in a war zone or eligible conflict or peace keeping force that was declared Warlike (such as Rwanda in 1995) then there may be a bit of a surprise for you! If you fit the category above (and provided you have retired from work) you may be entitled to the DVA "Service Pension" at age 60 which is almost identical in value to the Centrelink aged pension.



In contrast to the Centrelink Age Pension, the Service Age pension is payable from 60 years of age. This is in recognition of the intangible effects of war that may result in premature ageing of



the veteran and/or loss of earning power. Invalidity service pension may be granted at any age up to age pension age. See <u>HERE</u>.

What is a service pension?

A Service Pension is an income support payment that provides a regular income for people with limited means. A Service Pension can be paid to eligible veterans on the grounds of age or invalidity and to eligible partners, former partners, widows and widowers. It is subject to income and assets tests.

The service pension is paid fortnightly. The rate of service pension is adjusted twice-yearly, in March and September, in line with movements in the cost of living and/or average wages. The Commonwealth Seniors Health Card is issued by either DVA or Centrelink, to eligible veterans, partners, war widows and widowers who do not receive an income support pension from DVA or a pension or benefit from Centrelink because their income and/or asset levels exceed the amount allowing payment. This card entitles the holder to:

- pharmaceuticals at the same cost as people receiving an income support pension,
- access to the Medicare Safety net threshold.

Additional concessions from state and local government authorities may be available. You may also be entitled to a quarterly payment of the Energy Supplement. You can see further information <u>HERE</u>.

If you meet the war service eligibility as outlined above then as an added bonus you (only you as the member, not your partner) automatically qualify for the DVA "Gold Card" at age 70 (regardless of any health conditions). Also, DVA will cover you automatically as an ex defence

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Department of Human S	
Signature of cardholder	SV.
S.	SP ²
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This card is NOT transferable	humanservices.gov.au/pensionercard
	ment Department of Human Services Intment of Social Services

member for any Cancer related treatments regardless of whether it was caused by your service or not.

The full DVA Service pension rates are as follows:

(These figures include pension supplements and also the energy supplement and are identical to the Centrelink aged pension figures):

- Single \$888 per fortnight
- Couple (Combined) \$1,339 per fortnight



The service pension is also asset and income tested in much the same way as the age pension so your PSSap, PSSdb or MSBS pensions are assessable against it in the same way.

How to work it out what you "might" get for the service pension as a single or as a couple:

Single: See <u>HERE</u>. Couple (combined): See <u>HERE</u>.

You can see additional Centrelink "Aged pension" Calculators (but not related to the service pension) <u>HERE</u> and <u>HERE</u>.



I hate all this terrorist business. I used to love the days, when you could look at an unattended bag on a train or a bus, and think to yourself, "I'm gonna have that!"

Fred Smith.

I was listening to the ABC's Christine Anu's program on Remembrance Day night and she included a session which featured various songs of a military flavour in keeping with the day. One of which was a song by Fred Smith.

I'm sure all of us Vietnam Vets (and most of the general population) would know of John Schumann's iconic <u>"I was Only Nineteen".</u>





I, for one, had never heard of Fred Smith and his music even though he has written, recorded and performed his songs in regards the recent conflicts in the overseas "sandpits".

The ABC program played one of Fred's composition entitled "Sappers Lullaby" – you can hear it <u>HERE</u>.

You can read more about Fred <u>HERE</u>.

Sin! Because if you don't, Jesus died for nothing!





Another great actor who probably wasted his life on drugs and alcohol

DVA provided transport for medical/dental appointments.

If you're eligible for DVA transport to/from a medical/dental appointment, you will know sometimes there can be a wait while you or the medical/dental provider rings DVA to arrange the transport. There is a better way.

You can get around the waiting for someone at DVA to answer the phone (Monday's are the worst), all you need to do is obtain a card from the taxi driver who takes you to the appointment, then when you're ready to go home, call the Taxi company's number on that card and book the trip. DVA has already approved for the return trip so the taxi company already has



your details. This will save you or your medical/dental provider having to call the DVA booked car operator and cut down on waiting times.

Queenstown NZ.

Anyone who has flown into Queenstown in NZ and was lucky enough to have a window seat, would still be raving about the wonderful scenery you experience from about 15 mins out until you land. Especially in the colder months. If you're coming from Oz, you commence your descent over the snow covered mountains of the Fiordland National Park, followed by a left turn that puts you over Lake Wakatipu. Sometimes it's socked in and it's an ILS approach, this is when you hope the Radtech G's have done their job correctly and the system has been configured correctly. When you break out of the cloud, you can see the Lake and the town itself on the left hand side, then it's touch-down and you're there.

What a wonderful experience.

But the pilots have a much better view, see <u>HERE</u>.

Only in America.

Kinder Surprise chocolate eggs are banned in the US of A because they are a "health hazard!". Semi-automatic rifles aren't – make sense???

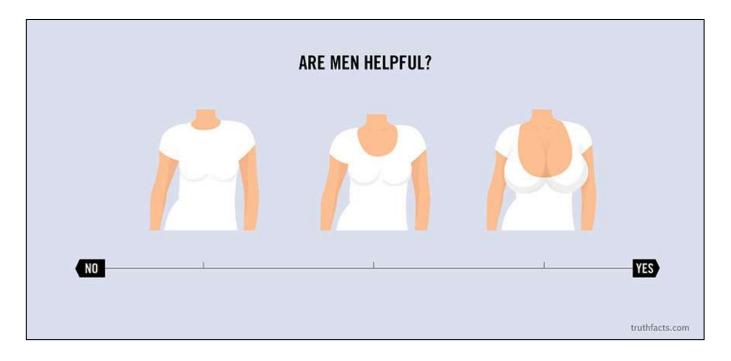


Vietnam

Over the years there has been a lot written and a lot of video produced on Australia's commitment to the war in Vietnam, some of which are mediocre, some are good.

THIS is one of the good ones.





Ask Ted!

For many years now lonely ladies have been coming to yours truly for expert advise on how to attract and keep a handsome specimen of the opposite sex and being a true specialist in this complicated field, I have been able to put together many lovely and lonely ladies with handsome beaus. I do this free of charge of course, that's just the sort of bloke I am, but unfortunately, the word of my success in this field has spread far and wide and I find I am not able to devote as much time as I ought to these lovely ladies – after all, 5 or 6 hundred calls a day is a bit more than even I can handle, so, I have decided to put together a wonderful little video which the ladies can watch and which will give them the tools and expertise necessary to snatch an unsuspecting male.

Girls – you can watch the video <u>HERE</u> – no charge!!

Political Correctness.

I don't know about you, but I think these days political correctness has gone way over the top, today it controls every aspect of our lives. Where once we could have a bit of harmless fun at



someone's or something's expense, try it today and the blue rinse set will tutt tutt you and you'll be ostracised, Facebook, Twitter and the ABC will brand you as the worst of the worst, even though secretly they themselves also found what you said or did was a bit funny. You can't laugh out loud at anything anymore, you can't flirt anymore, these days it's called sexual harassment. It's called keep up appearances and it's all crap!!

Well, we don't care, I saw <u>THIS</u> on the net recently and I think it's funny, if you don't, then God help you.





Protecting your wealth from scams.

In 2016, the Australian Competition and Consumer Commission's (ACCC) Scamwatch website experienced a 47 per cent increase in reports of scams over the previous year, according to the ACCC



<u>Targeting Scams Report</u>. This alarming increase should prompt all of us to be well informed about how scams work, and to take steps to protect our savings and investments. These tips will help you do just that.

Beware of banking scams.

Bank and credit card scams are all too common, and many are caught out by the deceptive ways that criminals can obtain your account details. One of their most common methods is known as phishing and involves the scammer duping the unsuspecting victim into handing over personal account information. A typical example is receiving an email, text message, or phone call from someone claiming to be from your bank. They seek to lower your defences by saying there is a problem with your account and ask you to give them your account details or click on a link to remedy the situation. This information is then used to steal money from your account.

Computer hacking is another common method. The scammer gains access to your computer

by exploiting security weaknesses. Malware or ransomware can then be installed on your machine, giving them access to your files or allowing them to spy on your computer activity.

Staying on guard.

To protect yourself against such attacks, always be wary of any direct phone call or email from someone claiming to be from your



financial institution, or a government agency such as the tax office. You should make your own call to the institution to check on the bona fides of the contact. In relation to electronic security, ensure your privacy settings are up-to-date on your social media accounts, keep your computer security system up-to-date, choose passwords that are hard to work out, and avoid using the same password for multiple logins. It is also wise never to accept a message or friend request on social media from someone you do not know.



Credit card skimming.

This involves your credit card being read by an electronic device, which can be handheld or covertly installed on an ATM. The skimmer reads the magnetic strip on your card and electronically captures information, which can then be used to access your account. To avoid being skimmed, always keep your card in sight when paying at a shop or restaurant, never share your PIN, and be watchful for signs of tampering at an ATM. It's also wise to check your credit card statements regularly to identify any unauthorised transactions.

Investment scams.

Investment scams often come in the form of a phone call, an email, or through social media. While they can be very slick, seeming legitimate and substantial in their promotional material, the "investment" they are offering is either totally fictitious, or if it does exist, your money is not going towards that investment. Those who are drawn into these investment schemes end up having their money going straight into the scammer's bank account.

Know the warning signs.

Telltale signs include the lure of high, quick returns, or tax-free benefits. They may also claim to have no risk with the option to sell at any time, get a refund, or swap one investment for another. There may be promises of "inside information" or an early bird offer before the investment goes public, designed to grab your attention and add a sense of urgency. The scammer will often call you persistently, and can be highly persuasive.

If it sounds too good to be true.

It probably is, so do your research and ask questions to gain some verifiable information. Find out the name of the company, the address, who owns it, and what their Australian Financial Services Licence (AFSL) number is. If they try to avoid answering these questions, it is probably a scam.

If you have any inkling of suspicion, do not engage with the person any further. Hang up the phone, ignore emails, and block them on social media. You can also report any suspicious activity on the <u>ACCC Scamwatch website</u>.

Take the trustworthy route.

It is always wise to obtain independent financial advice before investing in anything. This is one of the advantages of using a licensed financial adviser, who is subject to stringent regulations on how their professional standards are maintained, how they assess your needs, and how they present their research and recommendations on financial solutions to fit your goals and circumstances.



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!!



lan "Tiny" Ashbrook.

In Part 3, Ian Ashbrook had just separated from the RAAF (transferred to the RAAF Reserve) after 36+ years and commenced his second career, based in Canberra, as a senior executive in the prestigious company Rolls-Royce plc as Regional Director (Defence) - Australasia, an Executive Director of Rolls-Royce Australia Ltd and a Director of all of the associated regional Rolls-Royce companies.



Setting out on a second career with a company such as Rolls-Royce was a bit surreal. The timing of RR's decision to restructure their Australasian operations with my availability was most fortunate and, yet again, I came to appreciate how most of the senior positions in industry

were largely filled by word of mouth and personal recommendation, without ever being widely known. In the coming years, I came to see a lot of this, being not infrequently contacted for an 'off the record' opinion on the employment suitability of a particular individual, even at quite senior levels.

Rolls-Royce is a large global company, headquartered in London with significant manufacturing facilities in the UK, USA and parts of Europe; however, outside of

these locations, the organisation was represented, in the main, through Regional Directors (RD's) who were the single point of contact, within their region, for all of RR activity in that region. In many respects, it was similar to the Foreign Office/Embassy structure with a central head of RR International in London and RD's around the world. When I started, there were 17 RD's, functionally administered from London; but, representing the full matrix of RR business units. At that time (1997) there were about 35,000 employees world-wide with an order book of around £20b (about triple the then total Australian Defence budget) and, as the company rapidly expanded in the early 21st century, this rose to around £100b (\$A200b).

For Australasia, the acquisition of The Allison Engine Company in 1995, meant that around half of the defence engines in the region were sourced from RR, with significant potential to expand this, and senior management found that a single RD was inadequate; so, my joining split the business management. Both of us were at the same management level and each reported separately into the UK and to the business units. Quite separately, we were both appointed as directors of Rolls-Royce Australia and the range of associated companies in the region.





On joining the company, I embarked, accompanied by Carolyn, on a well-structured familiarisation and indoctrination program commencing with my counterpart in Singapore before meeting with the senior management in London and familiarisation visits to the major facilities in the UK and the USA. RR had four major arms Civil Aerospace, Defence Aerospace, Marine and Energy with Nuclear (UK nuclear submarine propulsion) off to one side.



In 1995, RR had acquired the US engine manufacturer Allison, based in Indianapolis which, in addition to a wide range of largely military engines, was developing the short take off vertical landing lift system for the Joint Strike Fighter (F35 JSF) as well as partnering with the world's largest aero engine manufacturer, GE on the alternate engine (F136) for the JSF. This was a timely acquisition. Allison had been acquired from General Motors by an investment company who soon found the business far more complicated than expected and difficulties arose from considerable product development expenditure unmatched by cash flow. RR's acquisition of Allison was timely and well-priced; but, by far the major benefit was the gaining of a significant foothold in the US defence market.

However, this was not without difficulties as the US required that all directors of the US arm of the company be US citizens and foreigners were not allowed unescorted in any of the defence related facilities. This required considerable nerve and trust by the UK Main Board who effectively had to manage a large facility at arms-length and was exacerbated by it being the first time that the US government had faced such a situation, meaning that risk aversion pertained. Even the Chairman, Sir Ralph Robins, had to wear a highly visible big red tag on his chest and be escorted by a US national at all times while in 'his' plant at Indianapolis!



One of the first things that I encountered when I joined RR was the inevitable question from many friends and contacts 'where is your car' or 'do you drive one' and this certainly had been the case with my predecessor Regional Directors up to the 1970's? In the early 1970's RR

faced bankruptcy from costs associated principally with the development of the RB 211 engine which, in the fullness of time, was to become an excellent product mainly on Boeing 747, 757 and 767 aircraft and the forerunner of the current extensive and profitable Trent family of engines mainly on Boeing 777's and a wide range of Airbus aircraft (330, 340, 350, 380). In 1971, the British government bankrolled RR as a national asset and disposed of most non-



essential assets and the car company, although marginally profitable, was reformed as Rolls-Royce Motors in 1973 and in due course sold to Vickers Engineering in the UK in 1980.

RRMotors was based at Crewe in the UK Midlands and produced Rolls-Royce and Bentley motor cars and, incidentally, had built the Rolls-Royce Continental IO-360 piston engine in the RAAF's CT4 Airtrainer aircraft and which I had visited in the late 70's when we had had issues with that engine. At the time that I joined RR (1997), Vickers had placed RRMotors on the market and in 1998 it was acquired by Volkswagen who outbid BMW; but, VW hadn't realised that the RR brand name, mascot (Spirit of Ecstasy) and distinctive radiator shape, when acquired by Vickers with RRMotors, reverted to the parent company (now Rolls-Royce plc) in the event that Vickers sold RRMotors. Accordingly, VW initiated an action in the European courts; but, lost and it looked like becoming a lawyers' feast.





To complicate matters, the RR cars being produced at the time had BMW sourced motors. In the event, the chairmen of the three companies agreed to meet, without lawyers, to try to find an amicable solution and this resulted in VW continuing to produce a Rolls-Royce branded car with the BMW engine until 2003, which gave BMW time to build a new car plant at Goodwood in England to produce a Rolls-Royce car while VW refocussed on producing cars under the Bentley name, which they had, in fact, acquired. An irony of all of this is that shortly after, RR acquired Vickers in 1998 and hence very nearly bought the car company had Vickers not sold it shortly before. Even major players can be caught out in the euphoria of the moment with inadequate due diligence!

While RR plc gained a healthy £40m from BMW for the rights, Company policy dictated that we



distance ourselves from association with the car and even gifts such as RR key rings were withdrawn from circulation. As it happened, along with Boeing (arranged with Charlie Walford (left) who was now a senior executive with Boeing, Australia), we jointly sponsored a RAAF Air Power Conference in Canberra not long after this edict and in response to my request for suitable trinkets to include in the conference satchels, I was sent over a thousand key rings to clear the UK goodies store.

Charlie Walford, with 9Sqn, Vung Tau. 1968

Only problem was that they arrived several days after the conference!! However, as time went on, the key ring edict mellowed allowing special silver key rings to be produced to mark the centenary of Rolls-Royce 1904/2004 and, as it became known, I was contacted by all sorts of people who had heard that I

had a cache of very nice leather and metal keyrings stashed away in Canberra.

While I had become adapted to working in a large matrix environment as the Defence structure broadened over the years, working at a senior level in RR required much greater care. This was mainly because, while RR competed with the other main engine manufacturers (GE (General Electric), P&W (Pratt and Whitney) etc) we also had joint ventures with these manufacturers, so discretion and caution had to be exercised at all times. From the outset with RR I was also determined to try to continue flying and planned to fly myself as often as possible; but, this proved to be nigh on impossible. In the RAAF, it was relatively easy to charter a local aircraft and save travel time by flying directly to the various bases thus with Richmond, Edinburgh, Amberley, East Sale or Tindal, for example, from Canberra or Laverton, considerable time was saved in not having to drive from the commercial airport to the base by flying straight in.

However, with RR, flying from Canberra to Sydney meant landing at Bankstown, locating a cab etc and then having to adjust for bad weather or other delays and I soon found that this was just not workable. So, as I had promised Carolyn that if I was flying less than about 5 hours a



month regularly, that I would give it away, I duly accepted that my flying days were over or, at least, had to be put on hold. In the event, the former applied and I started collecting Frequent Flyer points, which with three or four annual round the worlds and numerous regional flights, soon mounted up.

On the work front, dealing with Defence from the other side of the fence really brought into focus some of the issues that made Defence procurement so difficult and why so many companies declined to bid for Defence work. This was further exacerbated when a few years later the heads of Defence procurement (DMO) actively promoted adversarial relationships with industry in the name of avoiding being 'ripped off'. Understandably, given the plethora of comparative data to refute such allegations, RR seniors found this to be an 'unusual' customer

relationship especially given that we had put a lot of effort, at DMOs behest, to aaree а Partnering Charter with Defence, signed at the highest level, that should have negated such a stance. Not long after starting with RR, I became aware of claims that RR were charging excessively for Gnome engine parts for the Sea King; so, I initiated an investigation to examine these claims and to try to ameliorate the issue. As it



happened, I found out that DMO had visibility of the spares price listing for the RN Gnome spares and this certainly supported their claim; but, closer investigation showed that the UK MoD had invested heavily up front in the design, development and production of Gnome spares and this was taken into account in determining their spares pricing and the price list for Australia reflected this and showed that, in fact, Australia was actually getting the spares cheaper overall than the UK! However, it took several years and repeated clarifications to get this message through, with the subject even being raised by the Defence Minister during a meeting with him.

On the technology front I was privileged to have involvement with the two significant programs for the Joint Strike Fighter (JSF F35): the lift system for the Short Take Off Vertical Landing (STOVL) variant of the aircraft and the alternate power plant, the F136 engine. In the 1950s/60s, RR had developed the lift system for the UK's Harrier VTOL aircraft using deflected engine air from the Pegasus engine for all of the vertical lift; but, for JSF a different approach was taken by Allison at Indianapolis using their expertise with turbo shaft engines and this was complemented with RR expertise after Allison was acquired by RR. The US design has a horizontal fan mounted behind the pilot and driven by a shaft from the front of the engine through a 90deg gearbox. This fan provides about half of the required lift with the remainder coming from engine thrust diverted from the jet exhaust through an ingenious device with three main moving parts that rotate around each other to divert the exhaust from the horizontal all the way down to about 15 deg forward of vertical to accommodate a tail wind or to allow the aircraft to manoeuvre backwards. This device is known as the 3 Bearing Swivel Module. Like the Harrier, roll is provided by engine bleed air through small ducts in the wing.



The Lift System program director at Indianapolis was an ex USN pilot and we soon established that the flying instructor for his A4 Skyhawk conversion in the US had been the Australian exchange officer, LtCdr Errol Kavanagh. This was an amazing coincidence as I had been Errol's first student when he commenced instructing on Vampires at Pearce in 1967 and in 1992 I had opened the air show at Nowra in the Vampire with Errol (by then with Qantas) flying one of the MiG15 pair on either wing tip and WgCdr Kev Merrigan in the F86 Sabre in the slot position immediately behind. Sadly in 1993 Errol died when the MiG crashed in Canberra during another air show. Notwithstanding, the connection cemented my relationship with the Lift System program and I was given wide access to the program where on one occasion they had suffered a fan failure due to 'flutter' (essentially uncontrolled aerodynamic induced vibration) and I was able to get my hands physically onto the still intact fan which although 48" (1.2m) in diameter was light enough to lift single handed being machined from a solid block of titanium. This fan provides some 20,000 pounds of lift which is of the same order as the power delivered by a mid-size warship but driven through a right angled gearbox rather than direct as with the ship. This is an amazing engineering achievement.



The other main program, the alternate engine for the F35 Joint Strike Fighter, was a joint venture with GE (60/40 GE/RR). With the initial F35 concept, being a multi role aircraft to replace a number of different types across a wide capability range, it was seen as prudent to have two independent engine sources with the unique feature that, although very different in design and capability, they be completely interchangeable is either could be fitted without any aircraft interface changes ('plug and play'). It had been envisaged that the two engine types across the fleets would be split approximately 50/50 in numbers although as the F35 is an international program individual countries, especially those with small fleets, could single source their engine. The other engine was the F135 from Pratt and Whitney which was a development of the F119 engine in the F22 Raptor aircraft and hence available earlier in the program than the purpose designed GE/RR engine. While our engine, designated F136, offered numerous advantages over the F135, being of much later technology and with considerable growth potential, there was considerable US internal political pressure applied to withdraw production funding and after several close shaves this finally occurred under President Obama, despite the investment at that time being of the order of \$US12b and the engine having successfully passed through its flight test program. So, the F35 has only one



engine option and if there is any major engine impediment in the future, a not uncommon occurrence, then the F35 will have no alternate available.

In the early 2000's we had two interesting examples that contrasted the acquisition capabilities and philosophies between the government and a commercial operator. Defence was replacing the VIP fleet and the documentation for a simple aircraft lease ran to many pages (about a foot thick as I recall) and this was for a leased commercial aircraft. And the evaluation process ran for over a year. In the same timeframe Qantas also indicated a requirement to lease a number of similar aircraft. RR had interests in both.

Following the merger of McDonnell Douglas (MD) with Boeing in 1997, Boeing decided to develop the MD95 aircraft (which was then on the drawing board and was a progressive development of the original Douglas DC9 aircraft (as flown by Ansett and TAA in Australia from the 1960s) and in the event equity partnered with RR as the exclusive engine supplier in what

became the Boeing 717 powered by the then RR/BMW joint venture engine the BR715. As a consequence, RR ended up owning a proportion of the aircraft numbers manufactured. The Qantas requirement was to lease some eight aircraft and as the RR/B717 aircraft were similar to those which Qantas had acquired when they took over Impulse



airlines, we saw this as an opportunity. The Qantas documentation while quite short, compared with Defence, defined the lease terms, aircraft configuration, delivery schedule etc and specifically that the company that they leased from had to be Australian. In the space of only some six weeks, and with a fair bit of work, we formed a new company with my counterpart civil RD and myself as Directors, sourced finance, had the aircraft modified while the leasing contract was being finalised, established a support infrastructure including a Field Service Representative (FSR) and had the first leased aircraft in service, with the last a month later. Not only did this satisfy both parties; but, the cost savings were very significant.

In another example, despite both the RAF and the USAF separately acquiring total engine support for their C130J Hercules fleets (RR AE2100 engines) under fixed price guaranteed usage contracts (effectively a variation of paying for Power by the Hour), RAAF could not be convinced of the savings although the Hawk Adour engine was under similar arrangements and RAAF had total visibility of the cost structure. No matter which way this was looked at it was impossible to understand the rejection as the alternative took the engine from RR as the OEM (Original Equipment Manufacturer), Design Authority and Maintenance Authority to a third party (not Australian), who then acquired all of the support from RR!!

While decisions on what career to pursue and how to address each turn in the road as the career progresses are significant and important, it is inevitable that eventually one usually has to retire and deciding on this, when it is not dictated by either an age limit, health or some decision that cannot be influenced, can be difficult. When I started with Rolls-Royce the unwritten expectation was that I would review this after about five years; but, in the event, while



I started to look at retirement at around the ten year point, I ended up spending around 13 years with RR. My position had been that while I was enjoying myself and was not under any retirement pressure, I would continue; but, Carolyn and I also had many things that we wished to accomplish and I didn't want to get up one morning and find that health or age deterioration overrode these. However, there was an expectation within RR that when I decided to retire that I would recommend my replacement and the considerations with this took a number of difficult turns as new blood in the company flexed their muscles.

So it was that I eventually retired in 2010 and made a clean break, although there had been considerations to transition via an advisory role. We had meantime established ourselves in SE Qld. This had started in 1999 when Carolyn was having health difficulties in Canberra's winter and we acquired a winter base which resulted in a significant health improvement, such that in 2002 I indicated to RR that I was looking at retiring at that point to permanently relocate to Qld. The reaction couldn't have been more helpful, culminating in our permanent relocation and my regular commuting to Canberra maintaining both a home office, the Canberra office and working, as required, usually on board matters from the Sydney office. I was also very fortunate to have a very experienced office manager in Canberra who had been with me since early in the RR career and Helen's contribution was significant in making this all work. Of course, there was considerable regional travel and regular trips to both the UK and the US resulting in many FF points such that Carolyn was able to use these to travel regularly and we tried combine work travel with extended breaks in fixed locations around the world. In this way we could immerse ourselves into a location, usually renting an apartment for up to a week and trying to live like a local.

Looking back on my career, I consider that I was most fortunate to have done so much in a combination of flying and management, all assisted by a grounding in engineering. During my

time at Sydney University (USyd), I undertook a summer period of 'industry experience' with the Department of Civil Aviation (DCA) (now Civil Aviation Authority CAA) flight test unit at Waverton, Sydney. One of the test pilots



(Tom Berry), an ex RAAF ETPS (Empire Test Pilots School, Farnborough) graduate and USyd aero graduate gave me some good advice. When pushed, Tom explained that he had done so much in his life, flying, travelling, living overseas etc that he had found it best to keep much of this to himself as very few of his friends and work colleagues had even a smattering of such experiences and one had to be very careful what one said so as not to appear too worldly or 'smart'. This has proven to be very good advice and I must add that it has certainly been with some reluctance that I have written this article.

Notwithstanding each of our children attending over ten schools, which impacted their academic performance, the extracurricular upbringing that they had more than offset this with the three of them having successful careers: Paul has converted his career in surveying into a very successful engineering based business coupled with cattle farming in the NSW Southern Highlands and NSW South Coast, Amanda has used her Canberra degree to establish a senior career in advertising and marketing and Michael exited his computer science degree (to his



credit just before the HECS became due!) and is a senior Airbus captain with Cathay Pacific in Hong Kong and we are extremely proud of each of them and their families. I am also very proud of Carolyn for her loyal support all along the way and who, despite our very frequent moves, managed to gain qualifications while we were in the UK which enabled her to make her contributions to the education of young, disadvantaged children as we moved around pursuing my career.

Carolyn and I happily celebrated our 50th wedding anniversary last year and remain based in SE Qld, where we are involved in a raft of activities; but, with the families established in the broad Sydney area, who knows what might happen next? After all, we are currently in our 29th house!!





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The People I meet.

Just the other day I was asked to be a judge for the Ms Vietnamese Queensland Pageant which had been organised by the Queensland Vietnamese Community. Being the generous and big-hearted bloke that I am, I of course readily agreed.



The pageant was held in the very good 7 Palace Seafood Restaurant at Inala (suburb of Brisbane) on a Saturday night at which 16 lovely ladies vied for the Crown and a very attractive cash prize.

There were three judges in total, one being <u>Ngoc Ong</u>, who holds a Doctorate in Political Science in the US and who is the Editor/Owner of the <u>Viet Tide Magazine</u> in Anaheim, California. Ngoc was flown out from the US on the Thursday prior to the event and left for home again the following Monday – talk about a rush trip. The other judge was Thai beauty queen Nid Shipp. I was in impressive company indeed.

On the Thursday prior to the event and only a few hours after Ngoc had arrived in Australia, a meeting of the judging panel was held at the Restaurant. Prior to flying out to Australia, Ngoc had heard about





Radtechitis which is known the world over as an unavoidable woman attractor and being a sophisticated Magazine Editor, she was keen to see what all the fuss was about. And, being a well-educated and refined woman, she was also confident it would have no effect on her.

When she was within a few miles of the Restaurant and stuck in traffic, she got a whiff of Radtechitis which had floated up and out of the Restaurant and drifted over Brisbane. Instinct took over and she found she was helplessly attracted to the allure. Being stuck in traffic was not where she wanted to be, she was compelled to find the source of that unavoidable attraction, something had to be done. Although in the middle of the back seat, she hastily unbuckled, grabbed her handbag, thrust the driver's side door open, rudely pushed past her fellow passenger and leapt onto the roadway. Accompanied by the honking of numerous car horns, she dashed through the crowds on the footpaths, casting people aside like fallen leaves and covered the 2 miles in under 10 minutes. She entered the Restaurant at full gallop with her senses on full alert and immediately sought out the origin of that Radtechitis.

I was quietly sitting by myself, familiarising myself with the rules of the Pageant when Ngoc came rushing towards me, uttering a deep throaty roar and then thrust herself upon my person and would not let go until she had ingested sufficient allure. This took several hours but as everyone knows, I am a very patient man and put up with it without protest.

Ngoc was born in Saigon in 1977; two years after the defeat of the South. Her mother made certain both she and her brother learned English as well Vietnamese and in 1992, when she was 14, she and her family moved to the US where an aunt lived and served as their American

sponsor. She attended school in the US and graduated with honours from Woodbridge High School.

Uni followed high school where she earned bachelor's and master's degrees in psychology in 1999 and 2001, respectively. She also earned a second master's degree in social sciences in 2005 and a doctorate in



political science in 2009 from UC Irvine.

Ngoc is a lovely lady and now lives in Anaheim, a suburb of Los Angeles. She says her aim is to turn passive readers of her weekly magazine into active participants in their communities, she says, "That's why repeated emphasis on big issues is so important. Engaging people in the conversation is the goal."



Out of the Blue.

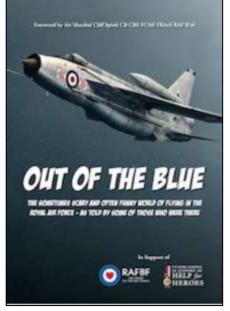
Alan Reed sent us this! He says:

"This interesting story was passed on from a friend who knows the No 2 pilot of the RAF aerobatic team involved in the incident. The story following is an extract from a new book called

"Out of The Blue," a compendium of stories told by RAF personnel mostly from the cold war era."

In this incident, told by the pilot of the <u>Jet Provost</u> (JP) who "injected" himself into our formation aerobatic practice, I was No.2 flying line abreast to the formation leader who was on my starboard side. No's 3 & 4 were flying line astern on the leader and me respectively. I saw the "optional extra" JP vertical as our leader's starboard wing cut him in half. Our leader was then flying a JP with one and a half wings. There was an almighty fireball and I saw the leader eject. It was about this time I realised that there was not much point in maintaining close formation!

I pulled a swift 180 left and saw the sky filled with a cloud of smoke and silvery bits falling earthward. At first I thought everyone else had "Bought it" but it turned out that as the article explains, the pilots in the extra JP ejected as did our



leader – all survived in a more or less interesting fashion. Not covered in the article is that our leader cheated death twice as he was nearly mown down by an army land rover trying to rescue him.

There is one error in the story – there was no second collision after the initial hit. Our No.3 flying line astern on the leader collected some large pieces of shrapnel through his nosecone but recovered to base without much of a problem. I got out of it unscathed apart from a very warm face and the paint scorched off the starboard side of the aircraft.

I can't remember the name of a bloke I met last week but this lot remains as clear as crystal!"

Mid-Air Collision.

"Back in 1966, I was a Qualified Flying Instructor, based at RAF Syerston, where I taught basic training on the Jet Provost. Early one May morning, I briefed my student for an 0800 take-off on his first spinning exercise and, as we entered the engineering hut to sign for our aircraft, I saw that another instructor was doing likewise.



A little later, as we settled into our aircraft (a Mk4 Provost) and started our checks, I noted that the other instructor appeared to be in a hurry to get airborne. We were not the first aircraft up that morning as the RAF Syerston aerobatic team, call-sign Viper Red, had been aloft on a practice sortie since 0730 but, being a highly competitive young man, I hastened our preparations, and we duly taxied out in front of the other aircraft, which was a Mk3.



The cloud-base was around 1000 feet, so I elected to depart under Instrument Flight Rules (IFR), which required us to climb on a heading of 315 degrees, as opposed to the much slower Mk3 Provost, which headed 305 to ensure separation. We duly took off and, after some 4 minutes in thick and turbulent gloom, shot out into a circular area of bright blue with a piercing sun blazing down. Almost immediately, my student, who was seated on the left side, yelled that a formation was about to hit us. I instinctively pulled back hard on the stick (an action that I later realised had saved our lives), after which there was an almighty bang and then total silence. Some time later, the Board of Enquiry evidence showed that Viper Red were halfway through their aerobatic sequence, when I popped out of cloud and ruined their (and my) morning.

Meanwhile, back in my aircraft, things had gone from bad to worse. We were heading rapidly downwards in a high rotation spin, and the standard recovery actions were having no effect due, as I later discovered, to the fact that we no longer had a tail. We had been cut in half, just behind the cockpit, by Viper Red leader's starboard wing. I shouted, "Eject, eject" to my student, but he just looked at me because the intercom was dead, so I took my hands off the controls to rip off my mask. As it happened, my student had been asking me if he should eject



so, when he saw my hands leave the controls, he interpreted this as an intention to imminently vacate one of Her Majesty's aircraft, and duly went for the bottom handle of his seat. There was a blinding flash, and he departed in a cloud of dust at a subsequently recorded height of 4000 feet. I eventually exited in similar fashion at around 1000 feet.

While the ejection was quite violent, it all happened very quickly, and I was soon dangling from a parachute and looking downwards to see where I might land. To my horror, I saw that the strong surface wind (which was actually twice the normally permitted maximum for parachuting) was blowing me towards the centre of a small village on the outskirts of Nottingham. All too soon, the final hundred feet of flight arrived, and I realised that I was destined for a playing field with some adjacent power cables and a spiked metal fence, a main road or, potentially worst of all, a v-shaped roof. Of course, I landed on the roof (of a pub called "The Four Bells") and, in spite of my parachute training some years before at Cranwell, I was dragged across the tiles, which removed lumps of flying suit and skin.



The parachute remained inflated by the strong wind, and plucked me sideways off the roof, whereupon I fell directly to the ground just short of the main road. It then collapsed, like a very large bed sheet, and completely enveloped a car that was travelling along the far side.



I gingerly picked myself up and, to my astonishment, felt no serious pain, or evidence of broken bones. I unbuckled the parachute and started walking towards the now stationary car, still dressed in a tatty, bloodstained, light blue flying suit, white leather gloves and the rest of my gear. The latter consisted of a bulbous blue helmet, with dark visor across the front, while my lower face was enveloped by a black oxygen mask, with the supply tube dangling below. I approached the driver's door, and lifted the parachute silk. The car contained a doctor, his wife (also seated in the front), and eighteen-year-old daughter. His account of the incident is as follows:

'I was driving peacefully along this road at around 0810 on a Monday morning, accompanied by my wife. We were taking our daughter to Nottingham University, and travelling at approximately 35mph, when we suffered a sudden and complete white-out. I slammed on the brakes, we skidded to a halt, and were sitting in shock when the whiteout area by my window was lifted by a pair of large, white pigmented hands. I saw what I can only describe as a Martian from outer space. It had a blue head, large black eyes, elephantine features and was bleeding red blood.'

As I lifted the parachute clear of the window, I saw the driver sitting transfixed, with his hands glued to the steering wheel. According to the doctor, who kindly visited me in hospital some time later, I then removed my oxygen masked, beamed at his daughter and exclaimed, "How lovely to see such a beautiful face!"



Having successfully terrified an innocent doctor and his family, and declined the offer of a glass of whisky from the publican, I looked down the road to see my student being dragged backwards by a parachute, to which he was still firmly attached. I rushed to assist him with disconnecting the harness, and quickly realised he was suffering severe back pain, which is a common injury associated with cartridge-fired ejection seats. There was a butcher's shop next door to the pub, so I dragged him through the entrance and, with assistance from the staff, he was laid on the slab to await the arrival of an ambulance. It was a uniquely comical sight, with



the customers on one side, the butcher on the other, and my student in the middle, only missing a price tag.

The formation I had rudely interrupted fared little better. The leader's aircraft burst into flames, the controls failed, and it then collided with the one next to it. The leader ejected safely, but the pilot of the second aircraft, escorted by another member of the formation, managed to land back at Syerston, where it became apparent that the fireball had stripped the dayglo red paint off both aircraft and restored them to their original, pristine metallic silver. Meanwhile, my aircraft had spiralled earthwards, causing havoc where bits of it landed. A man had gone to collect his bicycle from the shed, only to find that one of the tyres was flat. He returned to the

house to collect his pump, and was exiting the back door for the second time when there was a loud "whumph", and the shed and bicycle disappeared before his eyes in a large ball of flame.

The gentleman was later quoted as saying, "I had no bloody idea what had happened, but I ran into my house, grabbed a hot cup of tea and put some brandy in it." Another cyclist, beset by lumps of metal raining from the sky, plunged into a ditch, where he was severely stung by nettles and needed urgent



medical treatment. Wreckage was spread over a wide area and, a mile from the main crash site, four young men took the opportunity to abscond from their Borstal when 'confusion rained down' on the premises. Fortunately, they were caught after a few days on the run.

Post Script In time, both my student and I returned to flying duties and the ejection incident was a distant memory when, some years later, I was one of a number of parachutists sitting in the back of a C-130 Hercules. As we approached the Drop Zone at Weston-on-the-Green, the aircraft captain appeared to check that preparations were complete and, to my surprise and delight, I realised that it was my former student. After exchanging pleasantries, he wasted no time in telling me, with a broad grin, that this time I was most definitely the only one of us who was leaving the aircraft while it was still airborne.





DVA (Qld) Christmas Party.

On Friday the 1st December, The Deputy Commissioner of DVA Queensland, Ms Leanne Cameron, invited representatives from various Veteran related ESO's to a 'get together' at the DVA offices in Queen St, Brisbane. These get togethers are designed to firstly provide an informal opportunity for reps from the various ESO's to meet with and chat with the various DVA personnel with whom they had dealt over the preceding 12 months and secondly to celebrate and participate in some Christmas cheer.



Apart from the wonderful fare and cold quenching ales which are always provided, this year DVA provided a display of historic photos and also books from the "Australians in World War 1" and "Australians in the Pacific War" series which were eagerly snapped up by those present. These are wonderful publications and if you get the chance and are able, get into a DVA office and pick up a couple.



Titles include:



From the Australians in World War 1 series:

Royal Australian Navy Gallipoli Villers-Bretonneux to Le Hamel Amiens to the Hindenburg Line Australian Flying Corps Home Front Bapaume and Bullecourt Australian Light Horse.

And from the "Australians in the Pacific War" series:

Bougainville (1942 – 1945) Wau – Salamaua (1942 – 1943) The Markham and Ramu Valleys (1943 – 1944)

Apart from very informative text, these books contain numerous black and white photos which were taken during the relative conflicts. And – while you're there, make sure you pick up one of DVA's excellent calendars.

DVA has recently released their Anzac Portal which provides you with a "one stop shop" for information about the Anzac Centenary, the First World war and all conflicts in which Australians have served from the Boer War to today. The Portal includes:

- Classroom ready learning activities.
- Australian wartime history publications and websites.
- Veterans' interviews.
- Anzac Day and Remembrance Day posters.
- An interactive Victoria Cross map.
- Information on how to run our own commemorate ceremony, with free downloadable music files.
- Links to a range of Government, cultural institution and veteran Anzac Centenary commemorative programs.
- Information on events over the 2014 2018 period, and
- Much More.

Those present include: (All names left to right, you can get a HD version of each pic by clicking it)





Stewart Cameron CSC, Leanne Cameron, Brendan Cox.

Stewart is the Chairman of the Board of the Returned and Services League (Queensland Branch). He is also a National Director of the Returned and Services League (RSL).

Much of his career was spent in the RAAF where he held command appointments at the Squadron, Wing and Force Element Group level. Highlights of his career included serving a

four-year tour in the United States on the F/A-18 Hornet program, being appointed project manager for the Hawk127 Lead-In Fighter Trainer acquisition program, serving on Active Service in East Timor as the Deputy Air Component Commander and being appointed as the Director General Capability Management in Air Force



Headquarters. He held the rank of Air Commodore on retirement.

While in East Timor he was severely injured and following surgery used exercise and physiotherapy to recover. He is now a very strong advocate of the use of sport and physical activity to overcome the effects of injury. Today he keeps fit by daily walking up to 15 kilometres on Mt Coot-ha.

He holds a number of Degrees across a number of disciplines at the Bachelor and Master levels, is a member of a number of professional associations and has an active interest in the operations of Boards operating in the Not-for-Profit sectors. Stewart was awarded a Conspicuous Service Cross (CSC) in the 1997 Queen's Birthday Honours list.



Leanne's public service experience spans a range of policy, service delivery and project management roles. She joined the Department of Veterans' Affairs in 2001 as a graduate, working in Human Resource Planning and Industrial Relations before transferring into Health

Policy, where she worked until she left the Department in 2009. After a couple of years in the private sector and local government, she returned to DVA, taking up a position in the Health team in Brisbane.

Prior to her current appointment, Leanne was the National Director for the Veterans' Access Network, and a year or so back the Deputy Commissioner for South Australia and the Northern Territory. She was responsible for



implementing the on-base advisory service, and the Department's national contact centre. She was also responsible for Community Development, FOI and Case Coordination.

In 2010 she undertook a six month exchange program with Veterans' Affairs Canada, working on a transformation agenda for their health program. In 2011 she received a Secretary's Award as a member of the small team responsible for responding to the devastating floods in QLD and in 2015 received a DVA Australia Day Award for her work in redefining DVA's approach to service delivery.

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

Brendan Cox is the Chief Executive Officer of Legacy Australia. Legacy

charity providing services to Australian families suffering financially and socially after the incapacitation or death of a spouse or parent, during or after their defence force service. Brisbane Legacy currently cares for more than cy Australia. Legacy is a

6,700 widows and 250 dependants of the 65,000 widow(er)s and 1,800 children and disabled dependants throughout Australia.

Click <u>HERE</u> to see a short video on Legacy.

Age tiptoes in on little crow's feet.





John "Sambo" Sambrooks, Amanda Green, Craig Gould.

Everyone knows Sambo, the People's Champion. Sambo is the very enthusiastic secretary/treasurer, OC, bottle washer, cleaning lady and wet nurse of the RTFV-35Sqn Association – known to all as Wallaby Airlines. The Sqn's Vietnam motto was "First in – Last out," a motto seemingly etched indelibly into Sambo's psych as he was first at the function and one of the last to leave.

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

Craig is the Executive Officer to the Deputy Commissioner and with Amanda makes up the Executive Team. He has been with DVA for over 33 years.

The good news about middle age is that the glass is still half full. The bad news is that before you know it your teeth will soaking in it.





Greg Russell, Dianne Pickering, Phil Lilliebridge.

Greg heads up the Advocacy and Pensions committee of the Kedron Wavell RSL Sub-Branch. If you think you have a valid compensation claim as a result of your overseas service, or you don't seem to be getting anywhere with your present claim, you would be well advised to get in touch with Greg and see if he or his associates can help. They have an excellent track record.

Di is a past president of the WRAAF Association, is heavily involved with the 2 Sqn Association and just loves a party. And why not??

Phil is ex-Army, having reached the rank of Major (That's SqnLdr in the real money) with the Cavalry. He is also a committee member of the Kedron Wavell RSL Sub-Branch and one of his jobs is to look after major projects. Apart from taking a bunch of school kids to Canberra for the Anzac Day ceremony at the AWM every year, organising walks on the Kokoda Trail, 100km Treks to commemorate WW1 vets, Legacy Week fund raising stalls and the annual Remembrance Day ceremonies, he also finds time to organise a regular bar-b-q for the families of the blokes and blokettes from Gallipoli Army Barracks who are serving overseas.

These days it's easy for doctors to diagnose. Either it's something I have to live with or something I have to live without.





Jean Dann and John McDougall.

Jean is with the Airman Aircrew Association and John "Mac" is the President of the RTFV-35Sqn Association.



Phil Lilliebridge, Leanne Cameron, Amanda Green, Jock Hunter, Greg Russell.

Jock is from the Rats of Tobruk Association.





Rudi Bianchi (Naval Association, Wendy Griggs (Navy Women's [WRANS, RAN] Association, Casey Jones (HMAS Sydney)

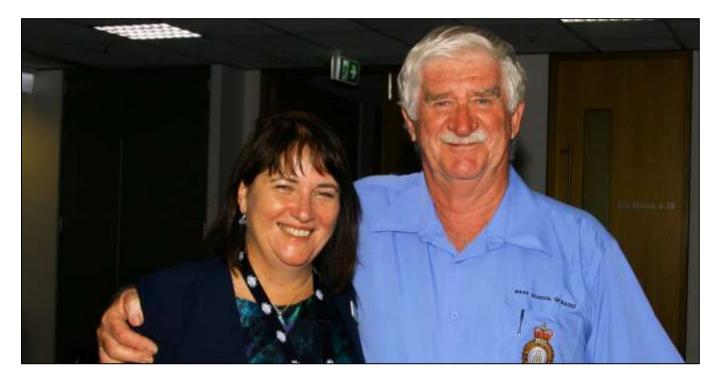


Phil Lilliebridge, Leanne Cameron, Greg (dead-set media tart) Russell.





Truus Perry - Treasurer WRAAF Assoc Qld, Di Pickering, Carol McCool - President WRAAF Assoc Qld.



Melissa Bristowe-Browne, Trev Benneworth.



Melissa looks after the Grants Department in DVA.

There are many and varied Grant Programs available within DVA (see <u>HERE</u>) and unless you are right up with the way the Public Service prefers to receive applications you would be well advised to contact Melissa before submitting an application for a Grant. Getting it right the first time will greatly speed up your application.

A lot of people are of the opinion that DVA is a bogie man and is very hard to deal with, nothing could be further from the truth. DVA is not your typical bureaucratic Government body, it is staffed by caring and helpful people all of whom have your welfare in mind and if you hear to the contrary, it is nearly always from someone who has been knocked back for something they did not deserve. If you are ex-Service and you have a problem or a query, if you want access to specialist advice for a medical problem - it can be arranged at no expense to you, if you feel you deserve compensation for your service, don't hesitate, get in touch with your closest DVA office, they will not turn you away, you will be well looked after.





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LastPass.

If you're one of us who use their computer for banking, communicating, ordering and a host of

other things, then you too will have a bunch of passwords to remember. Some people keep

their passwords in a note-book, some on a post-



it slip stuck to the computer screen, some in a text file saved to the hard drive, some are lucky enough to be able to just remember them. Most of these methods have a security pass-mark of zero. There has to be a better way, and there is!

There are a lot of free programs which you can download which will store all those passwords in a very secure environment and which will automatically fill in the required password when it is needed. All you need to remember is the one master password and the software does the rest. One of the better of these freebies is LastPass.

Click the link for a demo. <u>https://youtu.be/ynDcQcsaeck</u> And click <u>HERE</u> if you wish to download it.

The CVT gearbox.

What is a continuously variable transmission?

A continuously variable transmission, or CVT, is a type of automatic transmission that provides more useable power, better fuel economy and a smoother driving experience than a traditional automatic transmission.

Conventional automatic transmissions use a set of gears that provides a given number of ratios (or speeds). The transmission shifts gears to provide the most appropriate ratio for a given situation: Lowest gears for starting out, middle gears for acceleration and passing, and higher gears for fuel-efficient cruising.



The CVT replaces the gears with two variable-diameter pulleys, each shaped like a pair of opposing cones, with a metal belt or chain running between them. One pulley is connected to the engine (input shaft) and the other to the drive wheels (output shaft). The halves of each pulley are movable; as the pulley halves come closer together the belt is forced to ride higher on the pulley, effectively making the pulley's diameter larger.



Changing the diameter of the pulleys varies the transmission's ratio (the number of times the output shaft spins for each revolution of the engine), in the same way that a 10-speed bike routes the chain over larger or smaller gears to change the ratio. Making the input pulley smaller and the output pulley larger gives a low ratio (a large number of engine revolutions producing a small number of output revolutions) for better low-speed acceleration. As the car accelerates, the pulleys vary their diameter to lower the engine speed as car speed rises.

This is the same thing a conventional transmission does, but instead of changing the ratio in stages by shifting gears, the CVT continuously varies the ratio -- hence its name.



The controls for a CVT are the same as an automatic: Two pedals (accelerator and brake) and a P-R-N-D-L-style shift pattern. When driving a car with a CVT, you won't hear or feel the transmission shift -- it simply raises and lowers the engine speed as needed, calling up higher engine speeds (or RPMs) for better acceleration and lower RPMs for better fuel economy while cruising.

Many people find the CVT disconcerting at first because of the way cars with CVTs sound. When you step hard on the accelerator, the engine races as it would with a slipping clutch or a failing automatic transmission. This is normal -- the CVT is adjusting the engine speed to provide optimal power for acceleration. Some CVTs are programmed to change ratios in steps so that they feel more like a conventional automatic transmission.

Engines do not develop constant power at all speeds; they have specific speeds where torque (pulling power), horsepower (speed power) or fuel efficiency are at their highest levels. Because there are no gears to tie a given road speed directly to a given engine speed, the CVT can vary the engine speed as needed to access maximum power as well as maximum fuel efficiency. This allows the CVT to provide quicker acceleration than a conventional automatic or manual transmission while delivering superior fuel economy.

The CVT's biggest problem has been user acceptance.

Because the CVT allows the engine to rev at any speed, the noises coming from under the bonnet sound odd to ears accustomed to conventional manual and automatic transmissions. The gradual changes in engine note sounds like a sliding transmission or a slipping clutch -- signs of trouble with a conventional transmission, but perfectly normal for a CVT. Flooring an automatic car brings a lurch and a sudden burst of power,



whereas CVTs provide a smooth, rapid increase in maximum power. To some drivers this makes the car feel slower; in fact, a CVT will generally out-accelerate an automatic.

क्रम्म विद्यु

Carmakers have gone to great lengths to make the CVT feel more like a conventional transmission. Many CVTs are programmed to simulate the "kick-down" feel of a regular automatic when the pedal is floored. Some CVTs offer a "manual" mode with steering-wheel-mounted paddle shifters that allows the CVT to simulate a conventional stepped transmission. Because early automotive CVTs were limited as to how much horsepower they could handle, there has been some concern about the long-term reliability of the CVT. Advanced technology has made the CVT much more robust. Nissan has more than a million CVTs in service around the world and says their long-term reliability is comparable to conventional transmissions.



Several hybrids, including the Toyota Prius family, use a type of transmission called a powersplit transmission. While the power split feels like a CVT, it does not use the belt-and-pulley arrangement; instead, it uses a planetary gearset with both a petrol/diesel engine and electric motor providing inputs. By varying the speed of the electric motor, the speed of the petrol/diesel engine is also varied, allowing the petrol/diesel engine to either run at a constant speed as the car accelerates or to stop completely.



Leonardo DaVinci sketched the first CVT in 1490. Dutch automaker DAF first started using CVTs in their cars in the late 1950s, but technology limitations made CVTs unsuitable for engines with more than 100 horsepower. In the late 1980s and early 90s, Subaru offered a CVT in their Justy mini-car, while Honda used one in the high-mileage Honda Civic HX of the late 90s. Improved CVTs capable of handling more powerful engines were developed in the late 90s and early 2000s, and CVTs can now be found in cars from Nissan, Audi, Honda, Mitsubishi, and several other automakers.

Click <u>HERE</u> to see a video showing how the gearbox works.



OK.

There have been numerous attempts to explain the emergence of this expression, which seems to have swept into popular use in the US during the mid-19th century. Most of the attempts are pure speculation. It does not seem at all likely from the linguistic and historical evidence, that it comes from the Scottish expression *och aye*, the Greek *ola kala* ('it is good'), the Choctaw Indian *oke* or *okeh* ('it is so'), the French *aux Cayes* ('from Cayes', a port in Haiti with a reputation for good rum) or *au quai* ('to the quay', as supposedly used by French-speaking dockers), or the initials of a railway freight agent called Obediah Kelly who is said to have written them on documents he had checked.

A more likely explanation is that the term originated as an abbreviation of *orl korrekt*, a jokey misspelling of 'all correct' which was current in the US in the 1830s. The oldest written references result from its use as a slogan by the Democratic party during the American Presidential election of 1840. Their candidate, President Martin Van Buren, was nicknamed 'Old Kinderhook' (after his birthplace in New York State), and his supporters formed the 'OK Club'. This undoubtedly helped to popularize the term (though it did not get President Van Buren re-elected).

The only other theory with at least a degree of plausibility is that the term originated among Black slaves of West African origin, and represents a word meaning 'all right, yes indeed' in various West African languages. Unfortunately, historical evidence enabling the origin of this expression to be finally and firmly established may be hard to unearth.

Farewell Orion.

The AP-3C Orion, which was based on the Lockheed Electra, the turbo-prop passenger carrying aircraft that entered service with Ansett-ANA in 1959, is an extremely versatile aircraft



capable of land and maritime surveillance, anti-submarine and anti-ship warfare, naval fleet support, and search and rescue operations.

The Orion aircraft first entered military service in 1968 as the P-3B model, with the P-3C variant first introduced in 1978.

Following several modification projects the significantly upgraded AP-3C Orion (current) were introduced into service in 2002. The AP-3C is a significantly enhanced capability from the first P-3B model; now fitted with a variety of sensors, including digital multi-mode radar, electronic support measures, electro-optics detectors (infra-red and visual), magnetic anomaly detectors,



friend or foe identification systems and acoustic detectors. Based at Edinburgh, in 2012 the AP-3C Orion ceased 10 years of operational service in the Middle East, completing 2,400 missions with more than 3,500 personnel deployed throughout the period.

The AP-3C Orion aircraft is currently deployed on Operations RESOLUTE, GATEWAY, SOLANIA providing support to Border Protection and Fisheries patrols within the South East Asia and Pacific regions. On these missions the Orion may work alone or in conjunction with other aircraft or ships. Wartime missions could include maritime strike using either torpedoes and/or Harpoon anti-shipping missiles. Due to the AP-3C's excellent surveillance abilities, the Orion is often called on to assist civil authorities in maritime search and rescue operations including survivor search and supply (air drop) missions. Notably, the AP-3C Orion was the primary Australian aircraft utilised in the search for missing Malaysian Airlines flight MH370.

The AP-3C Orion is in the process of a graduated draw down to retirement with the final aircraft planned withdrawal date in 2021. The AP-3C will be replaced by the P-8A Poseidon and MQ-4C Triton who will perform the vital functions of long range maritime patrol.

Click <u>HERE</u> to see a Channel 9 news report on the Orion's retirement

The psychiatrist was interviewing a first-time patient. "You say you're here," he inquired, "because your family is worried about your taste in socks?" "That's correct," muttered the patient. "I like wool socks." "But that's perfectly normal," replied the doctor. "Many people prefer wool socks to those made from cotton or acrylic. In fact, I myself like wool socks." "You DO?" exclaimed the man. "With oil and vinegar or just a squeeze of lemon?"

The Red Baron.

The following is a very rare piece of film. It shows Baron Von Richthofen, doing an external inspection and putting on a flying suit prior to a mission. Hermann Goering is also visible. The Baron was shot down on 21 April 1918 by Captain Roy Brown, a Canadian in the Royal Navy Air Services. Australian machine gunners also claim to have shot the Baron down. UK and Aussie Doctors, after the autopsy, stated that the fatal bullet was shot from above but the debate continues.

The film was put on line by a Director of the Roy Brown Museum in Carleton Place, Ontario (Roy Brown's home town). Many letters have been written over the past 3-4 years and finally Roy Brown was inducted into the Canadian Aviation Hall of Fame on 4 June 2015... Watch the extremely rare, extremely old footage and re-live history. Notice the squirting of oil on the valve stems presumably prior to engine start.



You can see it HERE.

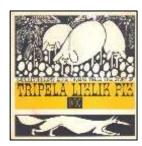
Your home, as seen by you.



Click the pic to see how others see it.

PNG Pidgin.

Many years ago, the Reverend Paul Freyberg of the Lutheran mission in Madang, TPNG (as it was then), apart from translating the New Testament into the "Nupela Testamen" also translated several nursery rhymes from English into Pidgin. One of these was "The Three little Pigs" which resulted in "Tripela Liklik Pik". Chief Superintendent Mike Thomas recorded the story in Pidgin and it was broadcast by the ABC. If you listen carefully you can understand most if it.



Listen <u>HERE</u>.



Everyman thinks every woman's dream is to find the perfect man. Please!! Every woman's dream is to eat without getting fat!!

So, you want to be a race car driver, do you???

Nürburgring is a 150,000-capacity motorsports complex located in the town of Nürburg, Rhineland-Palatinate, Germany. It features a Grand Prix race track built in 1984, and a much longer old "North loop" track which was built in the 1920s around the village and medieval castle of Nürburg in the Eifel mountains. The north loop is 20.8 km (12.9 mi) long and has more than 300 metres (1,000 feet) of elevation change from its lowest to highest points. Jackie Stewart nicknamed the old track "The Green Hell".

Since its opening in 1927, the track has been used by the public for the so-called "Touristenfahrten," i.e. anyone with a road-legal car or motorcycle, as well as tour buses, motor homes, or cars with trailers. It is opened mainly on Sundays, but also many Saturdays and weekday evenings. The track may be closed for weeks during the winter months, depending on weather conditions and maintenance work. Passing on the right is prohibited, and some sections have speed limits.

While it is unusual for deaths to occur during sanctioned races, there are many accidents and several deaths each year during public sessions. It is common for the track to be closed several times a day for cleanup, repair, and medical intervention. While track management does not publish any official figures, several regular visitors to the track have used police reports to estimate the number of fatalities at somewhere between 3 and 12 in a full year. Jeremy Clarkson noted in Top Gear in 2004 that "over the years this track has claimed over 200 lives".

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Wagga back country. As I was not familiar with the area, I got lost, and being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone, and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt bad and apologized to the men for being late. I went to the side of the grave, looked down and saw that the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man. And as I played "Amazing Grace", the workers began to weep. They wept, I



wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I've been putting in septic tanks for twenty years."

Apparently, I'm still lost ... it's a man thing.

Air Transat Flight 236.

 24^{th} On August the 2001. Canada's Air Transat flight, enroute from Toronto to Lisbon, while over the Atlantic and Ocean, experienced a double engine failure due to fuel starvation.

The aircraft was an Airbus A330-243 and there were 293 passengers and 13 crew on board, all of whom survived.

The Airbus A330 had run out of fuel due to a fuel leak caused by



improper maintenance. Captain Robert Piché, 48, an experienced glider pilot, and First Officer Dirk de Jager, 28, flew the plane to a successful emergency landing in the Azores, saving all 306 people. In 19 minutes, Piché and De Jager flew their plane without engine power some 120 km, further than any passenger jet in history. The previous record had also been set by Canadian pilots, during the 1983 <u>Gimli Glider</u> incident.

The aircraft first flew on March 16, 1999, configured with 362 seats and placed in service by Air Transat on April 28, 1999. It was powered by two Rolls Royce Trent 772B-60 engines capable of delivering 71,100lb thrust each. Leaving the gate in Toronto, the aircraft had 46.9 tonnes of fuel on board, 4.5 tonnes more than required by regulations.

Unknown to the pilots, at 04:38, fuel began to leak from the right engine. At 05:03 UTC, more than 4 hours into the flight, the pilots noticed low oil temperature and high oil pressure on engine #2. Although these readings were an indirect result of the fuel leak, there was no obvious reason for the pilots to consider that as the cause. Consequently, Captain Robert Piché, who had 16,800 hours of flight experience, and First Officer Dirk DeJager, who had



4,800 flight hours, suspected they were false warnings and shared that opinion with their maintenance control centre, who advised them to monitor the situation.

At 05:36 UTC, the pilots received a warning of fuel imbalance. They followed a standard procedure to remedy the imbalance by transferring fuel from the left wing tank to the nearempty right wing tank. The fuel transfer caused fuel from the left wing tank to be lost through the leak in the line to the #2 engine. The fractured fuel line, which was leaking at about one gallon per second, caused a higher than normal fuel flow through the fuel-oil heat exchanger (FOHE), which in turn led to a drop in oil temperature and a rise in oil pressure for the #2 engine.

At 05:45 UTC, the pilots decided to divert to <u>Lajes Air Base</u> in the <u>Azores</u>. They declared a fuel emergency with Santa Maria Oceanic air traffic control three minutes later. At 06:13 UTC, while still 135 miles (217 km) from Lajes, engine #2 <u>flamed out</u> due to fuel starvation. Captain Piché then initiated a descent to 33,000 feet, which was the proper single-engine altitude for the weight of the plane at that time. Ten minutes later, the crew sent a <u>Mayday</u> to Santa Maria Oceanic air traffic control.



Three minutes later, at 06:26 UTC and approximately 65 nautical miles (120 km) from Lajes Air Base, engine #1 also flamed out. Without engine power, the plane lost its primary source of electrical power. The emergency ram air turbine was deployed automatically to provide



essential power for critical sensors and instruments to fly the aircraft. However, the aircraft lost its main hydraulic power, which operates the flaps, alternate brakes, and spoilers. The slats would still be powered, however, when the flaps #1 position was selected.

Military air traffic controllers guided the aircraft to the airport with their radar system. The descent rate of the plane was about 2,000 feet (600 metres) per minute. They calculated they had about 15 to 20 minutes left before they would be forced to ditch in the ocean. The air base was sighted a few minutes later. Captain Piché had to execute one 360 degree turn, and then a series of "S" turns, to dissipate excess altitude.

At 06:45 UTC, the plane touched down hard, approximately 1,030 feet (310 m) past the threshold of Runway 33, at a speed of approximately 200 knots (370 km/h) (normal landing speed 115 - 125 knots), bounced once and then touched down again, approximately 2,800 feet (850 m) from the threshold. Maximum emergency braking was applied and retained, and the plane came to a stop 7,600 feet (2,300 m) from the threshold of the 10,000-foot (3,000 m) runway. Since the anti-skid and brake modulation systems were inoperative, the eight main wheels locked up; the tires abraded and fully deflated within 450 feet (140 m).



Fourteen passengers and two crew members suffered minor injuries, while two passengers suffered serious injuries during the evacuation of the aircraft. The plane suffered structural damage to the main landing gear and the lower fuselage.

The Portuguese Aviation Accidents Prevention and Investigation Department (GPIAA) investigated the accident along with Canadian and French authorities. The investigation revealed the cause of the accident was a fuel leak in the #2 engine, caused by an incorrect part



installed in the hydraulics system by Air Transat maintenance staff. Air Transat maintenance staff had replaced the engine as part of routine maintenance, using a spare engine, lent by Rolls-Royce, from an older model. This borrowed engine did not include a hydraulic pump. Despite the lead mechanic's concerns, Air Transat ordered the use of a part from a similar engine, an adaptation that did not maintain adequate clearance between the hydraulic lines and the fuel line. This lack of clearance, on the order of millimetres from the intended part, allowed chafing between the lines to rupture the fuel line, causing the leak. Air Transat accepted responsibility for the accident and was fined 250,000 Canadian dollars by the Canadian government, which as of 2009 was the largest fine in Canadian history.

National Geographic completed an excellent doco on the incident and you can see it <u>HERE</u>. It's a huge file and will take quite a few minutes to load – but it's worth the wait.

An old white haired man walked into a jewellery store this past Friday evening with a beautiful much younger gal at his side. He told the jeweller he was looking for a special ring for his girlfriend. The jeweller looked through his stock and brought out a \$5,000 ring. The man said, 'No, I'd like to see something more special.' At that statement, the jeweller went to his special stock and brought another ring over. 'Here's a stunning ring at only \$40,000 the jeweller said. The lady's eyes sparkled and her whole body trembled with excitement. The old man seeing this said, 'We'll take it.' The jeweller asked how payment would be made and the man stated, 'By check. I know you need to make sure my check is good, so I'll write it now and you can call the bank Monday to verify the funds; I'll pick the ring up Monday afternoon.'

On Monday morning, the jeweller angrily phoned the old man and said 'Sir...There's no money in that account. "I know,' said the old man...'But let me tell you about my weekend.'

Not all Seniors are Senile...

The Blackbird – Lockheed SR-71.

Everyone has heard and read stories on the magnificent Lockheed SR-71 aircraft which was built way back in 1964 – about the same time that GMH was building the EH Holden.





There have been lots of reports on how it was the fastest aircraft every built, has outrun missiles, has reached a speed of 3,540 km/h, has never been lost to enemy action and how it was virtually invisible to radar, but not a lot has been printed about



how and why it was built and what was needed to keep it serviceable

A total of 32 were built of which 12 were lost in accidents. They were finally retired for active service with the USAF in 1998. Two continued to fly with a NASA nametag on the tail plane but these too were finally retired in 1999. Most are now gathering dust in museums in the US.

Click <u>HERE</u> to see a very informative video on this wonderful aircraft.

Clear air turbulence.

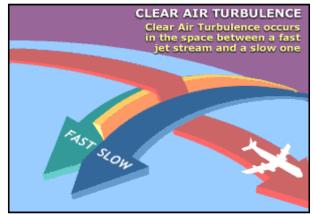
Clear-air turbulence (CAT) is the turbulent movement of air masses in the absence of any visual clues such as clouds and is caused when bodies of air moving at widely different speeds meet. It can be seen as a blue sky weather disturbance which doesn't cause any hurdle to air traffic but often put turbulent air resistance in its path. CAT can be hazardous to the comfort, but rarely the safety, of air travellers.

The atmospheric region most susceptible to CAT is the high troposphere at altitudes of around 23,000–39,000 ft as it meets the tropopause. Here CAT is most frequently encountered in the regions of jet streams. At lower altitudes it may also occur near mountain ranges. Thin cirrus clouds can also indicate high probability of CAT.

Although the altitudes near the tropopause are usually cloudless, thin cirrus cloud can form where there are abrupt changes of air velocity, for example associated with jet streams. Lines

of cirrus perpendicular to the jet stream indicate possible CAT, especially if the ends of the cirrus are dispersed, in which case the direction of dispersal can indicate if the CAT is stronger at the left or at the right of the jet stream.

Clear-air turbulence is normally impossible to detect with the naked eye and very difficult to detect with a conventional radar with the result that it is difficult for aircraft pilots to detect and avoid it. However, it can be remotely detected with instruments that can measure turbulence with



optical techniques, such as scintillometers, LIDARs, or N-slit interferometers.

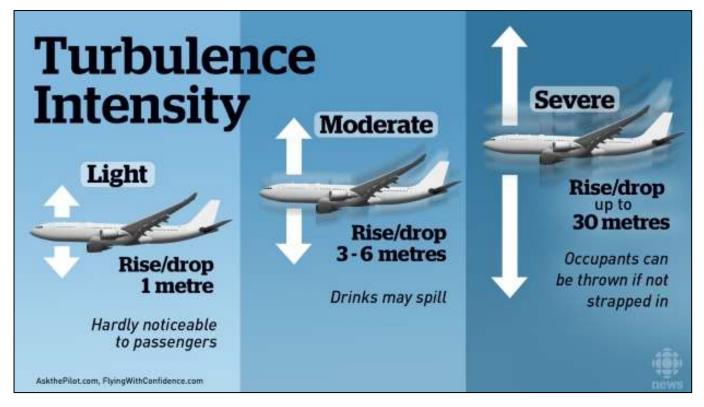
In the context of air flight, CAT is sometimes colloquially referred to as "air pockets". Aircraft in level flight rely on a constant air density to retain stability and where air density is significantly different, for instance because of temperature gradient, especially at the tropopause, CAT can occur.



The tropopause is the boundary in the Earth's atmosphere between the troposphere and the stratosphere and occurs usually around 30,000 ft at the poles to 56,000 ft at the equator.

Where an aircraft changes its position horizontally from within the jet stream to outside the jet stream, or vice versa, a horizontal temperature gradient may be experienced but because jet streams meander, such a change of position need not be the result of a change of course by the aircraft.

Because the altitude of the tropopause is not constant, an airplane that flies at a constant altitude would traverse it and encounter any associated CAT. On the 1st May, 2017, a Boeing 777 flying from Moscow to Thailand got into clear air turbulence. The aircraft suddenly dropped and 27 passengers who were not buckled up sustained serious injuries. The pilots were able to stabilize the aircraft and continue the flight. Some passengers needed medical attention and were taken to Bangkok hospital upon arrival.



Because modern aircraft move so quickly, they can experience sudden unexpected accelerations or 'bumps' from turbulence, including CAT, as the aircraft rapidly crosses invisible bodies of air which are moving vertically at many different speeds. Although the vast majority of cases of turbulence are harmless, they can be terrifying to passengers and in rare cases cabin crew and passengers on aircraft have been injured when tossed around inside an aircraft cabin.



Click <u>HERE</u> for a bit of SR-71 fun, and remember: "The golden rule", whenever you are seated in an aircraft, buckle up!!

The difference between ice cream, gelato and sorbet.

Now this is important, this is something you must read!!! Unless you make your own, you may be forgiven for thinking ice cream and gelato are simply different names for the same thing, well, if so, you'd be wrong. There are differences, see below:



Ice cream.

Ice cream is a sweet, frozen dessert made from cream or milk products (or both) and other ingredients, and is generally aerated. A food that is sold as 'ice cream' must contain no less than 100g/kg of milk fat and 168g/L of food solids. In its most basic form, ice cream is a mixture of cream and/or milk, sugar and sometimes eggs. It is frozen while being churned to create a



frozen product. In commercial ice-cream making, stabilizers such as plant gums are usually added and the mixture is pasteurised and homogenised. The mixture may have flavourings added, from something as simple as vanilla to fruit or other more exotic flavours.

The mixture is then frozen in special machines that agitate it, using paddles or dashers, combining air to keep the ice crystals small and freeze it at the perfect rate to create a smooth, creamy-textured ice cream.

Gelato.

Gelato means 'ice cream' in Italian, but the two are not exactly the same. Gelato generally contains less fat than ice cream, as gelato uses whole milk while ice cream is made with cream. It also has less air churned into it during freezing, which makes its texture denser. Gelato is traditionally served at a slightly warmer temperature than ice cream, so it feels a bit softer and looks glossier.

Sorbet.

Sorbet contains just fruit and sugar. It does not contain any dairy. It's often churned in an ice cream maker, which makes it scoop-able but not creamy. Restaurants use sorbet as a palate cleanser during multi-course meals because its intense fruit flavour is extra refreshing. It is also very easy to make at home.

There!! So now you can enjoy a good night's sleep!!

A business man got on an elevator. When he entered, there was a blonde already inside who greeted him with a bright, "T-G-I-F" He smiled at her and replied, "S-H-I-T" She looked puzzled and repeated, "T-G-I-F," more slowly. He again answered, "S-H-I-T." The blonde was trying to keep it friendly, so she smiled her biggest smile, and said as sweetly as possibly, "T-G-I-F." The man smiled back to her and once again, "S-H-I-T." The exasperated blonde finally decided to explain. 'T-G-I-F' means 'Thank God, It's Friday.' Get it, duuhhh?" The man answered, "S-H-I-T' means 'Sorry, Honey, It's Thursday'-- duuhhh.





Velly Intelesting – but stupid!!!!



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Remembrance Day.

After four years of bloodshed and bombardment, peace descended eerily on Europe's Western Front at 11am on November 11, 1918. It was the moment the armistice came into effect – an agreement among Germany and the Allied Powers of France, Great Britain and the USA to end the First World War. More than 10 million soldiers, sailors and airmen had lost their lives since the war began four years earlier. As a loyal bastion of the British Empire, more than 416,000 Australians volunteered to serve in the Australian and New Zealand Army Corps and Royal Australian Navy – including 57,000 Queenslanders.



Outdoor group portrait of D Company, 53rd Battalion on Armistice Day. image Source: Australian War Memorial

But more than 61,000 of Australia's volunteers never returned, laying down their lives on foreign fields as far flung as Palestine and Pozieres in a war defined by bloody and brutal trench warfare. Across the world, the warring nations were left numb with grief as the guns fell silent.

The first Remembrance Day service took place at the Cenotaph memorial in London on the first anniversary of the war's end and it was called Armistice Day. The commemoration was instigated by King George V and soon spread across the British Empire, as well as France and the USA. But it was Australian Edward Honey, a journalist who had fought with the British



Army before being medically discharged, who first suggested the custom of holding a minute's or two minutes' silence at 11am. He had been angered by seeing people joyously celebrating the armistice in London in 1918 and argued a 'bitter-sweet silence' would be a more fitting tribute to the dead.

In Australia, Anzac Day had already been established in 1916 to honour the Australians who had died at Gallipoli and other campaigns. After the Second World War, the name Armistice

Day was changed to Remembrance Day as it was decided the day should honour all Australia's fallen, not only those from the First World War.

Queen Street, Brisbane at 1:45 pm on 12 November, 1918, with people celebrating the end of World War One Image Source: State Library of Queensland

The other custom most associated with Remembrance Day is the wearing of red poppies.

Poppies were often the only sign of life across the blasted battlefields of the Western Front and in 1915 they inspired Canadian doctor Lt Col John McCrae to write the poem In Flanders Fields. It begins with the lines:

> "In Flanders' fields the poppies glow Between the crosses, row on row."

Click <u>HERE</u> to read the full poem.

A century later, those little red flowers remain a powerful symbol of lives lost through service to our country. In the lead up to Remembrance Day each year, the RSL Poppy Appeal sees

millions of Australians pin colourful replicas of the flowers on their chests in honour of the brave and fallen. All funds raised through the Poppy Appeal go towards supporting current and former ADF personnel and their families through emergency housing, counselling, financial advocacy and more.

Each year, RSL Queensland hosts dozens of services and commemorations in cities, towns and rural areas across the state, the largest of which is held at Anzac Square in Brisbane. A minute's silence is observed at 11am on November 11 every year to remember those who served for the freedoms we enjoy today.

The Caloundra RSL held their Remembrance Day Ceremony under the Vietnam War Iroquois Helicopter that had been dedicated in the Sub-Branch's magnificent Memorial Gardens on the 16th March 2012 (see <u>HERE</u>).





The day began at about 10.00am with the Cadets of 106 Army Cadet Unit forming up and marching from near the main entrance of the Club Premises down to the dedication area.









Accompanied by three drummers, and led by their CO, Captain Tony Mohr, the Cadets marched through the car-parks and then formed an honour guard for the advancement of the Catafalque Party.







The Catafalque Party formed up around the Cenotaph.



Cadet Fryer, part of the Catafalque party.





The Magnificent Memorial Gardens.



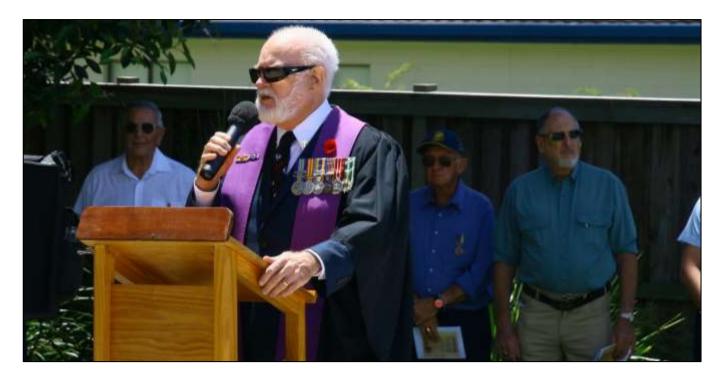




Pat Horgan, the Sub-Branch President, welcomed everyone to the ceremony.







Reverend <u>Arthur Fry</u>, an old Ballaratter from 27 RMC, led everyone in prayer in remembering those who have given all when serving our country.





Two lovely young students from the Sunshine Coast's Pacific Lutheran College, Olivia Papallo and Ethan Hall, recited the poem, "In Flanders Field."









Air Commodore (Retired) Garry Bates address those present, reminding everyone of the significance of Remembrance Day and the sacrifice given and lives lost in the far too numerous conflicts. Over the years, more than 1.5 million Australians have served in defence of our nation and our values and more than 102,000 have died.



I envy paranoids... They actually feel that people are paying attention to them.





Heather Christie, the Secretary of the Caloundra Sub Branch, called on those intending to lay a wreath at the Cenotaph to so do.



On behalf of 9 Squadron - John Dunn, Elec Fitter with 9Sqn from Apr 66 to Jun 67.





On behalf of the Sunshine Coast chapter of the Vietnam Vets Association - Lloyd "Billy" Bunter, Radtech with 9 Sqn from April 1968 to Apr 1969.



Peter Keddie provided solemn background music on his pipes during the wreath laying ceremony.



A customer was really hassling an airline agent at the ticket counter -- yelling and using foul language. The agent was polite, pleasant and smiled while the customer continued to abuse her. When the man finally left, the next person in line said to the agent, "Does that happen often? I can't believe how nice you were to him." The agent smiled and said, "No problem, I took care of it. He's going to Sydney. But his bags are going to Berlin."



After the ceremony, Brendan Hucknell played a moving rendition of the Last Post after which everyone stood for 1 minute's silence.

The Canadian Government recently issued a travel warning. They suggested that anyone travelling in the current icy conditions should make sure they have the following:

shovel, blankets or sleeping bag, extra clothing including hat and gloves, 24 hours' worth of food, de-icer rock salt, flashlight with spare batteries, road flares or reflective triangles, empty fuel can, first aid kit and booster cables.

Boy did I get some stares on the bus this morning!





With that, the Ceremony closed, Captain Tony Mohr marched off his troops and everyone was invited to the Club rooms for morning tea.

The Army's Tiger fleet still grounded after 9 weeks.

Contact 10/10/2017

The Australian Army's fleet of 22 armed reconnaissance Tiger helicopters is still grounded more than nine weeks after Airbus Helicopters put out a safety bulletin saying they had no idea why a German helicopter crashed in Africa, killing its two crew.

A Defence spokesman confirmed on the 20th October 2017 that it was awaiting further advice before allowing the aircraft to fly again. The German accident investigation is ongoing and the Australian Defence Force has continued to suspend flight operations of the ARH Tiger fleet until the outcomes of the investigation are known. The safety of every Tiger helicopter around the world was put under a cloud following a fatal crash in Africa on July 26.





One of four German-army Tiger helicopters deployed on a peacekeeping mission in Mali crashed after its main rotor blades fell off while flying at around 2000 feet, killing both pilots. After preliminary investigations, Tiger manufacture Airbus Helicopters put out a safety bulletin on 11 August basically saying that they had not yet identified a part or a reason for the blades to separate from the aircraft and could not say whether it was a design or manufacturing fault or a maintenance error that caused the crash.

While the Airbus statement did not specifically 'ground' all Tiger helicopters, operators were left in a position where, when the manufacturer couldn't guarantee the safety of the equipment, they had little other choice – and the ADF officially grounded its fleet on 14 August.

A Defence spokesman said "Defence decided to cease flying operations of the Australian Tiger fleet until further information becomes available". Nine weeks later, it seems no further information has become available and the Australian Army's fleet remains grounded.

The Australian Army operates 22 of the two-seat aircraft that cost \$1.8 billion which have been subject to an array of problems. Originally earmarked to reach final operational capability by 2009, the aircraft did not achieve the milestone until 2016, and only then with nine operational caveats which were issued in reference to deficiencies in the electronic warfare self-protection system, limitations with voice and data communications, missiles no longer being manufactured by the original maker and constraints on spare parts. Defence is planning to replace all the Tigers in the mid-2020s and speculation has mounted over whether a multi-million-dollar midlife upgrade will go ahead given some of the problems faced.



The Defence White Paper and its accompanying Integrated Investment Program foreshadows significant new investments in Army Aviation, ranging from the early retirement and replacement of the Tiger Armed Reconnaissance Helicopter (ARH) to the acquisition of a new armed light helicopter for Special Forces support and additional Chinook heavy-lift helicopters. The forecast early retirement of the Tiger ARH follows on-going issues with the European-developed helicopter's sustainment and serviceability rates and issues connecting its Eurogrid datalink to other ADF assets and networks that have limited its operational utility. Finally, the Tiger has yet to operate off the Navy's new LHD amphibious assault ships.

Possible replacements for the Tiger, include the US Army's AH-6/MH-6 Little Bird series (right) or the Airbus Helicopters H135M (below) which would also bring commonality benefits with the H135s currently being acquired for Defence helicopter pilot training.

The Little Bird aircraft first flew in 1963 and was known as the "Busy Bee" during the Vietnam War.



At the other end of the rotorcraft scale the Integrated Investment Program confirmed the acquisition of three additional CH-47F Chinooks, a decision pre-empted by a US Défense Security Cooperation Agency announcement late last year.

What is news is the Integrated Investment Program's foreshadowing of the acquisition of "new aero-medical evacuation equipment for the additional Chinook helicopters in the decade to FY 2025-26".

Finally, the MRH 90 troop lift helicopter will continue to be introduced into service, with Army operating 39 to 41 aircraft and Navy operating 6 to 8 aircraft. Current plans also include a requirement for rolespecific upgrades to the MRH 90 troop



lift helicopter to replace the S-70A Black Hawk in support of domestic counter-terrorism operations.





Health and Life Style.

Veterans' Health.

Much has been spoken about Veterans' mental health in recent months. If you or your family or friends think that you may have a mental health issue, instead of "self-medicating" on booze or pills, please seek some assistance. It really is easy to access the system. Treatment is provided for the following problems:

Post Traumatic Stress Disorder; Depressive Disorder; Anxiety Disorder; Alcohol Use Disorder; Substance Abuse Disorder.

Treatment of certain health conditions whatever the cause – Are you eligible?

Individuals with service in the Australian Defence Force (ADF) may be eligible for treatment of certain health conditions even if they are not related to service.

These treatment arrangements are called non-liability health care.

See over for eligibility details.

More information is available at www.dva.gov.au/nlhc







Treatment is provided under the DVA Non-Liability Health Care Scheme which basically means you are not required to prove that your condition is service-related. All that is needed is for you to have had a period of full-time service. No minimum duration of service is specified. The use of this scheme will not affect further claims for compensation. (If you do, however, lodge a claim for compensation, be aware that all accepted disabilities will be reviewed. Speak to a Pensions Officer at your Ex-Services Organisation before proceeding with a claim.)

There is no need to lodge a formal application form. The easier way is to email a request for Non-Liability Health Care to NLHC@dva.gov.au or phone 1800-011-046. If you are not in the DVA system (e.g. white or gold card) you may be required to show proof of ID, but don't let that deter you. - For complete info please see <u>HERE</u>.

Transgender.

There has been a lot written and said about transgender people over the past few months, some of it enlightening, some absolute rubbish. Some of it was meant to be helpful and to advise, some meant to be harmful and to divide.

Here are the facts:

The word "transgender" encompasses more than you might realize. It covers a range of gender identities and expressions that might fall outside of the idea that all people can be classified as only one of two genders — male or female (gender binary). Transgender is an umbrella term used to capture the spectrum of gender identity and gender-expression diversity. Gender identity is the internal sense of being male, female, neither or both. Gender expression — often an extension of gender identity — involves the expression of a person's gender identity through social roles, appearance and behaviours.

People who are transgender include:

- Those who have a gender identity that differs from the sex assigned to them at birth
- Those whose gender expression (the way gender is conveyed to others through clothing, communication, mannerisms and interests) and behaviour don't follow stereotypical societal norms for the sex assigned to them at birth
- Those who identify and express their gender fluidly outside of the gender binary, which might or might not involve hormonal or surgical procedures.

Being transgender doesn't say or imply anything about a person's sexual orientation — physical and emotional attraction or sexual behaviour. Sexual orientation is an inherent component of





every individual. A person's sexual orientation can't be assumed based on gender identity or gender expression.

Gender dysphoria is the feeling of discomfort or distress that might accompany a difference between gender identity, sex assigned at birth or sex-related physical characteristics. This type of distress doesn't affect everyone who is transgender. Gender dysphoria is listed in the Diagnostic and Statistical Manual of Mental Disorders (DSM-5), a manual published by the American Psychiatric Association to diagnose mental conditions. Gender dysphoria is a diagnosis that is given to individuals who are experiencing discomfort or distress due to the difference between gender identity, sex assigned at birth or sex-related physical characteristics. Knowing helpful terms

Other terms that might come up in a discussion about being transgender include:

- **Cisgender.** This term is used to describe an individual whose gender identity and expression matches the stereotypical societal characteristics related to sex assigned at birth.
- Cross-dressing. This involves dressing as the other gender for entertainment or pleasure. Cross-dressing isn't necessarily a sign of a person's gender identity or sexual orientation.

necessarily a sign of a person's gender identity or sexual orientation. Cross-dressing also isn't indicative of gender dysphoria.

- Gender fluidity. This is the exhibition of a variability of gender identity and expression. Gender fluid people don't feel restricted by typical societal norms and expectations and might identify and express themselves as masculine, feminine or along a spectrum, and possibly with variations over time.
- **Gender nonconforming.** This occurs when gender expression, gender roles or both differ from societal norms and expectations for an individual's sex assigned at birth.
- **Gender role.** This term refers to the societal norms and expectations associated with a person's sex assigned at birth.
- **Sexual minority stress.** This is stress related to societal stigma, prejudice and discrimination toward individuals with diverse gender identity and expression.
- **Trans man and trans woman.** These terms are used to describe, in a gender binary manner, a transgender individual's gender identity or expression. For example, the term "trans woman" is used for an individual whose sex at birth was assigned male and whose gender identity is female. However, not all transgender individuals use these terms to describe themselves.

People who are born transgender are like people who are born with red hair – perfectly normal!!! None of us have a say in how we turn out, some of us have black skin, some white, some of us are very clever, some not so, some are born female, some male, some either, some





neither - it's just life. We're born, we live, we die. Enjoy the bit in the middle while you can, smell the roses, none of us have the right to judge.

If you don't put it in your mouth it won't appear on your backside.

Shingles.

Shingles is a viral infection that causes a painful rash. Although shingles can occur anywhere on your body, it most often appears as a single stripe of blisters that wraps around either the left or the right side of your torso.

Shingles is caused by the varicella-zoster virus — the same virus that causes chickenpox. After you've had chickenpox, the virus lies inactive in nerve tissue near your spinal cord and brain. Years later, the virus may reactivate as shingles.

While it isn't a life-threatening condition, shingles can be very painful. Vaccines can help reduce the risk of shingles, while early

treatment can help shorten a shingles infection and lessen the chance of complications.

Symptoms.

The signs and symptoms of shingles usually affect only a small section of one side of your body. These signs and symptoms may include:

- Pain, burning, numbness or tingling.
- Sensitivity to touch.
- A red rash that begins a few days after the pain.
- Fluid-filled blisters that break open and crust over.
- Itching.

Some people also experience:

- Fever.
- Headache.
- Sensitivity to light.
- Fatigue.





Pain is usually the first symptom of shingles. For some, it can be intense. Depending on the location of the pain, it can sometimes be mistaken for a symptom of problems affecting the heart, lungs or kidneys. Some people experience shingles pain without ever developing the rash.

Most commonly, the shingles rash develops as a stripe of blisters that wraps around either the left or right side of your torso. Sometimes the shingles rash occurs around one eye or on one side of the neck or face.

When to see a doctor.

Contact your doctor promptly if you suspect shingles, but especially in the following situations:

- The pain and rash occur near an eye. If left untreated, this infection can lead to permanent eye damage.
- You're 60 or older, because age significantly increases your risk of complications.
- You or someone in your family has a weakened immune system (due to cancer, medications or chronic illness).
- The rash is widespread and painful.

Causes.

Anyone who's had chickenpox may develop shingles. After you recover from chickenpox, the virus can enter your nervous system and lie dormant for years. Eventually, it may reactivate and travel along nerve pathways to your skin — producing shingles. But, not everyone who's had chickenpox will develop shingles.

The reason for shingles is unclear. But it may be due to lowered immunity to infections as you grow older. Shingles is more common in older adults and in people who have weakened immune systems. Varicella-zoster is part of a group of viruses called herpes viruses, which includes the viruses that cause cold



sores and genital herpes. Because of this, shingles is also known as herpes zoster. But the virus that causes chickenpox and shingles is not the same virus responsible for cold sores or genital herpes, a sexually transmitted infection.

Are you contagious?

A person with shingles can pass the varicella-zoster virus to anyone who isn't immune to chickenpox. This usually occurs through direct contact with the open sores of the shingles rash. Once infected, the person will develop chickenpox, however, not shingles. Chickenpox can be dangerous for some people. Until your shingles blisters scab over, you are contagious and should avoid physical contact with anyone who hasn't yet had chickenpox or the chickenpox vaccine, especially people with weakened immune systems, pregnant women and newborns.



Risk factors.

Anyone who has ever had chickenpox can develop shingles. A lot of adults had chickenpox when they were children, before the advent of the routine childhood vaccination that now protects against chickenpox.

Factors that may increase your risk of developing shingles include:

- Being older than 50. Shingles is most common in people older than 50. The risk increases with age. Some experts estimate that half the people age 80 and older will have shingles.
- Having certain diseases. Diseases that weaken your immune system, such as HIV/AIDS and cancer, can increase your risk of shingles.
- **Undergoing cancer treatments.** Radiation or chemotherapy can lower your resistance to diseases and may trigger shingles.
- Taking certain medications. Drugs designed to prevent rejection of transplanted organs can increase your risk of shingles as can prolonged use of steroids, such as prednisone.

Complications.

Complications from shingles can include:

 Postherpetic neuralgia. For some people, shingles pain continues long after the blisters have cleared. This condition is known as postherpetic neuralgia, and it occurs



when damaged nerve fibres send confused and exaggerated messages of pain from your skin to your brain.

- **Vision loss.** Shingles in or around an eye (ophthalmic shingles) can cause painful eye infections that may result in vision loss.
- **Neurological problems.** Depending on which nerves are affected, shingles can cause an inflammation of the brain (encephalitis), facial paralysis, or hearing or balance problems.
- Skin infections. If shingles blisters aren't properly treated, bacterial skin infections may develop.

Q. What do most men consider a gourmet restaurant?A. Any place without a drive-up window.



HIV.

When do early HIV symptoms first appear?

Early HIV symptoms usually occur within a month or two after infection and are often like a bad case of the flu. In many people, early HIV signs and symptoms include:

- Fever
- Headache
- Fatigue
- Swollen lymph glands
- Rash



These early HIV symptoms are called acute retroviral syndrome or primary HIV infection and are the body's natural response. Symptoms, if they appear at all, usually disappear within a week to a month and are often mistaken for those of another viral infection. During this period, you are very infectious. More-persistent or more-severe symptoms of HIV infection may not appear for several years after the initial infection.

The symptoms that indicate an early HIV infection are extremely common. Often, you can't tell them apart from symptoms of another viral infection. If you're concerned that you might have been exposed to HIV, talk to your doctor about your testing options.

First Aid Kit.

A well-stocked first-aid kit can help you respond effectively to common injuries and emergencies. Keep at least one first-aid kit in your home and one in your car. Store your kits someplace easy to get to and out of the reach of young children. Make sure children old enough to understand the purpose of the kits know where they're stored.



You can buy first-aid kits at many chemists or assemble your own. You may want to tailor your kit based on your activities and needs. A basic first-aid kit includes:

- Adhesive tape
- Elastic wrap bandages
- Bandage strips and "butterfly" bandages in assorted sizes
- Nonstick sterile bandages and roller gauze in assorted sizes
- Eye shield or pad
- Triangular bandage



- Aluminium finger split
- Instant cold packs
- Cotton balls and cotton-tipped swabs
- Disposable nonlatex examination gloves, several pairs
- Duct tape
- Petroleum jelly or other lubricant
- Plastic bags, assorted sizes
- Safety pins in assorted sizes
- Scissors and tweezers
- Soap or hand sanitizer
- Antibiotic ointment
- Antiseptic solution and towelettes
- Eyewash solution
- Thermometer
- Turkey baster or other bulb suction device for flushing wounds
- Breathing barrier
- Syringe, medicine cup or spoon
- First-aid manual

Medications

- Aloe vera gel
- Calamine lotion
- Anti-diarrhea medication
- Laxative
- Antacids
- Antihistamine, such as diphenhydramine
- Pain relievers, such as acetaminophen (Tylenol, others), ibuprofen (Advil, Motrin IB, others) and aspirin (never give aspirin to children)
- Hydrocortisone cream
- Cough and cold medications
- Personal medications that don't need refrigeration
- Auto-injector of epinephrine, if prescribed by your doctor

Emergency items

- Emergency phone numbers, including contact information for your family doctor and paediatrician, local emergency services, emergency road service providers, and the poison help line, which in Australia is 131 126.
- Medical consent forms for each family member
- Medical history forms for each family member
- Small, waterproof flashlight or headlamp and extra batteries
- Waterproof matches
- Small notepad and waterproof writing instrument
- Emergency space blanket





- Cell phone with solar charger
- Sunscreen
- Insect repellant
- Whistle

Give your kit a checkup.

- Check your first-aid kits regularly to be sure the torch batteries work and to replace supplies that have expired or been used up.
- Consider taking a first-aid course through the Australian Red Cross. Contact your local chapter for information on classes.
- Prepare children for medical emergencies in age-appropriate ways. The Red Cross offers a number of helpful resources, including classes designed to help children understand and use first-aid techniques.

Stress management.

Stress management starts with an honest assessment of how you react to stress. You can then counter unhealthy ways of reacting with more-helpful techniques.

It's hard to avoid stress these days with so many competing demands for your time and attention, but with good stress management skills, you can cope with stress in a healthy way. One of the first steps toward good stress management is understanding how you react to stress and making changes if necessary. Take an honest look at how you react to stress and then adopt or madify stress management techniques to make auto

adopt or modify stress management techniques to make sure the stress in your life doesn't lead to health problems.

Evaluate how you react to stress.

Stress management skills often don't come naturally. You can learn new stress management skills or modify your existing stress management skills to help you cope better, though. First, take a look at how you react to stress. Some people seem to take everything in their stride. Their naturally laid-back attitudes shine through, even in stressful situations. Others get anxious at the first sign of a stressful situation.



Here are some common but unhealthy reactions to stress. Do any of these describe your reactions? If you're not sure, consider keeping a daily journal for a week or so to monitor your reactions to stressful situations.



- **Pain.** You may unconsciously clench your jaws or fists or develop muscle tension, especially in your neck and shoulders, all of which can lead to unexplained physical pain. Stress may also cause a variety of other health ailments, including upset stomach, shortness of breath, back pain, headaches and insomnia.
- **Overeating.** Stress may trigger you to eat even when you're not hungry, or you may skip exercise. In contrast, you may eat less, actually losing weight when under more stress.
- **Anger.** Stress may leave you with a short temper. When you're under pressure, you may find yourself arguing with co-workers, friends or loved ones, sometimes with little provocation or about things that have nothing to do with your stressful situation.
- **Crying.** Stress may trigger crying periods, sometimes seemingly without warning. Little things unrelated to your stress may leave you in tears. You also may feel lonely or isolated.
- **Depression.** Sometimes stress may be too much to take. You might avoid the problem, call in sick to work, feel hopeless or simply give up. Chronic stress can be a factor in the development of depression or anxiety disorders.
- **Negativity.** When you don't cope well with stress, you may automatically expect the worst or magnify the negative aspects of any undesirable situation.
- **Smoking.** Even if you quit smoking long ago, a cigarette may seem like an easy way to relax when you're under pressure. In fact, stress is a leading cause of having a smoking relapse. You may also find yourself turning to alcohol or drugs to numb the effects of stress.

Take the next step toward stress management

Once you've identified the unhealthy reactions you may be having to uncontrolled stress, you can begin to improve your stress management skills. Stress management techniques abound, including:

- Scale back. Cut back on your obligations when possible. While it may seem easier said than done, take a close look at your daily, weekly and monthly schedule and find meetings, activities, dinners or chores that you can cut back on or delegate to someone else.
- Relax. Physical activity, meditation, yoga, massage, deep breathing and other relaxation techniques can help you manage stress. It doesn't matter which relaxation technique you choose. What matters is refocusing your attention to something calming and increasing awareness of your body.
- **Prepare.** Stay ahead of stress by preparing for meetings or trips, scheduling your time better, and setting realistic goals



for tasks both big and small. Stress mounts when you run out of time because



something comes up that you didn't account for, build in time for traffic jams, for example.

- **Reach out.** Make or renew connections with others. Surrounding yourself with supportive family, friends or co-workers can have a positive effect on your mental well-being and your ability to cope with stress. Volunteer in your community.
- **Take up a hobby.** When you engage in something enjoyable, it can soothe and calm your restless mind. Try reading, gardening, crafts, tinkering with electronics, fishing, carpentry, music, things that you don't get competitive or more stressed out about.
- **Get enough sleep.** Lack of sufficient sleep affects your immune system and your judgment and makes you more likely to snap over minor irritations. Most people need seven to nine hours of sleep a day.
- Get professional help. If your stress management efforts aren't helpful enough, see your doctor. Chronic, uncontrolled stress can lead to a variety of potentially serious health problems, including depression and pain.

Stress usually doesn't just get better on its own. You may have to actively work on getting control of the stress in your life so that it doesn't control you. When you first identify how you react to stressful situations, you then can put yourself in a better position to manage the stress, even if you can't eliminate it. And if your current efforts at stress management aren't working, try something new.

Can chocolate be good for my health?

Healthy chocolate sounds like a dream come true, but chocolate hasn't gained the status of health food quite yet. Still, chocolate's reputation is on the rise, as a growing number of studies suggest that it can be a heart-healthy choice.



Chocolate and its main ingredient, cocoa, appear to reduce risk factors for heart disease. Flavanols in cocoa beans have antioxidant effects that reduce cell damage implicated in heart disease. Flavanols, which are more prevalent in dark chocolate than in milk chocolate, also help lower blood pressure and improve vascular function.

In addition, some research has linked chocolate consumption to reduced risks of diabetes, stroke and heart attack. One caveat: More research is needed to confirm these results.





In the meantime, if you want to add chocolate to your diet, do so in moderation. Why? Most commercial chocolate has ingredients that add fat, sugar and calories and too much can contribute to weight gain, a risk factor for high blood pressure, heart disease and diabetes. On the other hand, cocoa itself, unlike chocolate, is low in sugar and fat while offering potential health benefits. If you enjoy chocolate flavour, add plain cocoa to your low-fat milk or morning oats.

The man walked over to the perfume counter and told the clerk he'd like a bottle of Chanel #5 for his wife's birthday. "A little surprise, eh?" smiled the clerk. "You bet," answered the customer. "She's expecting a long sea cruise."

Is juicing healthier than eating whole fruits or vegetables?

Juicing is not any healthier than eating whole fruits and vegetables.

Juicing extracts the juice from fresh fruits or vegetables. The resulting liquid contains most of the vitamins, minerals and plant chemicals (phytonutrients) found in the whole fruit, however, whole fruits and vegetables also have healthy fibre which is lost during most juicing.

Some juicing proponents say that juicing is better for you than is eating whole fruits and vegetables because your body can absorb the nutrients better and it gives your digestive system a rest from working on fibre. They say that juicing can reduce your risk of cancer, boost your immune system, help remove toxins from your body, aid digestion and help you lose weight.

However, there's no sound scientific evidence that extracted juices are healthier than the juice you get by eating the whole fruit or vegetable itself.

On the other hand, if you don't enjoy eating fresh fruits and vegetables, juicing may be a fun way to





add them to your diet or to try fruits and vegetables you normally wouldn't eat. You can find many juicing recipes online or mix up your own combinations of fruits and vegetables to suit your taste.

You might also consider blending instead of juicing. Blending the edible parts of fruits produces a drink that contains more healthy phytonutrients and fibre. And fibre can help you feel full.

If you do try juicing, make only as much juice as you can drink at one time because fresh squeezed juice can quickly develop harmful bacteria. If you buy commercially produced fresh juice, select a pasteurized product.

Also keep in mind that juices may contain more sugar than you realize and if you aren't careful, these extra calories can lead to weight gain.

In a democracy it's your vote that counts. In feudalism it's your count that votes.

Exercise: - 7 benefits of regular physical activity.

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



Want to feel better, have more energy and even add years to your life? Just exercise. The health benefits of regular exercise and physical activity are hard to ignore. Everyone benefits from exercise, regardless of age, sex or physical ability.





Need more convincing to get moving? Check out these seven ways exercise can lead to a happier, healthier you.

1. Exercise controls weight.

Exercise can help prevent excess weight gain or help maintain weight loss. When you engage in physical activity, you burn calories. The more intense the activity, the more calories you burn. Regular trips to the gym are great, but don't worry if you can't find a large chunk of time to exercise every day. To reap the benefits of exercise, just get more active throughout your day, take the stairs instead of the elevator or rev up your household chores. Consistency is key.

2. Exercise combats health conditions and diseases.

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

3. Exercise improves mood.

Need an emotional lift? Or need to blow off some steam after a stressful day? A gym session or brisk 30-minute walk can help. Physical activity stimulates various brain chemicals that may

leave you feeling happier and more relaxed. You may also feel better about your appearance and yourself when you exercise regularly, which can boost your confidence and improve your self-esteem.

4. Exercise boosts energy.

Winded by grocery shopping or household chores? Regular physical activity can improve your muscle strength and boost your endurance. Exercise delivers oxygen and nutrients to your tissues and helps your cardiovascular system work more efficiently. And when



your heart and lung health improve, you have more energy to tackle daily chores.

5. Exercise promotes better sleep.

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

6. Exercise puts the spark back into your sex life.

Do you feel too tired or too out of shape to enjoy physical intimacy? Regular physical activity can improve energy levels and physical appearance, which may boost your sex life. But there's even more to it than that. Regular physical activity may enhance arousal for women. And men



who exercise regularly are less likely to have problems with erectile dysfunction than are men who don't exercise.

7. Exercise can be fun ... and social!.

Exercise and physical activity can be enjoyable. It gives you a chance to unwind, enjoy the outdoors or simply engage in activities that make you happy. Physical activity can also help you connect with family or friends in a fun social setting. So, take a dance class, hit the hiking trails or join a sports team. Find a physical activity you enjoy, and just do it. Bored? Try something new, or do something with friends.

The bottom line on exercise.

Exercise and physical activity are a great way to feel better, boost your health and have fun. Aim for at least 150 minutes per week of moderate-intensity exercise, or 75 minutes per week of vigorous exercise. Try to engage in a combination of vigorous and moderate aerobic exercises, such as running, walking or swimming. Squeeze in strength training at least twice per week by lifting free weights, using weight machines or doing body weight exercises.

Space out your activities throughout the week. If you want to lose weight or meet specific fitness goals, you may need to ramp up your exercise efforts. Remember to check with your doctor before starting a new exercise program, especially if you haven't exercised for a long time, have chronic health problems, such as heart disease, diabetes or arthritis, or you have any concerns.

Two hydrogen atoms meet. One says, 'I've lost my electron.' The other says 'Are you sure?' The first replies, 'Yes, I'm positive.'

Snacks: How they fit into your weight-loss plan.

Well-planned, healthy snacks can complement your weight-loss plan. Here are creative and healthy ways to satisfy your hunger.

Your stomach is growling, but lunch is hours away. You could grab a snack, but you think it's best to grit your teeth and wait for lunch. Not so, if weight loss is your goal. In fact, well-planned weight-loss diets, such as the <u>Mayo Clinic Diet</u>, allow for healthy snacks to help manage hunger and reduce bingeing at mealtime. The key is to eat healthy snacks that satisfy your hunger and keep the calorie count low.



Choose healthy snacks.

Select foods that satisfy your hunger, supply your body with energy and provide important nutrients. Opt for snacks of 100 calories or less to stay within your daily calorie goal. So what are some smart choices? Here are several suggestions for 100-calorie snacks:

- 1 cup sliced bananas and fresh raspberries (or any fruit)
- 2 cups of baby carrots
- 3¹/₂ cups air-popped popcorn
- 5 Melba toast crackers, rye or pumpernickel
- 2 tablespoons of peanuts
- 2 domino-sized slices of low-fat colby or cheddar cheese

100-calorie goal.

A good goal for a between-meal snack is something with fewer than 100 calories. Generous portions of fruits or vegetables can easily help fill you up while staying below that calorie count. All of the following servings have fewer than 100 calories:

- Medium apple: 95 calories
- Small banana: 90 calories
- Two kiwis: 84 calories
- 20 medium baby carrots: 70 calories
- 20 grapes: 68 calories
- Medium orange: 65 calories
- 20 cherry tomatoes: 61 calories
- Medium peach: 58 calories
- Medium red pepper: 37 calories
- 20 pea pods: 28 calories



For comparison, one reduced-fat cheese stick has about 60 calories, which is well below the 100-calorie goal, but it also has 4.5 grams of fat. While the protein and fat may help curb your appetite, a single cheese stick may not be as satisfying as, say, 20 baby carrots, which add up to nearly 10 times the weight of the cheese stick, have 70 calories and less than 1 gram of fat.

Fresh is best, but....

While fresh fruits and vegetables are the best choices for between-meal snacks, frozen fruits and vegetables are a good alternative. Canned fruit packed in its own juices or water, not in syrup, is a reasonable choice even though the processing does somewhat lower the nutrient value.

Other snack options.

Other snacks that are healthy and low in calories include the following:



- **Popcorn.** Two cups of air-popped popcorn have 62 calories and is a good source of nutrients, such as magnesium and potassium.
- Whole-grain crispbreads. Toasted whole-grain bread crackers, such as rye Melba toast, are good sources of fibre and complex carbohydrates. Five pieces of Melba toast have about 97 calories.
- **Hummus.** Hummus is made primarily from chickpeas, a small amount of ground sesame seeds and olive oil. It's a good source of protein. Although it contains fats, they are mostly healthy polyunsaturated and monounsaturated fats. Two tablespoons of hummus a good dip for a low-calorie vegetable snack has 50 calories and 2.8 grams of fat.
- **Nuts.** While nuts may have a bad reputation, research studies have shown that they don't generally contribute to increased calorie intake or weight gain when eaten in moderation, in part because you feel satisfied after eating them. Nuts also have been associated with a decreased risk of heart disease and overall mortality. Thirteen almonds provide a 100-calorie snack with 7.8 grams of healthy fats.

Making snack time work for you.

Healthy snacking requires planning. Here are some tips to snack sensibly:

- Keep your house stocked with fresh fruits and vegetables. Buy a variety so that you don't get bored with your selection.
- Keep a supply of frozen or canned fruits at home and work for backup.
- Don't keep conventional snacks, such as candy or chips, in the house.
- Have a small amount of mixed nuts when hungry, which will go a long way toward decreasing hunger sensations.
- Experiment with herbs or spices to make fruits and vegetables more interesting.
- Prepare snacks in the evening for the next day. For example, before bedtime slice up a red pepper, wash an apple or count out a snack-size serving of grapes. Put the snack in a container so that it's ready to go in the morning.

Planning ahead by having healthy choices on hand can help make your weight-loss or weightmaintenance plan a success.







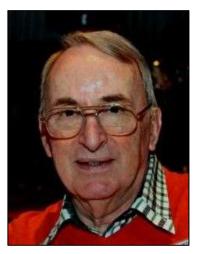
Pedro's Patter.

Excerpt from Jeff's book – Wallaby Airlines.

Leading a Charmed Life.

It is hard to say which was the greater shock to the system—going to Butterworth, or coming back.

Dave Marland and I were sharing the flying on this trip, with Dick De Friskbom looking after the aircraft. Dave and I go way back. He was a year behind me at Point Cook, so we shared three years there. Even allowing for the fact that he is a 'Pom' and a year older we always got on quite well together.



Packing for the trip was a bit more complicated than going on a Nha Trang detachment, where we wore either flying suits or second-best casuals. We needed flying suits for the trip down and back, but would have to wear drabs (normal summer uniform) in the mess at Butterworth, and some smarter gear downtown. And of course we needed some real money, rather than the MPC 'funny money' we used in Vietnam.

Then we were told there would be a week's delay. Maybe the whole thing would be cancelled. Our disappointment was overshadowed with the news that a 9 Squadron chopper had <u>crashed</u> and burnt. Peter Middleton, the copilot, was seriously hurt. I felt really sorry for him. It was the first loss of a 9 Squadron aircraft.

The chopper was supporting 5 RAR in an operation against VC base areas in western Phuoc Tuy Province. On board were the crew of four, two Army engineers as passengers and five boxes of explosives. After arriving at the 5 RAR position the pilot, Cliff Dohle, decided the area was too small to land safely so he commenced an overshoot. The aircraft subsequently crashed into the jungle and caught fire. The crewman, Sergeant Gordon Buttriss, at great personal risk, managed to get Middleton out of the wreckage. His efforts earned him a George Medal for gallantry.

Our week's wait was filled in with a couple of Wallaby 406s and a 405 and the usual extracurricular activities, including an attempt to go shooting on a day off. I had not fired a shot in Vietnam so far, which seemed rather ridiculous. (Others would say fortuitous.) The range was in some rough country behind the back beach. Very rough, we found. After fording three flooded portions of road, we came upon another section too deep for the jeep. Good fun playing around with the four-wheel drive though. But no shooting.



The great day finally arrived. We felt a bit superior heading off on this jaunt while the poor sods who shared our jeep ride to the base prepared for an exciting day down the Delta. Our flight plan took us direct from the Vung Tau NDB, past Soc Trang, across the Camau peninsula and the Gulf of Thailand to a point abeam Alor Star on the north-east coast of the Malayan peninsula. From there we planned to track straight down across to Butterworth on the opposite coast.

It was strange overflying the Delta at an unaccustomed 8000 feet, without stopping at any of the usual military outposts. But we took it in our stride. This being an international flight we were not even talking to Paris and Paddy as usual, but to Saigon Control. At long last, somewhere over the gulf, we entered Malaysian airspace and were handed over to Kuala Lumpur Control. Dave (right) was waving at the window. 'Goodbye Vietnam', he said, or was it 'Get stuffed!'

The Soc Trang TACAN dropped out at 235 nautical miles, the best performance I had seen, and an uneasy 20 minutes or so followed while our aircraft TACAN set searched for Alor Star on the coast of the Malayan peninsula. It finally locked on and we knew we were on plan.



After the frenetic activity of military bases in Vietnam, RAAF Base Butterworth was like 'Sleepy Hollow'. Our arrival barely raised a ripple. We were the only aircraft in the circuit. Although this was our frontline fighter base, aircraft departed and arrived in dribs and drabs. The pilots here flew about twenty hours per month. I'd averaged one hundred in each of my first two months in Vietnam, and several times that number of sorties.

Our only duty was to carry out a compass swing on the aircraft; a procedure for checking the correct alignment of the various compass systems in the aircraft against an external compass. This would take two hours at the most. An extracurricular duty was, according to Dave, to sample the local cuisine, especially the Indian variety. Dave, having been born and spent part of his childhood in India, was a curry fiend. Our menu at Vung Tau was not big on curry, but there were heaps of curry houses on Penang Island, a short ferry ride from the base on the mainland. Also there was shopping to do. In these days of reel-to-reel tapes and ignorance of copyright, you could walk into any music shop in Penang and select the records you wanted taped. But my number one priority was a phone call to Robyn. We had five days in which to do it all.

After the compass swing the RAAF Air Movements staff drove us up to the Officers Mess where we had rooms booked. The mess was a tropical-colonial building set in manicured



gardens of frangipani and bougainvillea. Tamil ladies kept the lush grass at a respectable length by swinging around their heads a blade on a leather thong. Their languid motion somehow matched the level of activity at the airfield. It was a bit hard to adjust our own pace. No one here seemed to be in a hurry to do anything.



After dining in the mess, sitting at carved oak tables covered in starched white cloths laid with silverware under sighing punkah-louvres, waited on by soft-spoken Malays in traditional laplaps, we were collected for drinks at the home of Bill and Carolyn Baggett. Bill was an ex-38 Squadron Richmond pilot, now based here to fly the search and rescue Dakota. A few other pilots and their wives also dropped in. Even though we knew everyone we felt like aliens in this genteel environment. Vietnam barely rated a mention.

The major problems discussed by the wives centred on finding a reliable amah to housekeep and mind their children so that they could play more bridge and tennis. Carolyn kindly asked how Robyn was coping, having endured time by herself in similar circumstances.

The knuckleheads (fighter pilots) seemed to suffer a guilt complex that they were not in Vietnam. They regaled us with stories of being on alert (whatever that was) in Ubon in Thailand. Next night we dined in our own company on Penang Island, satisfying Dave's lust for curry. This was my first time in Penang. The pattern of the East was repeated in the small open-fronted shops, grubby monsoon drains and strange smells. Although the title 'Pearl of the Orient' was a little pretentious, Penang was much cleaner than Vietnam. It had a beautiful park and paved streets, and looked more prosperous. Even the monkeys in the park looked well fed.

After a few days sightseeing, shopping for tapes and a recorder to play them on and more curries, our temporary idyll was over. We reluctantly packed our bags and headed for the airfield and Vung Tau, the elusive scent of a semi-normal existence lingering in our nostrils.



wrote in my diary: 'Heading back, one had the feeling of a leper who, having spent a day in half-communion with society, knows that he must return to his colony before dark.' It was hard to settle down again, even after such a short time away.

Setting up my new tape recorder and playing one of my many pirated tapes diverted my attention from a routine that was already starting to drag. The recorder came with headphones so I could lie on my bed listening to music of my choice without disturbing anyone else in the room. Returning to Vietnam meant getting used to all the sights, sounds and smells again.

Back in August I sent home a postcard folder with the following message:

In the post card folder, the camera does lie. It could only be accurate if it conveyed smell.

I also remarked in a letter:

The tragic thing about Vietnam is that, except for the 'dirty Delta', basically it is a beautiful country. The soil is rich, the vegetation the greenest of green, the beaches beautiful and, in the north, mountains rivalling New Guinea in beauty if not in stature. From the air, it is hard to picture the fierce reality of hand-to-hand combat, though one often sees air-to-ground operations.

On the ground, of course, one comes face to face with the reality that altitude mercifully hides. Many of the towns have large sections of vermin-infested hovels, where garbage is simply thrown into the street. Vung Tau is no exception. Wandering round the shopping centre here is best left till dark when the heat of the sun is not present to assist the assault of decaying matter on the olfactory senses. [I think I meant, 'it stinks'.]

John Harris goaded me into checking out the Vung Tau market (right). I thought I knew what decaying vegetables and rotten meat and fish smelt like until I went there. The smell of leftovers of various kinds, which had been thrown into a central drain running market. through the was unbelievable. It was rat heaven. The fruit and vegetables on the stalls looked appetising enough, if you could stay long enough not to throw





up at the smell, but I cannot say the same for the dead chickens and carcasses of meat hanging on butcher's hooks in the open, surrounded by clouds of flies.

I think John's challenge followed remarks I had made the previous evening. A group of us had taken our drinks from the bar to an open-sided anteroom at the back of the Villa. We played mah-jong there since there was a large table available. In the middle of the game a rat the size of a chihuahua ran around a ledge halfway up the wall behind us. In the commotion which followed someone unsuccessfully pursued the rat while the rest of us got fresh drinks, taking care to put them on the table instead of the ledge. 'I hope these filthy creatures aren't in our kitchen', I said to no one in particular. 'If you want to see a health hazard, check out the local market', said John. I wished I had not.

Most of us stayed pretty healthy, although one bloke had permanent dysentery. (More about that later.) My diary records I was crook for two to three days in late September. And I remember filling in for other pilots who felt the need to stay close to home.

Coming back again refocused our attention on the hazards of our operations. No one else had taken any ground fire while we were away. It was over a month since the last hit. If we needed proof the VC were still there, the activity going on all around the country confirmed it. I wrote home:

The large airports are like wasp nests, hundreds of transports flying war materials and provisions in and out by the hour, and a similar number of fighters and bombers leaving for and returning from air to ground attacks with bombs, rockets and napalm. Everywhere you fly you see the smoke of some air attack far below you (fortunately, the farther the better) and often it is hard to believe there are nasty little men running around on the ground below you. Often, when we land at dirt strips belonging to the Special Forces with our cargoes of rice, vegies, cattle, pigs, groceries, timber, barbed wire or whatever the VC are only 2–3 miles away ... So far I haven't been hit. Naturally I'm not complaining.





Even the Yanks were getting hit. Were we luckier, or more careful, or were the VC packing up and going home? Of course, we knew our luck would eventually run out, even though we did things like always putting on our left flying boot before the right. In spite of their technical training, pilots are a superstitious bunch. All the short-time people (those getting ready to go home) remarked on how quiet it was. 'You should have been here when there was a real war on', they said. Of course, we said the same thing later when we were short-timers. But it was a bit strange.

I did not have too much time to think about it. Two days after returning from Butterworth I was off to Nha Trang again, this time with the CO, who let me do most of the flying. Most of our operations were out of Pleiku, resupplying Phu Tuc and camps to the north-west, Dak Pek, Dak Sieng and Plei Mrong. We had one sortie to Luong Son, an unfamiliar Type 1 field south-west of Nha Trang. There was a lot of action going on all around us. At briefing we were told that there were two VC divisions across the border from Dak Pak, and a VC anti-aircraft division across from Pleiku. Two choppers were shot down near Pleiku. The crews were rescued by another 'Huey'. While we were unloading cargo at Phu Tuc, a US Army truck was blown up crossing a bridge half a mile away from the field. The unloading team was understandably nervous and wanted to get the job done without delay.





TMC were very keen for us to go down to Dak Seang (above), a new strip in the same valley as Dak Pek. On arrival, since we could see earth-moving machinery from the air, we overflew the strip. The briefing sheet, after warning about occasional sniper fire from the hills, had identified it as another Type 1 field. Like Gia Nghia, it straddled two hilltops, its uneven shape a red scar a thousand feet above the Poko River. It looked decidedly hairy—and unfinished. Since I was flying I offered the opinion that we should take our load of sandbags and roofing iron back to Pleiku. The CO called up the camp on the Special Forces frequency. We were amazed to hear the reply: 'Come on in Wallaby, you all are clear for a landing', the voice on the radio assured us.

Dak Seang proved to be a terrible strip, the worst in the country, short, sloping and with dangerous approaches. It was only during the approach, too late to go around, that we saw that we would have to land in a graded furrow two feet deep and only slightly wider than the Wallaby's wheel span. We had been conned into a landing while the strip was still under construction. Being the junior man, I stayed in the background while the CO gave the Special Forces captain who met us a dressing-down. He shrugged off our terse complaints with the comment that they needed our pallets of building materials to finish the camp. The CO emphatically refused to land again until construction work on the strip was completed, and informed TMC on our return to Pleiku.

Not to be outdone, TMC sent us straight back with POL drums, which had to be air dropped. This was even hairier than the earlier landing. Again the CO chose to let me fly. We had to fly a few feet above the strip, ready to roll the drums out where they were least likely to be damaged. Alex Martini, the crew chief, and his assistant, strapped to the side of the aircraft so they would not fall out the gaping cargo door, waited for our signal to operate the quick release buckles on the straps holding the drums. I flashed them a green light, and they began kicking the drums out one by one, watching them bounce on the soft earth below. I was more concerned with the changing centre of gravity as the drums went out, and the rising ground ahead of us. We lost only one drum, and managed to climb out well clear of 100-foot trees at the boundary of the strip.

Be careful when you follow the masses ...sometimes the "M" is silent!



We survived all of this and got back to Vung Tau unscathed. The VC left us alone. I still seemed to be living a charmed life. Back at Vung Tau I had more time to play with my new toy, the tape recorder I bought at Penang. I found John Harris had a similar machine that we could hook up to mine and record each other's tapes, thus doubling our libraries. Next trip away I would buy a record player and some LPs, and so record my own tapes. The USAF PXs had quite a good selection of LPs.

After Ba To and the difficult logistic exercise of the repair operation, the Danang detachment had been abandoned. In its place, an aircraft was permanently allocated to resupply missions out of Vung Tau, which had greatly expanded its cargo handling capacity. The allocated aircraft had a new name, the 41 mission. It operated directly out of Vung Tau, usually around the Delta area. When flying the 41 or the courier our days were not quite so long giving us a bit more free time, enough to squeeze in a trip to the beach if a jeep was available. After-hours time was invariably spent in the bar. Drinks and cigarettes were so cheap most people drank far too much and smoked like chimneys. I even took up smoking for a while until I got tired of carrying packs of cigarettes everywhere. After flogging around the Delta in sticky monsoonal weather a long session in the bar at the end of the day was becoming a habit.

One Saturday night I was set for another such predictable night when Dick Brice said, 'Let's go to the Neptune for dinner'. I had never heard of it. It was a French-style restaurant around the corner from the front beach. The waiters were all dressed up in black with bow ties and the food was wonderful, especially after ham steaks and lima beans. The wine was of course outrageously expensive. After dinner we went into the bar next door. I am not sure what happened here. My diary merely says: 'Hilarious'.





On the way back we walked along the boulevard, which ran along the front beach. In better times this attractive tree-lined street with its grand residences must have been the 'Riviera of South-East Asia'. By day fishermen mended their nets on the paved walkways around the beach-side kiosks, while vendors sold food and soft drinks to passers-by. At this time of night the only people around were people like us, either walking back to their quarters or riding in rickshaws.

Further down the road was a palatial house reputedly owned by Air Vice-Marshal Ngyen Cao Ky, the Vice President. We did not visit the Air Vice-Marshal that night, however, turning up the side street to the Villa Anna. Next day, being Sunday, was unusual for two reasons. I had the full day off, and I also decided to try going to Mass again. I had only been once since arriving in Vietnam. Back home my wife and I were regular churchgoers. But some things I had seen and heard here made me very cynical about the Church. War and religion do not seem to mix too well. The church service I went to was conducted by an Army chaplain downtown at the Grand Hotel in the centre of town. The padre seemed to sense my feelings as he gave his down-to-earth sermon. It was good, but not enough to change my mind. I did not go to Mass again in Vietnam.

In this almost all-male military environment, full of red-blooded manhood, the talk was often of

sex. Mostly it was just talk. Passing through Tan Son Nhut one afternoon, en route from the Delta to Vung Tau, we called in at TMC and ended up chatting over coffee to the lieutenant colonel in charge. He confided that he had only been here ten days and already had himself 'set up'. He said: "She told me she was suntanned all over and I told her I didn't believe it, and asked her to take her clothes off. Course you wouldn't believe it if I told you she did." When



we offered no comment—what could you say—he continued: "Before I left home my wife said: "I know you're going to have an oriental girlfriend while you're away. I'm never going to mention it again and I don't want you to." Wow!'

He then showed us pictures of his charming wife and four kids, the oldest in academic robes, in front of an expensive-looking house. I think he got more satisfaction out of telling us about his extramarital adventure than the affair itself. It would be easy to be moralistic and condemn the man but we all fitted into one of two categories, frustrated loyal spouses/fiancées or free players. I just do not know why it was so important for him to tell his story to two complete strangers.

On a lighter note I later heard an amusing bar room story. A well-known character described in slurred tones how a young Vietnamese lady guided him by the hand from a local bar to her father's house. The father was standing at the gate, evidently to protect his daughter, armed with a chain encased in plastic.



The daughter took our friend to a back room where he revealed that his total wealth amounted to \$3.40 in MPC. This was sufficient only for her to strip to the waist after which he retired, presumably in as graceful a manner as his condition would allow, past the sentinel at the gate. On the way back to the Villa he broke up an argument between two Diggers and a rickshaw driver by threatening to punch the latter in the head. After this he sought the solace of our friendly bar to recount his amazing adventures in far more colourful language than mine.

The end of the month brought a letter and a Melbourne newspaper from my mother. She thought I might be interested in all the ballyhoo surrounding the visit to Australia of President Lyndon Johnson. If only she could have heard what some of the American GIs in Vietnam were saying about him. Whatever was going on down there it did not have much effect on the routine here.



C-141 Tail Number: 64-0614

On the 31st October, 1977, a USAF C141, registration number 64-0614, was involved in a 2 engine failure and barely managed to return for a safe landing at RAAF Base Richmond.





Passing through 700ft during a heavyweight take-off from Richmond enroute to Pago Pago, the number 3 engine experienced an uncontained engine failure. Parts of number 3 engine penetrated number 4 engine, instantly causing it also to fail. Parts also penetrated the cargo compartment starting a cargo fire within a pallet of household goods. The aircraft commander, in the right seat, took control of the aircraft as the aircraft started losing airspeed and altitude.

Initially planning to crash land, the aircraft turned toward a nearby riverbed. With the two good engine throttles fire walled the aircraft continued to descend. Number 3 engine was dangling from the pylon and on fire while number 4 engine was peppered with holes. The wing was leaking fuel.

The aircraft continued to descend into the riverbed. In a final effort to keep flying, while still expecting a crash landing, the pilot elected to slowly retract the flaps. As the flaps retracted the airspeed stabilized and then increased. The aircraft stopped descending well below airfield elevation, just above the riverbed. As they started a climb, the crew had lost sight of the air base. They requested directions back to the airfield from tower, but were out of sight of the tower. A RAAF C-130 in the traffic pattern gave them vectors to the runway.

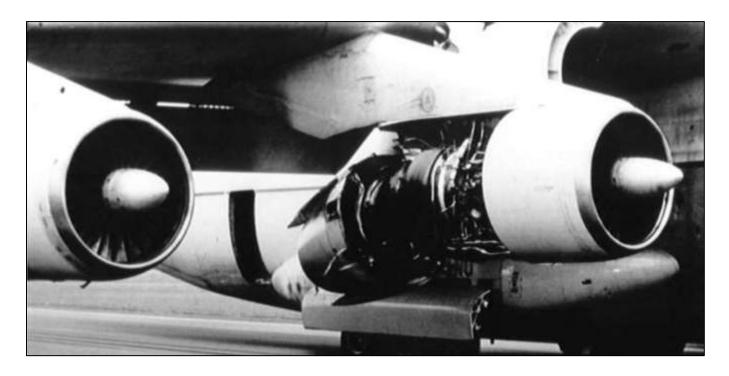
In the cargo compartment, the load masters grabbed walk-around oxygen bottles and fire extinguishers. They fired the fire extinguishers into the pallet, while other crew members formed a fire brigade refilling oxygen bottles. Smoke filled the cargo compartment, reducing visibility to less than four feet. Smoke was also filling the cockpit. The pilot attempted to open the ram air door, but it was stuck. He was about to open the pilot's window when the navigator reached up and opened the sextant port. This effectively and quickly cleared the cockpit of smoke.

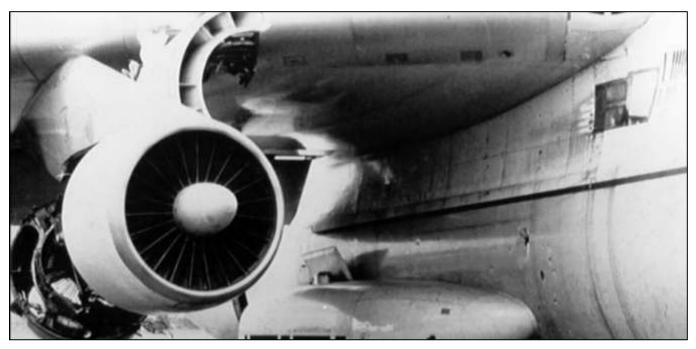
With the remaining two good engines operating at full power, the pilots maintained control of the aircraft and set up for a visual straight-in approach. The aircraft landed trailing engine parts and fuel. The crew and passengers evacuated successfully. The Richmond Fireys extinguished the fire.



Until this accident, the technique of "milking up" the flaps on a multiple engine failure had never been taught and was not an officially recognized procedure. The crew members each received the Air Medal. You can read the official report <u>HERE</u>.

Below are some pics of the engine nacelles.













The Mighty DC-3.



Eight decades after its first flight, the DC-3 remains an aviation legend.

On a spring morning in 1966, North Central Airlines flight 787 departed Omaha, Nebraska, en route to Grand Forks, North Dakota, with seven stops along the way. On its first leg to Norfolk, Nebraska, the airplane cruised at a leisurely 155 mph. Everything was routine until a sudden backfire startled the captain. Black smoke and flames poured from the left engine nacelle. As the captain rushed to shut down the engine and feather the propeller, the crew actuated the single-shot engine fire extinguisher. Still, the fire burned. Fifteen miles short of Norfolk airport, the crew faced a tough decision—try to make it to the runway or land in a farmer's field with 26 passengers and three crew on board.

The captain decided to put the plane down in the alfalfa patch. As he began his descent to

reduce the chances of cartwheeling during the singleengine landing, the captain kept the landing gear up. When fully retracted, the DC-3's wheels still protrude from the underneath the airplane, providing a mild buffer in an emergency landing. Just before



the field, he closed the throttle on the remaining engine. Brushing then ploughing through the green alfalfa crop, the DC-3 was cushioned by the thick vegetation. As it settled, both propellers dug into the soil, the tailwheel making slight contact as the airplane slid to a swift, straight stop.

Crew and passengers clambered out unharmed to the sound of an approaching John Deere tractor and wagon. A farmer had seen the DC-3 straining to land from his kitchen. He invited the passengers back to his farmhouse for coffee and cookies. The crew secured the airplane and assessed the damage. Aside from needing new engines and props, the DC-3 was largely unharmed. Transport to Norfolk airport was quickly arranged and, amazingly, all the passengers chose to resume the flight on another North Central DC-3. Several days later, the farmer cut a swath through his field and another crew jumped in the airplane, flying the airliner out of the alfalfa to the nearby airport, and a couple weeks later, it was back in service.

There are thousands of stories about the DC-3. From "Gooney Bird" and "Dumbo" to "Spooky" and "Puff The Magic Dragon," at least two dozen nicknames testify to its versatility and ruggedness. More than 16,000 DC-3s and military version C-47s were built in 50-plus variants. More than 300 are still flying today.



The DC-3 was born into an emerging commercial air travel industry and traveling by air was much riskier and arduous before the DC-3 came along. The first airline flight in America was a 23-minute jaunt across Tampa Bay, Florida, in 1914, on which a single passenger joined the pilot in a noisy, windy open-cockpit Benoist flying boat. By the 1920s, the Ford Trimotor reliably carried 13 passengers coast to coast in the US, but its limited range (570 mi), slow cruising speed (100 mph), and modest instruments meant that the trip took 48 hours (though not all of it was aboard the Trimotor). In comparison to these early flights, the DC-3 was a quantum leap forward.

The Douglas Aircraft Company built the "Douglas Commercial 3" (DC-3) based on the 1933/34 Douglas Commercial 1 and the Douglas Commercial 2. Around that time, American Airlines CEO, C. R. Smith, persuaded Donald Douglas to design a sleeper aircraft based on the DC-2 for long-distance flights. With a cabin two feet wider than the DC-2, it accommodated 14 to 16 sleeper berths or 21 passenger seats.

The new airliner first flew on December 17, 1935 and its expanded dimensions perfectly balanced load and revenue. Transcontinental trips from L.A. to New York could be made in

about 15 hours, or 17 hours in the other direction. As Flying Magazine puts it, the DC-3 married reliability with performance and comfort as no other airplane before. revolutionizing air travel and finally making airlines profitable. Airlines like TWA, Delta, American, and United ordered entire fleets of DC-3s, finally establishing the airplane as the go-to method for longdistance travel.



Then came the war.

The onset of WWII saw the last civilian DC-3s built in early 1943. Most were pressed into military service and the C-47 (or Navy R4D) began rolling out of the company's Long Beach plant in huge numbers. It differed from the DC-3 in many ways, including the addition of a cargo door and strengthened floor, a shortened tail cone for glider-towing shackles and a hoist attachment. In 1944, the Army Air Corps converted a DC-3 into a glider (XCG-17) and it significantly outperformed the gliders towed by C-47s on D-Day. C-47s served in every theatre. Large numbers of C-47s were freed for use after the war, but airlines swiftly adopted larger, faster DC-4s and DC-6s for main routes. Smaller regional airlines eagerly snapped up the DC-3s sold off by major airlines, while surplus C-47s became an armada of cargo freighters,



building the airplane's reputation for being able to carry just about anything you could fit through the door. Douglas made a longer, more powerful, and faster DC-3S or "Super DC-3" in the late 1940s, meeting with little airline sales success though taken up by the Navy and Marines as the R4D-8/ C-117D.



The Super DC-3 had a stretched fuselage, adding 39 inches to the nose section and 40 inches to the rear cabin. This added six feet and seven inches of usable space. It also had increased vertical and horizontal stabilizer surfaces in span and area and the power plants were replaced with the same engines used in the DC-4 (R2000). Shorter, jet ejection-type exhaust stacks increased the usable horsepower and the engine nacelles were enlarged allowed the addition of wheel well doors. It also had a partially retractable tail wheel. The outer wing panels were swept back four degrees at the trailing edge to accommodate the rearward shift in the centre of

gravity and flush rivets and low drag antennas decreased the drag. These changes allowed the increase of seating capacity to 38 though it never took off.

The interior of a fully restored C-47, one of the planes used to drop paratroopers on D-Day.

But really the basic DC-3/C-47 configuration was so good it needed little improvement. Its two Pratt & Whitney R-1830 Twin Wasp 14-cylinder radial engines produced 1200 hp each, providing thrust enough



to lift 20-plus passengers and baggage or a 2,750 kg cargo load. Cruising at 260 to 290 kph, the DC-3 has a range of about 2,575 kilometres, land in less than 1,000 km and take off again in less than 300 km. Its low-speed handling and toughness made it the go-to airplane for a myriad of jobs including military special operations.

That included going back to war. In response to increased attacks by Viet Cong on rural South Vietnamese outposts in Vietnam in 1963, American Air Commandos began assisting the defence of small villages at night by using their C-47 transport aircraft to fly in circles and drop



illumination flares, exposing attackers to the defending troops. The practice inspired the idea of fitting the C-47s with firepower and ultimately an Air Force effort called Project Gunship I.

The Air Force modified several C-47s by mounting three 7.62 mm General Electric miniguns to fire through two rear window openings and the side cargo door, all on the left side of the aircraft. A gunsight was mounted in the left cockpit window. Orbiting a target at 3,000 feet and 140 mph, the modified "AC-47" could put a



bullet into every square yard of a football field-sized target in three seconds. Another C-47, used as a leaflet-dropping, loudspeaker-equipped psychological warfare aircraft in Vietnam was unofficially called the "Bullshit Bomber." Information learned in Vietnam with the

DC-3 lead to the development of the AC-130 Hercules.

By the early 1960s, turboprop airliners like the Convair 580 surpassed the DC-3s efficiency as a regional airliner. They could operate from the same short runways as the DC-3 with similar fuel consumption but at greater range, speed, and the added comfort of a pressurized cabin. Despite vanishing from all but a few airline fleets, DC-3s were still ubiquitous in the 1970s and 80s, often seen on airport ramps alongside 747s and DC-10s working as cargo aircraft and freight forwarders. They fought forest fires as air



tankers, brought odd-size cargo to metropolitan markets, and were the aircraft of choice for drug cartels. However, one of the C-47s most famous cargo jobs was supplying the city of Berlin with food during the Berlin Airlift, along with other aircraft like the C-54 Skymaster and the C-74 Globemaster.



The DC-3 remained on military duty until 2008, 72 years, until the Air Force's 6th Special Operations Squadron finally retired its turbine-powered Gooney. Other DC-3s continue to fly missions as sensor development testbeds for the military and as freighters with companies like Canada's Buffalo Airways.

Nearly 100 countries have operated DC-3s and longforgotten airplanes still surface includina a wrecked C-47 recently discovered in northern Siberia. In addition to airliners and freighters, DC-3/C-47s flown as VIP and have executive transports, electronic intelligence gatherers, float planes, air ambulances, Antarctic research aircraft, and gunships to name a few. Perhaps the best way to refer to a DC-3 is simply to call it a



legend. People still scramble for a flight in one at airshows and in remote areas, the arrival of a Gooney means help and support. It's simple, rugged, and surprisingly relevant to this day.

Sleeping is the healthiest thing you can do without doing anything



Bad moon rising.

FINANCIAL REVIEW

NEWS WEBSITE OF THE YEAR

How Australians avoided a massacre at Nui Le.

In the battle of Nui Le the North Vietnamese 33rd Regiment came within a whisker of destroying an entire Australian infantry company. If they'd been successful it would have been the greatest loss for the Australian army since World War 2. But what could have been a rout was turned around. In the end six Australian and 18 North Vietnamese lives were lost.



Members of "A" Company, 2nd Battalion, the Royal Australian Regiment, cross a paddy field southeast of the Australian task force base at Nui Dat, in 1967.

Greg Dodds

AWM Photo

Colonel Nguyen Van Thuong – one of the brightest stars in the

North Vietnamese Army – pronounced himself satisfied with their work. The last of his 1100 men had arrived at Nui Le, 100 kilometres east of Saigon in Thuoc Tuy Province, at 5am. The hike from the base area in the May Tao in South Vietnam had been uneventful but it was heavy going given the load of ammunition and heavy weapons they were carrying. Nevertheless, they got to work immediately digging defences and offensive positions – work that included all the refinements developed by experienced infantry soldiers over years of war: fire lanes, tunnels linking bunkers and a network of spider holes.

People often thought of the Vietnamese enemy as guerillas who got around in black pyjamas. They were wrong. North Vietnam had a professional army made up of well-trained soldiers, organised in standard military units. The appearance of the <u>North Vietnamese Army</u> (NVA) units on a battlefield usually inspired dread among Allied soldiers and the 33rd Regiment was among the best of the best.

By contrast, the Australian army usually operated in companies of about 120 men. This was more than enough to deal with Viet Cong units but an unexpected encounter with NVA regulars could test their abilities to the limit.

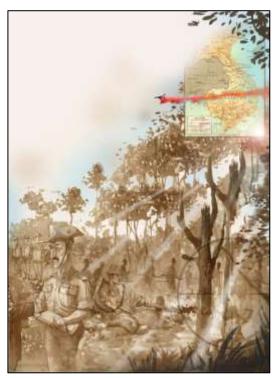


As Thuong surveyed the scene, it was still just short of noon on September 20, 1971.

Thuong stood atop a small hill and watched as his soldiers systematically turned the bunkers and trenches into a zone of death for any force that stumbled into the area. Lesser troops would have just gone through the motions, they were the reserve battalion after all, but these people really put their minds and souls into it. As Thuong continued his inspection, he noted a deep creek bed several hundred metres away from the main NVA position. The soldiers had paid no attention to it and, after brief reflection, he endorsed their decision. It could be significant in other contexts but not for the defence of his headquarters.

Trap for the tiger.

Thuong's background was in military intelligence and he had built his reputation on an uncanny ability to predict enemy reactions. He had never fought the Australians but had heard they were not as brutish in their behaviour to the local population as the Americans. No matter; he had been ordered by Hanoi to inflict severe damage on

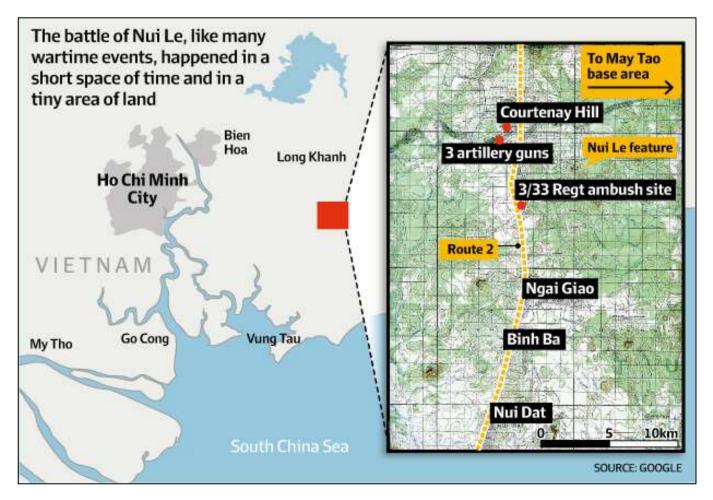


the Australians before they withdrew their troops to Australia. He was going to use the 3rd Battalion of his the 33rd Regiment to do just that. Apart from being up to full strength of 400 men, that battalion had deep experience of ambushes in the past.

Of particular interest to him was the total absence of Australian artillery. Several reports from Viet Cong spies had reported that most of the regiment's artillery was being towed off and packed into crates in Vung Tau before being shipped back to Australia. This would be a fight between infantry alone and Thuong was confident that his own troops would not be found wanting.

Since it would be insane to attack the Australians in their main base at Nui Dat, Thuong had decided to "lure the tiger from the mountain" and kill it on ground of his choosing. In other words, he had ordered his 3rd Battalion to prepare a major ambush just off Route 2. These days, Route 2 is a major north-south highway in Vietnam. Then it was more of a goat track. He would stage a serious incident on Route 2 near Ngai Giao and then, when the Australians sent a reaction force (likely to be a company of soldiers in armoured personnel carriers), he would annihilate them in an even bigger ambush. He had done this successfully to US and South Vietnamese forces dozens of times. He could not see why this wouldn't work with the Australians.





Deep sense of unease.

About five kilometres away, Colonel Jim Hughes, commander of 4 RAR/NZ, sat on Courtenay Hill, just off Route 2, and about 10 kilometres from the Australian HQ at Nui Dat, and wondered. Around him, his support and administration companies sat in their well-prepared bunkers and trenches; the place was better defended than even Nui Dat but he was haunted by a deep personal unease. There was little more than one month to go before his battalion withdrew from Nui Dat back to Australia, yet he was in the very north of Phuoc Tuy patrolling for "enemy activity". There had been brief sightings of lights in the deep jungle to the East and isolated gunshots.

There were also "unofficial" Special Air Service reports of large and recent NVA tracks (boot prints by the hundreds) through the jungle heading towards Route 2 but personal checks with intelligence officers and his own staff had drawn a blank. Clearly nothing was being kept from him deliberately but he still felt ill at ease.





South Vietnam's President Nguyen Van Thieu presents a gift to the Commanding Officer of the 4th Battalion, Royal Australian Regiment/New Zealand (ANZAC), Lieutenant Colonel Jim Hughes, aboard HMAS Sydney prior to the unit's departure from Vietnam for Australia. December 16, 1971. *Australian Army Public Relations Picture*

Australian infantry fought in companies of about 120 soldiers. Hughes had three companies at his disposal.

He had C Company patrolling to the west of Route 2 in real "tiger country", and he had therefore given them three guns from the artillery battery to support them. D Company was on the east side of Route 2 and should have had the easier time; the jungle there was dense but appeared to be largely unoccupied. B Company was to the south near Binh Ba, with the other three guns and a troop of armoured personnel carriers. It was all standard stuff but he still had



that feeling of unease that he had missed something. He ordered each company to consolidate and patrol in company groups only and then settled down to wait.



He didn't have to wait long.

Enemy weapons, ranging from an assassin grenade to a 107-millimetre rocket with a range of 15,000 metres, are inspected at the 1st Australian Task Force, Nui Dat, by Private Des Morris, of Bogan Gate, NSW (left), and Corporal Jeff Millhouse, of Campbelltown. SA. The captured rockets and grenades were presented to the Australians by American Army Explosive Ordnance Demolition experts. August, 1971.

An unwise move.

The first step of the tiger lure came at about midnight when NVA soldiers attacked the hamlet of Ngai Giao. This was occupied by mainly Vietnamese farmers but quick thinking by the village-militia commander turned

it into an expensive fiasco for the attackers. The second attempted lure came not long after. The following morning, a troop of Australian armoured vehicles returning from a supply run to Courtenay Hill was ambushed by an NVA squad. Fortunately for the Australians, a rocket grenade failed to go off when it hit the first vehicle and the small convoy just continued on its way to Nui Dat.

At this point, Colonel Thuong must have been more than a bit annoyed. His troops had staged two serious incidents that should have had an Australian reaction force barrelling out of Nui Dat, heading up Route 2 and right into his ambush. But the Viet Cong spies around the Australian base reported no activity. It was as though the Australians were all asleep. There



was no particular animus towards the Australians among the people of Phuoc Tuy Province. But there was the real fear of an American B-52 bomber strike; unusually, Thuong's entire regiment was concentrated in one spot and a single bombing run could kill them all. No, he would not take that chance, so he ordered the 3rd Battalion to lift the ambush and the entire regiment would return to their base area in the May Tao Mountains.

Mid-morning of September 21, D Company discovered the wide tracks left by the 33 Regiment as it had moved to its ambush positions two nights earlier. Unwisely, it decided to follow the tracks. Thirty minutes later, it exchanged fire with the security elements of 33rd Regiment's headquarters. The battle of Nui Le had begun.

Caught in the kill zone.

The initial NVA reaction was aggressive but relatively light. Their main purpose was to defend their regimental headquarters against direct attack. The Australians pulled back to a position from where they could resupply and evacuated their wounded. But what the Australians did next must have struck the Vietnamese as insane. Instead of withdrawing down their path of approach and getting out of trouble, they headed off on a bearing that may have been intended to find a flank but actually took them into the killing zone prepared by Thuong's 2nd Battalion the day before. And, unlike the surprised elements of the NVA security force encountered first by D Company, the troops of 2nd Battalion were alert and waiting for them.

About 30 minutes into their new course, the soldiers of D Company were hit with a wall of fire as Thuong's 2nd Battalion opened up at point blank range. Because they had held fire until the last moment, they had most of the company pinned down and unable to manoeuvre. The Australians could not fight their way out of this one and would have to be rescued.

The Task Force Commander ordered B Company mounted in APCs to assist them but a highly effective NVA mortar barrage put paid to that idea. Next the Australian Task Force Commander called on the US Airforce to help. The various items on their menu may have thrilled the Allied audience but did not concern the NVA very much. The thumping of the NVA's massive 12.7 heavy machine guns reminded the American pilots of what awaited them if they flew too low.

Whatever impact the napalm strike may have had on the rest of the regiment, it did not lift the crushing pressure on D Company one iota. But when the aircraft returned to their base, D Company received a report that the pilots had seen NVA soldiers pouring out of the rear of the bunker system. An aggressive company attack now would see D Company storm an almost empty bunker system and break free of the NVA that was slowly crushing them.

Unfortunately for the Australians, this was an NVA "false flight" strategy – which deliberately sent soldiers running from the scene of an attack, to mislead aerial observation – and when D Company went to attack, it faced the full and undiminished firepower of the entrenched NVA battalion. Four dead and a dozen wounded Australians later, the attack was abandoned and



the exhausted Australians hunkered down in an area the size of an average Australian backyard. Darkness began to fall.

'I thought I'd be dead in five minutes'.

At some point in the afternoon, while waiting out the airstrikes, Colonel Thuong devised a plan that would destroy the entrapped D Company at no great risk to his own soldiers. He had the Australian Company just where he wanted them (surrounded and with no chance of relief) and now there was nothing they could do to save themselves. When the sun came up the next morning, the 33rd Regiment would be back in its base area in the May Tao Mountains. Only the 120 or so dead bodies of D Company's soldiers would show that there had even been a battle here.

Thuong called the battlefield director and explained his plan, and the thinking behind it. This

largely rested on the existence of the creek bed in front of the NVA battalion position. D Company was pinned down between the entrenched 2nd Battalion and the creek bed. If he could get enough soldiers into the creek bed, they could assault D Company from the rear and it would all be over in a few minutes.

In the words of a Digger in the rear section of D Company, "I could only see two other blokes from my section and they both had just SLRs [self-loading rifles]. We were not even going to delay those blokes in the creek bed. They'd cut through us like a hot knife through butter. For the first time in Vietnam, I thought I'd be dead in five minutes."

Fortunately for him he was wrong.

Although salvation came from an unlikely source. The attached artillery officer, lying on his face in the rapidly gathering gloom of the jungle, did the trigonometry in his head and then whispered some co-ordinates into the radio handpiece. The message was flicked to the three Australian artillery guns to the west of Courtenay Hill. Theoretically they were just out of range but the gunners had a go anyway. A minute after his radio message, the distant stuttering of guns to the west told him the shells were on their way. He held his breath – where would the shells land and would they be in time?



The unsung hero.

Well, they were on time and right on target and they gave Colonel Thuong cause to reconsider. Accurate Australian artillery fire and the rapidly falling light had weakened his strong hand; the lives of his men were not worth the risk. That Viet Cong intelligence was wrong was bad enough but how wrong was it? There could be another 30 guns or so waiting patiently for the whistle blast that would get his soldiers to attack. His soldiers could be slaughtered by a blizzard of white-hot shrapnel. He just didn't know. He may, too, have reflected that while victory was almost certain, it was going to cost him; the soldiers of 4 RAR were not going down without a savage fight. Possessed by those ideas, Thuong made the most fateful decision of the day; shortly thereafter his assault teams were glimpsed going back out of the creek bed. By the next morning, the 33rd Regiment had disappeared. The battle of Nui Le was over.

The next day there were all sorts of visits to the battlefield by Australian and American generals (once it was certain that all of 33rd Regiment had really gone). Australian Brigadier Bruce McDonald murmured that the North Vietnamese advance at Nui Le was "politically motivated" (the Vietnamese presidential elections were a couple of weeks away) – as if this excused his staff and himself from inaccurate prediction and analysis. It was a view that suited his headquarters staff, particularly the intelligence officers, down to the ground. The political "explanation" survives in the final chapters of the official history published in 2014.

Several weeks later, the medals turned up with the rations, so to speak. Jim Hughes got a DSO that was a standard award for battalion commanders in Vietnam and the Commander of D Company received a Military Cross for enduring what must have been the worst afternoon of his life. And as for the artillery officer whose extraordinary skill and coolness kept D Company alive and well? He got nothing, nothing at all.



Postscript.

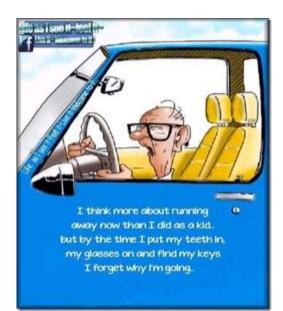
A few weeks after the battle, I took an interrogation team to speak to a badly wounded North Vietnamese soldier, Sergeant Kot, from 33 Regiment who had been captured after an attack on a US Army position in Long Khanh Province. We hoped to get some information from him on what had happened at Nui Le.

It turned out we had the wrong man. As we made tracks back to base, I commented to one of our South Vietnamese corporals that I'd found one aspect of Sergeant Kot's behaviour quite odd: he kept staring at me. Staring at people is bad manners in Vietnam. It didn't seem to me to be right.

"I wouldn't worry about it, Sir," replied the corporal. "It's probably because you're the first one of you people that he's seen close up who's still alive."



For some reason, the other Vietnamese in our group all thought this was hilarious.



REOA (Q)'s Christmas.

On the 5th December, the Queensland chapter of the REOA held their final get together for the year, once again, in the Army All Ranks Mess at <u>Victoria Barracks</u> in Brisbane.

Instead of the usual outdoor barbecue, they opted for a sit-down two course meal followed by a cheese and fruit platter.





Their guest speaker was Gp Capt (Retd) Adrian Morrison, who was introduced by the Association's President, Bevan Ford (right).

Adrian is the current director of the RAAF's Heavy Air Lift Systems Program Office (HALSPO). For the last 8 years, he has been the Director of the HALSPO department of the Defence Material Organisation. Its role is to monitor and improve the sustainment and capability of the RAAF's fleet of C17s.

HALSPO is located at Amberley with an off-shoot office at Robins Air Force Base in Georgia USA.



Adrian (right) served 31 years in the RAAF, retiring with the rank of Group Captain but remains a member of the RAAF Reserve. He spoke of the development of the C17 which first flew in 1991 and was introduced into the USAF in 1995. The RAAF acquired the first of 4 aircraft on order in November 2006, with the second and third in 2007 and the fourth in 2008. A fifth

aircraft was ordered and received in 2011 and a sixth in 2012. Then in 2014, the Government placed an order for a further 2 aircraft, bring the total operated by 36 Sqn at Amberley to 8.

Australia was fortunate in acquiring its aircraft some years after the USAF had theirs. Like most new aircraft, the C-17 had some teething troubles. When first rolled out, it was found the wing would fail when loaded to just over 100% of its intended load. Millions of dollars were spent redesigning the wing and in 1993 the airframe was declared suitable to requirements. But that wasn't the end of it.

It was then found the aircraft did not meet weight, fuel burn, payload and range specifications and technical



problems were found with the mission software and landing gear. Problems were so serious that the USAF considered cutting production to 32 aircraft. Out came the pencils and by 1995 most of the problems had been solved, production was ramped up and the USAF declared their aircraft operational. They ended up with 223 aircraft after having lost 2.

By the time the RAAF acquired theirs, all problems had been sorted and the aircraft has proven itself as a wonderful, serviceable and economical aircraft. It is actually more economical to operate than is the C130J.





Other countries that also operate the aircraft are:

Canada 5 Kuwait 2 UK 8 India 10 Qatar 4 Nato 3 UAE 6



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5 Squadron RAAF 2017 Centenary of Formation Reunion.

Thanks to Martin "Dutchy" Holland who organised the event and sent us the pics.





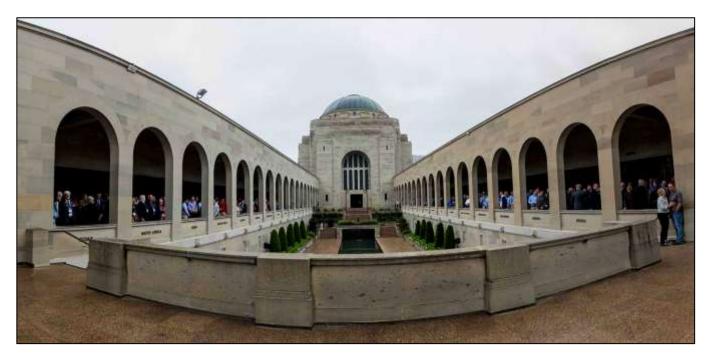
On the weekend of the 20th October 2017, 478 ex serving members of 5 Squadron gathered to celebrate the 100th Anniversary of the formation of 5 Squadron RAAF. The reunion ran over the entire weekend.

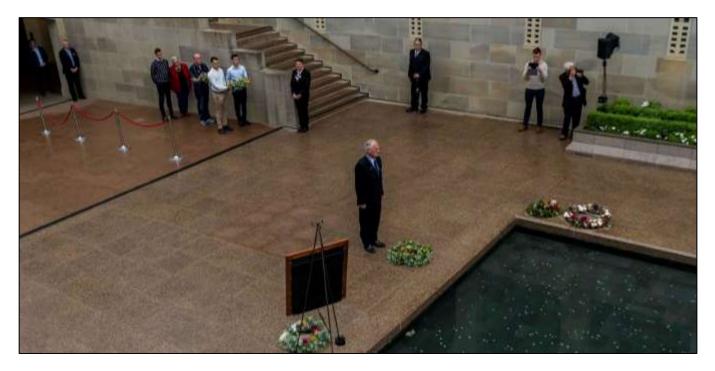
Members attended the Last Post ceremony at the Australian War memorial (AWM) to kick things off. Starting at 1655, the Last Post Ceremony was a solemn and reflective moment where the President of the 4/5 Squadron Association, Bob Watts, laid a wreath on the Squadron's behalf. The members then moved to the 5 Squadron Plaque located in the grounds of the AWM where the RAAF Chaplain, Robyn Kidd (right) made a short speech and rededicated the Plaque. All the while the rain slowly fell from the sky.





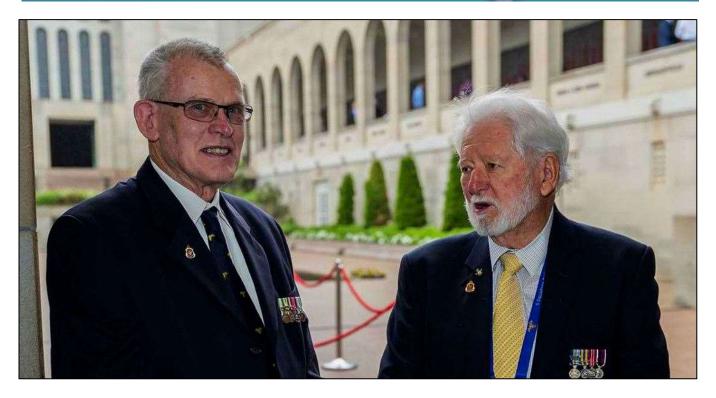
All names left to right:





Bob Watts laying a Wreath at the AWM on behalf of the 4/5 Squadron Association.





Graeme Rule and Stan Flack



David McCann and Bruce Moore.



Greg and Karen Millen, Robyn and Greg Bushnell.



Dick MacKerras and Ann McLeod.





Heather Smith, Joanne Frizza and Lorraine Stone.



Ray 'Tom' Smith and Bruce Stone.



A rather happy and upbeat crowd then started to rekindle old friendships causing somewhat of a headache for the poor Photographer. Photography done everyone retired to Poppy's Cafe for a quick drink whilst the AWM caterers readied the ANZAC Hall. 60 Bottles of red wine and 20 bottles of white wine later (in about an hour) they moved into the ANZAC Hall. The evening was amazing with friends waiting to say hello at every turn.

The buses arrived around 2100 to take the older members of our fraternity home but the stayers hung on as long as the AWM staff would let them. It is believed that some stayed until 2.00 o'clock in the morn.



Greg and Karen Millen.

You know you're getting old when everything hurts - and what doesn't hurt doesn't work.





Tex Finnerty and Barry Pumphrey.



Brian Dirou.





Graham Sutcliffe and Phil Larter.



Bruce Moore, John Gibson and Peter Buckley.





Pat and Sue Darcy.



Peter Wilde, Gordon Watts and Dennis Wilkes.





John Boatman, Mark Cini and Mark Monkley.



Maria Harding and Phyllis Waters.





Rob Nedwich, Dennis Roles, Kevin Erwin, Earle Murray and Jim Roche.

Saturday morning saw clear and cool blue skies over Canberra. The day was left free so that members could catch up with old mates in more intimate а environment. A number of groups got together during the day for lunch. Saturday afternoon buses started transporting 478 members and partners to Defence Establishment Fairbairn. Our Reunion Credentials were all that was needed to access the base and members de-bused adjacent to 'Hanna' our Huey (right) so generously loaned to us by Phil



O'Driscoll the mayor of Humpty Doo in the NT. Phil is owed an enduring debt of gratitude for his generosity. The sound of Hanna overflying Canberra was heard by nearly every 5 Squadron alumni in town. A big thank you also to Richard 'Broomy' Broghham and Dave 'Rowie' Rowe for flying her in for us.



At Fairbairn, members walked down the entry corridor next to a fence wrap depicting the history of 5 Squadron and into our Ancestral Home, Hangar 46. The hangar had put on her best clothes and completed the ensemble with a marquee and where many a drink was had and many a tale, tall and otherwise was told.

The organising committee collected swags of Memorabilia including the Aircrew Conversion Course photos.





Liz and Angus Houston with Garry Watt.













Neil Thompson and Peter Hayton.



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lan and Connie Warburton.



Dick Joyce, Rob Bromage, Stan Flack, Alan Colgrave, Wayne Carroll, Dags Dorward, George Tasker, Doug Pickering and George ' Blue' Carseldine. 5 Squadron Elecos.





"Dutchy" Holland with Bruce Martin (First CO of 5 Squadron Fairbairn).



Henry Kwaczynski, Adam Samulski and John Nicholls.



History of 5 Squadron RAAF.

5 Squadron was first formed in England in 1917, as a training squadron for the Australian Flying Corps (AFC). After the First World War the squadron was reformed as a fleet cooperation squadron, working with the RAN and flying amphibious aircraft. In January 1941 5 Squadron became an army cooperation squadron, serving on Bougainville at the end of the war. On 4 May 1964 the squadron was reformed at RAAF Base Fairbairn, near Canberra, with four new Bell UH-1B Iroquois "Huey", helicopters. A month later, in June, the squadron moved to RAAF Base Butterworth, Malaysia.

Although the Malayan Emergency was over, Indonesia hostility towards Malaysia continued. As the tension escalated, the British and Malaysian governments repeatedly requested that Australian troops be deployed to Borneo. These requests were refused but Australia did agree for its troops to help defend the Malayan peninsula. The 3rd Battalion, Royal Australian Regiment (3RAR), was deployed to Malaysia in July 1963, as part of the Far East Strategic Reserve. In April 1964 the Australian government announced it would also send a field engineering squadron for duty in east Malaysia, while a light anti-aircraft battery and 5 Squadron's four Iroquois helicopters, later increased to six helicopters, would be based at Butterworth. The RAAF would also routinely fly troops and supplies between Malaya and Borneo. Two RAN coastal minesweepers would help patrol the waters around Borneo. 5 Squadron was to operate along the Thai border region.

During late June and early July 5 Squadron pilots began flying familiarisation exercises in the jungle areas of north-east and south-east lpoh, where they were assisted by members of 10 Squadron, Royal Air Force (RAF). On 7 July several airmen were flown to Vung Tau, South Vietnam, to study American methods of helicopter maintenance. A detachment from the squadron also took part in a joint exercise with 28th Commonwealth Infantry Brigade and the RAF.

On 8 September a small party of Australian soldiers were reported missing close to the Thai border and the squadron helped in the search-and-rescue operation. The missing soldiers and a ground rescue team were located on 10 September and they were winched out of the jungle three days later.

During October the squadron flew 420 sorties, mostly supporting 3RAR, transporting 250 troops to and from landing zones. Several sorties were also carried out in cooperation with Senio Praak troops, and the Special Branch Malayan Police Force. On 18 November a



helicopter from the squadron was detached to RAF Seletar to support the Singapore Regiment against Indonesian infiltrators in the East Johore area.

Throughout January 1965 the squadron transported both Malaysian and Australian personnel, and also carried out reconnaissance sorties, communication flights, and medical evacuations. Similarly, in April and May the squadron flew a number of missions in support of the 1st Malaysian Rangers, the Senio Praak troops, and Malayan special police branch.

From July 1964 to 5 April 1966, 5 Squadron moved 21,638 passengers and 760,653 pounds of freight, and carried out 727 medial evacuations.

Confrontation came to an end in August 1966, by which time the main focus of Australia's military commitment was in Vietnam. It was thought that 5 Squadron would be sent to Vietnam to support the 1st Australian Task Force (1ATF) but 9 Squadron was deployed instead.

On 12 April, 5 Squadron, still at Butterworth, became 5 Squadron Detachment "C", while 9 Squadron, at Fairbairn, was renumbered 5 Squadron. Having existed for less than a day, 9 Squadron was reformed on 13 April, with eight Iroquois from 5 Squadron. This allowed 9 Squadron it to be sent to Vietnam, while 5 Squadron was based at Fairbairn. The two squadrons were closely associated for the rest of the war, both in training and service in Vietnam.

5 Squadron Detachment "C" remained at Butterworth and continued transporting personnel and equipment, and undertaking sorties in support of Malaysian forces, until it disbanded on 23 May 1966.

5 Squadron remained at Fairbairn until it disbanded on 9 December 1989.

If age is all in the mind, how come it keeps creeping down into the body.

26 Radio APPY

On Friday the 27th October, Pygmy McAndrew and his mates organised a get together for blokes who were on 26 Appy back in 1974. The reunion for the blokes and their ladies was held at the Maroochydore RSL Club on Queensland's Sunshine Coast.

Those present included:





Brian and Helen Collins.

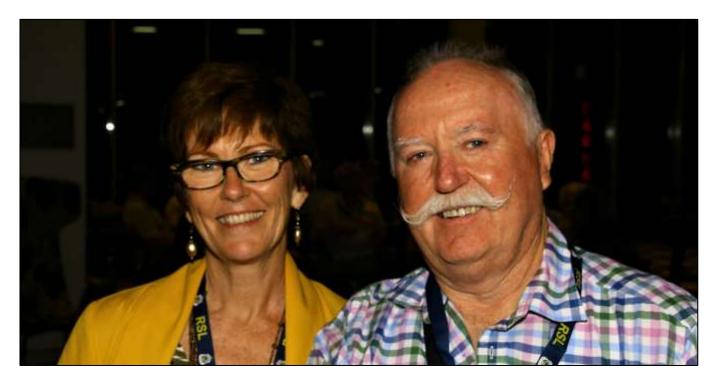


Brian and Jenny Dittman.





Ian Champion



Jill and "Pygmy" McAndrew.



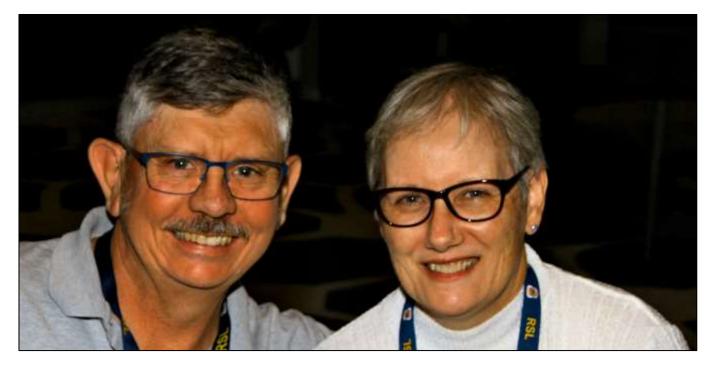


Leanne Richards, Graham Crossley, Ian Champion.



Paul and Evelyn Daniels.



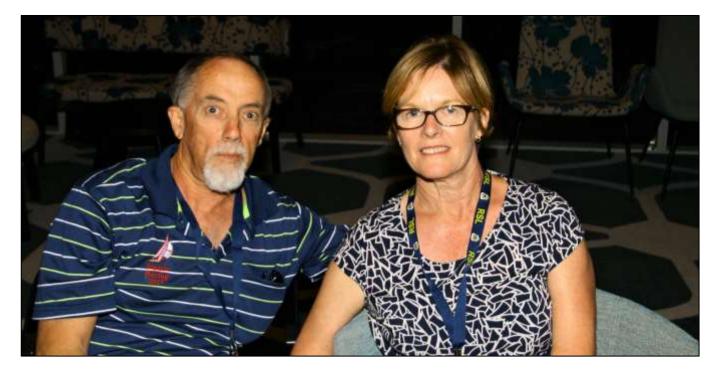


Peter and Marion Harry.



Peter and Stephane Willows.





Rob and Jenny McKay.

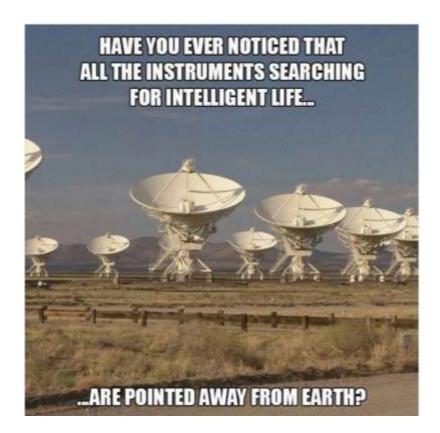


Steve Dickeson, Helen and Lindsay Patterson.





The troops and their ladies.





Vietnamese Community (Qld) Ms Queensland Pageant.

On Saturday night, the 25th November, the Vietnamese Community of Queensland held a

contest to determine the Ms Queensland (Vietnamese) for 2017. Applications were received from 16 beautiful ladies and I was asked to be one of the judges. I had to think seriously about that for about a millisecond before deciding to lend my expertise.....

The contest was organised by Thai and Diamond Dang, both talented musicians and to their credit, all funds raised were donated to the RTFV-35Sqn Association and to the Vietnam Veterans Association. Thai and Diamond and the Vietnamese Community (Qld) as a whole, regularly



organise events or provide their time as a way of saying "Thank you" to Australians for coming to the aid of South Vietnam during the war back in the 60's, early 70's. A wonderful and most generous initiative.



The judging panel for the night were (L-R): Trev Benneworth, Dr Ngoc Ong – Owner/publisher of <u>Viet Tide magazine</u>, Darryl Shipp – Ex RAAF ADG, Nid Shipp – Thai beauty Queen.

Ngoc and Bao Tran, the MC for the night (right), were flown out from California on the Thursday prior to the event and left again for home on the following Monday. Invited guests far exceeded



the number of tables available and unfortunately, many people had to be declined admission. Guests paid for the privilege and as well as being present at the inaugural Ms Queensland contest, also enjoyed a wonderful meal provided by the restaurant. Thai and Diamond's band provided the entertainment for the evening and many took the opportunity to hit the dance floor.





Part of the crowd of people who enjoyed the evening.

Proceedings commenced at about 5.30pm with the playing of the Australian and Vietnamese National Anthems, followed by a welcoming speech from Thai and Diamond. The first of many dishes was then delivered to tables and at 6.30pm, the 16 ladies, the youngest of whom was 50, the eldest 69, (none of whom looked older than 30) were escorted onto the centre of the room, dressed in Vietnamese Traditional Dress – Áo Dài.

The ladies were escorted in one at a time, spent a few minutes walking passed the judges table then amongst the audience, then formed up on the stage.





Ngan DAI

Tuyet-Van PHAM

After the 16 ladies had presented themselves and formed up on stage, they were excorted back to the change rooms from whence they were to re-appear, some time later, this time dressed in evening gowns.

The judges went into a huddle, the band played and everyone danced. More food!!

A bit after 7.00pm, the ladies once again were escorted one by one to the judges table, this time dressed in beautiful evening wear, they then walked amongst the audience, before forming up in order, on the stage.

The judges returnd to the huddle.



Kim-Oanh HO

Kim NGUYEN





Nhat-Thanh NGUYEN



Quynh-Mai TRUONG



From this group of 16 beautiful ladies, the judges had to select 10 who would go onto the next judging stage.

After much soul-searching, the 10 semi-finalists were chosen, were escorted back into the room and formed up on the stage.





It was then the judge's job to select an all-but final number of 5. These 5 were given a paddle with their contestant's number on it and it was then the job of the audience to select the eventual winner.





Paper and pencils were distributed to every table and the audience was asked to select one winner by writing that contestant's number on the slip which were all collected and delivered to the judges who were the tellers for the night. While this was taking place, the lovely Thanh Pham, who provided such enjoyable entainment for RTFV-35Sqn and 9 Sqn people last Anzac Day with a wonderful rendition of "Uc-da-loi Cheap Charlie" sang up a storm.



Eventually the winner and runner up were selected and chief judge Darryl Ship presented the names to the MC, Bao.

And the winners are:



Thien-Khuong NGUYEN (runner up) and Tuyet-Van PHAM (winner).





Being the kind and generous man that I am, I had to personally congratulate the winners.



For their work in organising the event, Thai and Diamond were presented with a "Thank you" by Darrel Shipp. Ngoc Ong and MC Bao Tran had organised the presentation and brought it with them from California.



Nhat-Minh NGUYEN, a spritely 68 year old, was awarded the Ms Elegance 2017 title. She was presented with a lovely pearl necklace.



Q. What is the most common Christmas wine?A. I don't like Brussel sprouts!





Four Engines have Stopped

On the 29th May 1955, our crew took part in an anti-submarine exercise in the Arafura Sea. On board that night were navigators Warren Agnew, Ash Clarke and Len McTaggert. Peter Hays was second pilot, while Alf Harrison, Des Barratt, John Nicholson, Nat Thompson and John Edmonds were the signallers. With the exception of Warren "Bunny" Agnew, we were all non-commissioned officers (NCO's). Bunny had previously flown in Beaufighters on operations against Japanese forces in Timor during the war.

Two RAN submarines and three frigates also took part in the exercise which was code named Operation Anzex. Our job was to hunt the submarines, while their job was to attack a convoy of ships escorted by the frigates. Our search pattern took us within 50 miles of Timor.



There were several Lincolns involved, one of which was flown by Flight Lieutenant Ricky Tate. These aircraft were equipped with additional fuel tanks hung in the bomb bay, giving the aircraft 14 hours endurance. These bomb bay tanks required fancy plumbing and it was the job of the duty signaller to keep an eye on the fuel tank contents gauges. He would then manipulate the various cross-feed cocks under the wing spar near his radio operator position. On this occasion, due to an oversight by the ground staff at Darwin, and unknown to the crew, the bomb bay tanks had not been filled up.

When flying at low level, it was considered good airmanship to climb to at least 1500 feet before changing fuel cocks to a fresh tank. This would give more time to cope with any engine failure caused by air in the fuel lines, or simply because of mis-handling of the fuel tank selectors. For this reason at midnight during the anti-submarine patrol, Ricky Tate increased power to the four engines and climbed to 1500 feet prior to fuel transfer. That action was to save the lives of the crew. The duty signaller was then directed by the captain to commence fuel feed from the bomb bay tanks.



Shortly afterwards one engine stopped, quickly followed by the remaining three engines. Tate called that all four engines had failed and ordered his crew to take up ditching stations. Meanwhile the Lincoln had rapidly become a 30 ton glider and began to lose height towards the sea. Sergeant Jim Chataway (the second pilot), who had been on rest next to the signaller, leapt to his feet and headed for the cockpit where Rick Tate was preparing for ditching.

Behind the pilot was the navigator and radar operator positions. The radar screen was viewed from under a canvas cover similar to that used by photographers in the old days. Ray Parkin was the radar operator and as he attempted to take up ditching positions he found his face being un-ceremoniously pushed into the radar screen by Chataway's size 10 boot.

Chataway managed to turn off the high pressure fuel pump switches situated out of reach of the captain. Meanwhile Rick Tate attempted to re-start the engines. Once the fuel pump switches were turned off, each engine slowly came back to life - the last one at 500 feet above the waves. No one knew why the engines had failed and it was a relieved crew that finally touched down at Darwin two hours later. An inquiry revealed that the two bomb bay fuel tank contents gauges were unserviceable with their needles stuck at full. When the ground staff went to fill the fuel tanks prior to the flight they first checked the fuel gauges in the cockpit. On seeing that both tanks indicated full capacity, they decided the tanks must have already been filled. In fact, both tanks were empty, and the engines had failed when air from these tanks was drawn into the fuel system by the high pressure pumps.

The Mysterious "Goblin".

On patrol 200 miles to the west of the stricken Lincoln, we were blissfully unaware of this drama. We were however, about to be involved in a farcical, if less frightening situation of our own making. We had flown for several hours throughout the night without incident. The sea was calm and the coast of Timor was visible on radar. Suddenly, we were aroused from our collective torpor, by the radar operator excitedly announcing that he had a goblin on his radar screen. The navigator ducked under the canvas blind to have a look and confirmed that it was indeed a "Goblin" (code name for submarine). We were now 25 miles from the coast of Timor with the RAN ships some 150 miles to the north of us. This meant that our contact was unlikely to be an Australian submarine. That left the prospect of a foreign submarine, possibly a Russian. That it could have been from any other country never occurred to me. In fact we were indoctrinated that the "Threat" was always from Russian ships - rightly or wrongly. The Cold War was on and it was not unknown for foreign submarines to watch Allied fleet exercises to gather intelligence.

I announced "Action Stations" over the intercomm system. This dramatic term instantly got everyone's attention with the crew taking up allotted positions. Two signallers slid lizard like under the second pilot's rudder pedals to the nose compartment - accidently jogging the tactical navigator causing him to spill coffee over his chart. Sonarbuoys were readied by another signaller near the tail of the aircraft. Sonarbuoy are hydrophones dropped by small



parachute around the suspected area of the submarine. They listen for propeller noise which can signify a surface or underwater vessel. Some are directional and can give a bearing on the noise. The code word for a directional sonobuoy was 'Fencepost". Once the speed and direction of travel of the submarine is known, a homing torpedo is launched from the Lincoln and hopefully in a real war, the submarine is destroyed. But this was peacetime and dummy torpedoes were too expensive to waste - not that we carried any that night.

I couldn't believe our good fortune. The size of the contact on the radar indicated the strong possibility that we had caught a submarine on the surface. The signaller quickly transmitted a contact report to Darwin while another crew member prepared to drop a pattern of sonarbuoys

around the last known position of the goblin. I held the Lincoln in a gentle dive at high power hoping to get a sighting before the submarine crash-dived.

I was surprised that it was still surfaced because the sound of our Rolls Royce Merlin engines would have been heard from several miles away on a still night.



The Lincoln was not equipped with a searchlight and without one, it would be impossible to see our target. We did have a landing light on the left wing, but it would not extend at high speeds. As a last resort we could try the hand-held Aldis light whose main purpose was to signal messages in morse code to ships.

With the radar operator now steadily counting down the miles to the submarine (or whatever it was) both the second pilot and myself turned down the cockpit instrument lighting in order to see better in the dark. With one mile to run by radar the object was still on the surface. I switched on the landing light but it failed with a flash of sparks. The Lincoln was now going like the clappers and the airspeed was far in excess of the limit speed for landing light extension. As a last resort I ordered the front turret observer to aim the Aldis light at the submarine. It was vital to confirm the identity of the vessel on the surface - especially as some weeks earlier one of our aircraft dropped a pattern of sonarbuoys around a suspected submarine at night, only to find out that they had nearly hit a fishing boat.

The Aldis lamp lit up the cockpit with a blinding reflective glare. I was temporarily dazzled and immediately went on to instruments to level out at 300 feet above the water. At first I thought we had been caught by a searchlight, but then quickly realized the Aldis light beam was reflecting from the angled glass windows of the bomb aimer's turret. Too late, our night vision was wrecked. Blind at 300 feet, I called for the Aldis light to be switched off. Controlling the aircraft safely at low level had more priority than chasing a submarine.



This fiasco meant that there was no positive sighting of the vessel before it disappeared. We were now certain it was a submarine and we dropped a pattern of sonobuoys around its last known position. To our delight the sonarbuoy operators began to pick up propeller sounds. After 15 minutes of circling we had enough information to deduce that the submarine was heading steadily north-east at a speed of 7 knots. We hung around for another hour before getting low on fuel and then returned to Darwin.

By the time we landed the Navy frigates knew about our sighting. They said that our submarine was not one of theirs, and rather cruelly suggested that what we had tracked was not a submarine, but a herd of copulating whales! We didn't mind the joke but their assessment was nonsense. Our radar was old wartime vintage hardly capable of picking up a submarine on the surface at 20 miles, let alone a soft skinned mammal. What we had in our sights was a ship - submarine or otherwise.

Shortly after sunrise, a relieving Lincoln held another radar contact at short range, followed by a visual sighting of the schnorkel of a submarine. Its wake showed the submarine was heading north at 7 knots. A quick calculation revealed that its position was not far from the last known position of



our sighting. The chances were it was our submarine. We never knew its true nationality.

OOOPS.

NEW DELHI, June 2017: Air India has grounded two pilots who forgot to retract the aircraft landing gear after take-off and then flew all the way from Kolkata to Nagpur (1,200 km) with the wheels out. While the flight's destination was Mumbai, flying with the wheels out meant flying low and burning more fuel due to which the plane had to land at Nagpur after running low on fuel.





The pilots only realised that the wheels had been out all the time while preparing to land at Nagpur. The lapse happened on AI 676 that took off from Kolkata last Saturday (July 22) with 99 Mumbai-bound passengers on board.

"After take-off, both the women pilots forgot to retract the landing gear. As a result, the brandnew Airbus A-320 continued to ascend at a very low climb rate. The plane finally gave up climbing after reaching an altitude of 24,000 feet as the extended landing gear meant very heavy drag. It then levelled out and continued flying at 24,000 feet as opposed to the usually assigned level of 35-37,000 feet and flew at 230 knots (426 kmph) for the next 1.5 hours," said a source.

Aircraft are designed to fly with minimum drag for enhanced fuel efficiency and extended range. Since AI 676 was flying at a much lower than the optimal level and that too with wheels out, it meant more fuel burn due to extra drag.

By the time the A-320 was near Nagpur, it was very low on fuel and the pilots decided to divert there as the plane could not have made it to Mumbai. "When preparing to land, they decided to lower the landing gear. At this point they realised that the wheels had been out all the while from Kolkata," said the source.



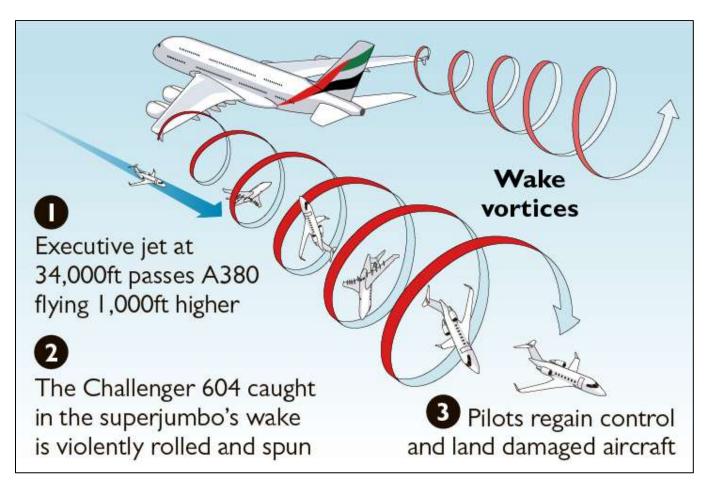
This is puzzling, because typically an A320 would cruise at more than 24,000 feet. Furthermore, there's no way the plane was cruising at maximum speed if the landing gear was out. So, if the above description is accurate, it sounds like they knew there was something wrong, but between the two of them they really couldn't figure out that the problem was that the landing gear wasn't retracted? It's especially shocking when you think of the amount of noise and vibration that occurs when the landing gear "doors" are open. Ouch!

You know you're getting old when you bend down to tie your shoelaces and start wondering what else you could do while you're down there.



Caution – Wake Turbulance!!

The <u>Aviation Herald</u> is reporting that the European Aviation Safety Agency is about to issue a safety information bulletin about high-altitude wake turbulence after a Challenger 604 business jet was written off after flying 1,000 feet below an A380. According to the Aviation Herald, the incident happened on the 7th Jan over the Arabian Sea. The vortices from the Emirates super jumbo jet reportedly caused the big business jet to roll three to five times as it went out of control and lost 10,000 feet before the pilots wrestled it under control and restarted the engines. The Challenger headed for an emergency landing in Oman and there were serious injuries to some of the nine people aboard. The G forces on the airframe damaged it beyond repair.



The Aviation Herald, which says it has had some trouble verifying some details, said German authorities are leading the investigation because the Bizjet was registered there. Canada's Transportation Safety Board is also taking part because the plane was built there by Canadair, which was taken over by Bombardier. EASA is preparing its safety bulletin because reduced vertical separation minimums (RVSM) make 1,000-foot separations standard in most of the



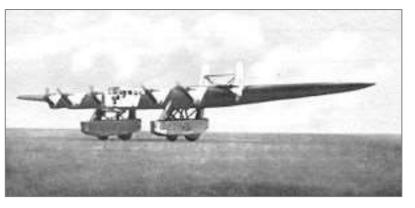
world and the airspace is getting more crowded. High-altitude wake turbulence lasts longer than the landing and take-off variety and can affect aircraft up to 25 NM away.

The advice to pilots hit by wake turbulence is also counterintuitive in that it says the best immediate reaction is none. "Be aware that it has been demonstrated during flight tests that if the pilot reacts at the first roll motion, when in the core of the vortex, the roll motion could be amplified by this initial piloting action," EASA says in the draft. "The result can be a final bank angle greater than if the pilot would not have moved the controls."

I only need glasses when I'm driving the car - and trying to find where I parked it.

The Russian Kalinin K-7

The Kalinin K-7 was a heavy experimental aircraft designed and tested in the Soviet Union in the early 1930s. It was of unusual configuration with twin booms and large underwing pods housing fixed landing gear and machine gun turrets. In the passenger version, seats were arranged inside the 2.3metre thick (7ft 7in) wings. The airframe was welded from KhMA



chrome-molybdenum steel. The original design called for six engines in the wing leading edge but when the projected loaded weight was exceeded, two more engines were added to the trailing edges of the wing, one right and one left of the central passenger pod.

Designed by World War I and civil war pilot Konstantin Kalinin at the aviation design bureau he headed in Kharkiv, with a wingspan close to that of a B-52 and a much greater wing area, the K-7 was one of the biggest aircraft built before the jet age. It had an unusual arrangement of six tractor engines on the wing leading edge and two engines in pusher configuration at the rear.

In civil transport configuration, it would have had a capacity for 120 passengers and 7,000kg of freight. As a troop transport it would have had capacity for 112 fully equipped paratroopers. In bomber configuration it would have been armed with 8 x 20mm autocannons, 8 x 7.62mm machine guns and up to 9,600kg of bombs.



The K-7 was built in two years at Kharkiv starting in 1931 and first flew on 11 August 1933. The very brief first flight showed instability and serious vibration caused by the airframe resonating with the engine frequency. The solution to this was thought to be to shorten and strengthen the tail booms, little being known then about the natural frequencies of structures and their response to vibration. The aircraft completed seven test flights before a crash due to structural failure of one of the tail booms on 21 November 1933. The existence of the aircraft had only recently been announced—by Pravda, which declared it was "victory of the utmost political importance," since it had been built with USSR steel rather than imported steel. The accident killed 14 people aboard and one on the ground. Flight speculated that sabotage was suspected as the investigating committee had representation by the state security organization, the Joint State Political Directorate (OGPU).

However, there appeared recently some speculation in the Russian aviation press about the role of politics and the competing design office of Andrei Tupolev, suggesting possible sabotage. Although two more prototypes were ordered in 1933, the project was cancelled in 1935 before they could be completed.

You would wonder why anyone would want to build something so huge, it must have flown and handled like a brick. See <u>HERE</u>.

You know you're getting old when it takes longer to rest than to get tired.

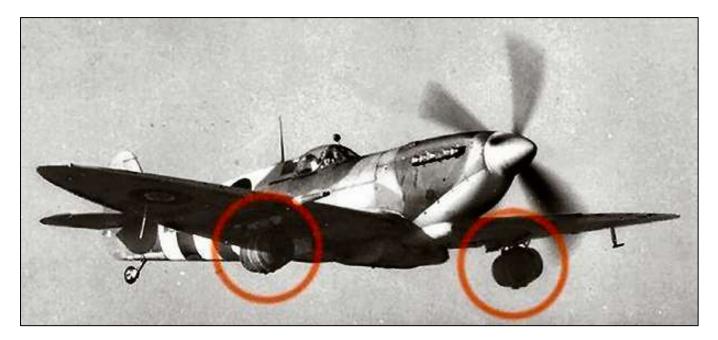
Spitfire "Special " Vehicle!!

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea. The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.



A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod.. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.



As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings. Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons.

In his book "Dancing in the Skies", Tony Jonsson, the only Icelander pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the Squadron.. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.

(Although a "nice" story from WW2, we find it a bit hard to believe, afterall, the aerodynamics of a beer keg is similar to that of a barn door and how it would stay put tied under the wing of a Spitty at 400kph is a bit beyond me – tb)



You know you're old when you have more fingers than real teeth.

Caribou.

HARS Pilot, Douglas Haywood and Loady/Engineer Bob StJohn explain the history of the aircraft.

See <u>HERE</u>



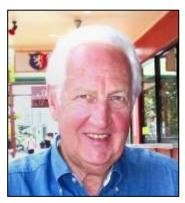
Sick Parade.

If you know someone who is a bit crook, let us know so we can give them a shout out.

lan Johnston.

Kevin Poulton, the President of the Historical Radio Society of Australia got in touch, he says that Ian Johnston is very ill indeed, in palliative care.

We're sorry to hear that and will advise if there is any further news - tb.



Bill DeBoer

Bill got in touch, he said "I will be in Brisbane on the 20 Nov, going to the Holy Spirit hospital for day surgery, no not the heart, all good in that department, it is for a "Radio Frequency Neutromony" around my lower 4 vertebrae, (the world's best Rad Tech may understand this) it is key hole surgery to deaden the ends of some nerves that are causing constant pain in my lower back.

I fly down from Rocky in the morning, admitted at 11 am procedure

12:30 and out at 5 pm, fly back to Rocky in the evening. Sandy is coming as my escort as I have to have general anaesthetic for the job and if I was on my own I would have to stay in hospital o/night, don't really want that.

Just hope it fixes it, been damn painful for too long."

(We've heard from Bill – all ok now.)





Neil Smith.

Bill Collins got in touch, he says that Neil Smith has been very sick with a staph infection. Neil returned home recently and now seems to be recovering ok albeit very slowly. He has an IV cannula inserted fed by a 24hr pack to administer an antibiotic cocktail and this is likely to be so for up to six weeks. Also he has weekly visits to hospital.

Speaking to him via phone recently, he seemed talkative but still very weary and exhausted after a 3min walk around the house. Apparently, his renal function concern seems to be abating and he is hopeful of it returning fully operative. He and Maria also appear to be getting very good support in local area from friends.

John "Sambo" Sambrooks.

Recently Sambo took a sea cruise from Cairns, up to Honiara then over to various ports in PNG and then back to Cairns. While away, he got smitten by the titchy bug which as everyone knows is something to be scrupulously avoided at all costs. The titchy bug's bite can result in a severe case of "Grillie" and unfortunately, Sambo succumbed.





In no time at all, his non-drinking arm swelled up and Popeye had nothing on him. The arm looked like the back of an armadillo and his lovely lady took one look at him and fearing the worse, ordered him out of the house and down to the hospital for a large dose of penicillin. She was relieved to hear the doc say "no, that's not the problem" it's not a penicillin fix, but we'll keep him here for a day of so. Next time she saw him he was stuck in a chair with a drip in his good arm and several nurses fussing over him.

After a day or so of the hospital's finest, he was allowed to go home, the arm (click it for a real life look) had gone down a lot but was still itchy.





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Jerry Vanderstoep

Richard "Stix" Chambers is trying to track down contact details for ex RadTechA Jerry Vanderstoep who served on Mirages with him. Stix says "he was good enough to look me up and come to visit me in The Wesley Hospital Brisbane where I was laid up recently for 12 weeks.

If you can help, let us know and we'll pass on the info to Stix

Service Documents.

WW2 photographs and Service documents belonging to a Reginald Goulden Knight were found in Nambour, Queensland. If known to anyone, would they please contact Mal Sayers, Secretary of Vietnam Veterans' Association of Australia, Sunshine Coast Sub-Branch at <u>secretaryvvaasc@gmail.com</u>.



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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.

RAAF Mawson

Peter Stickland got in touch, he says: "Re <u>Vol 59</u>, <u>Page 8</u>, an excellent article on RAAF MAWSON. I was stationed there as a Senior Radio and Comms. Officer in 1980 and the Auster aircraft was still there plus all of the other items mentioned. I went there after 21 years in the RAAF, enjoyed it very much. I went back to Antarctica in 1983 to Casey Base."

Radio Port Stephens FM

We heard from John Dohnt, he said: "I am a retired RAAFie involved in a local community radio station in Nelson Bay. The



station is Port Stephens FM. I have been the technical officer there for the last 6 years and have used several RAAFies to help. Unfortunately, they get posted and I need to find a replacement. It was suggested to contact your association in an effort to seek interest from your readers and members of the potential to help. If you are a retired tech living in the Nelson Bay area, have an interest in radio, some spare time and maybe the desire to become a presenter as well, then please get in touch.

If you are interested, then you can contact John on 0408 536 566 or email support@psrfm.org.au.

You can listen live to the station <u>HERE</u>. Click <u>HERE</u> to see some of the gear on which you could be working.



The Army??

Ted Mac sent us this, he says: What has the Army turned into... "This is a disgrace.":

ADFA recruits first gender-neutral cadet.

Matthew Benns, Editor-at-Large, The Herald Sun September 21, 2017

THE Australian Army has its first gender-neutral officer-to-be after a cadet at the elite training academy told superiors she was no longer female — and did not want to be male either. The second year-cadet's decision has Australian Defence Force Academy instructors rewriting the rule books on how to address the cadet. The young trainee, who can no longer be referred to as she or her, has been moved out the female barracks and into mixed accommodation at the

Canberra academy. "Everyone is tiptoeing around this cadet in fear of saying or doing the wrong thing," a defence force source told The Daily Telegraph. "Instructors are correcting everything they say and have to refer to her as 'officer cadet' rather than she or he as they do with everyone else.

"Soldiers are not interested in this crap, they want to focus on their real job," the source added. In the past five years the ADF has spent more than \$1



million helping 27 members deal with gender dysmorphia, including paying for 17 to have sexchange surgery.

But the push for political correctness has led to a plunge in morale, with a survey revealing fewer than half of army and navy personnel have any confidence in their leaders or their decisions.

Senator Cory Bernardi said: "The political correctness at defence continues with this gender X trainee raising a raft of questions including which barracks and latrine to use. "It is mindboggling. I have spoken to several defence force members who feel they are part of a giant social experiment that is being driven from the top down." A survey of more than a third of personnel in the army, navy and air force found low morale throughout the ranks with civilian staff particularly dissatisfied."



Senator Skye Kakoschke-Moore requested the survey results through senate estimates and said defence needed to "delve deeper" to find out what has gone wrong. About a quarter of men and women across all three forces reported their own morale as low or very low. Another third said it was only moderate. Less than half of the men and women in the army and navy felt that defence senior leaders made effective strategic decisions or had any confidence in them.

Former Army officer and Australian Conservatives member Bernie Gaynor said: "It's about time the Defence hierarchy got back to core business and provided that leadership."

A Defence spokesman said: "Defence currently has personnel who have identified as gender X. Due to privacy, Defence will not comment on individuals."

"Defence places a high priority on the wellbeing of all personnel and being an employer of choice. Morale is influenced by many factors, including some which are related to work and others that relate to personal and family circumstances."

Old age is when the actions creak louder than words.

Ernie Gimm sent us this: - ring any bells??

How Desert Storm destroyed the US Military.

The US military that won Desert Storm or Gulf War I in 1991 was a spectacular military, a gargantuan industrial age military with high tech weaponry and well-trained personnel, that when called upon, achieved victory with the speed of Patton and the panache of Teddy Roosevelt.

Overlooking the vast eight-mile carnage on the Highway of Death in Kuwait, destruction that was caused by a US Air



On the frontlines of truth and liberty

Force and Navy that bore almost no resemblance to the two services now, a sergeant in the 7th US Cavalry remarked, "America sure got its money's worth from those Joes."

In 44 days, the largest military force assembled by the US and its allies since Normandy, destroyed the world's fourth largest army in a brilliantly led, fabulously executed air and ground war in the sands of the Middle East.

The ghosts of Vietnam were vanquished by men who had experienced the horrors and strategic errors of that war and who instilled those lessons to the personnel they led.



Both General Colin Powell and the late General Norman Schwarzkopf had both served multiple tours in Vietnam and their experiences there made them highly sceptical of the press and its intentions, therefore, no reporters were embedded with combat units during the war. The world was given a Nintendo video game, sanitized version of a war and while short, had many elements of the nastiness of wars past, but appeared to be nothing more than a high-tech cake walk.



Because there were no journalists in the field, the world never saw H.R McMaster, the President's National Security Adviser, who was then a captain in the 2nd Armoured Cavalry Regiment, fighting the Tawakalna Division of the Republican Guard at a now famous grid line dubbed the 73 Easting.

On McMaster's left flank, the scouts from the 4th Squadron, 7th Cavalry were also battling the Tawakalna and the ghosts of the Little Big Horn, at a nameless speck of desert landscape known as Phase Line Bullet. Later that night, grunts and tankers from the 1st Infantry Division, the Big Red One, hit the Guard at Objective Norfolk and before the night was over, found themselves engaged in close quarters fighting with fanatical Guardsmen in a place most of

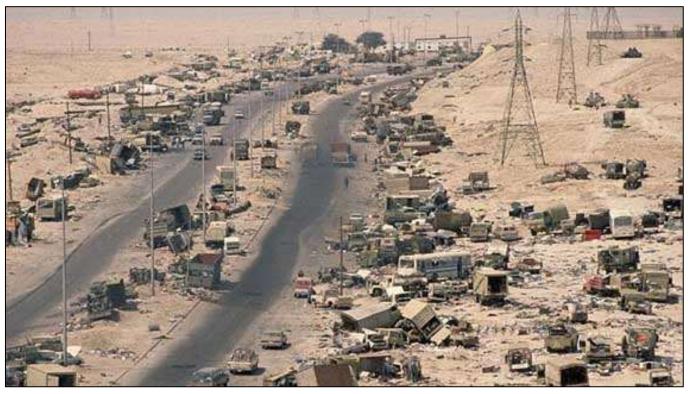


them want to forget, but can't. Two days before, the Big Red One had spent the opening hours of the war burying Iraqis in the trenches alive with bulldozers.

On G Day +3, the US 1st Armoured Division hammered the Iraqi Al-Medina Division of the Republican Guard at a place now known as Medina Ridge. The Battle of Medina Ridge was to date the largest tank battle since Kursk in 1943.

On the left flank of Lieutenant General Fred Franks' VII Corps was the XVIIIth Airborne Corps, which included the 24th Mechanized Infantry Division. The 24th Mech was led by the extremely aggressive, highly competent and definitely non-PC, Major General Barry McCaffrey. The first two days of the ground war, the 24th Mech raced across the Iraqi desert, heading towards its objectives in the Tigris-Euphrates Valley. On the 26th February, 1991, the 24th Mech advanced through the valley and captured Iraqi airfields at Jabbah and Tallil. At the airfields, it encountered entrenched resistance from the Iraqi 37th and 49th Infantry Divisions, as well as the 6th Nebuchadnezzar Mechanized Division of the Iraqi Republican Guard. The 24th's Task Force Tusker attacked entrenched Iraqi forces on February 26th to seize battle position 143, effectively severing the Iraqi Euphrates River Valley line of communication to the Kuwait Theater of operation and destroying the major combat elements of the Iraqi Republican Guard Forces Command's elite 26th Commando Brigade.

Despite some of the most fierce resistance of the war, the 24th Mechanized Infantry Division destroyed the Iraqi formations and captured the two airfields the next day. The 24th then moved east with VII Corps and engaged several Iraqi Republican Guard divisions on the last day of the conflict.





Two days after the Gulf War ended, on March 2, 1991, elements of the 24th Mech were fired on by the Iraqi Hammurabi Division of the Republican Guard, which was retreating north in a five mile long convoy. McCaffrey ordered his division to destroy the Hammurabi and by the end of the day, the 24th Mech had annihilated the division, destroying 187 armoured vehicles, 43 artillery pieces, and over 400 trucks. The Battle of Rumaila Oilfield was a classic showcase of the kind of warrior aggression the US military's senior leaders used to display, but which, in the era of the perfumed prince with stars has all but disappeared.

Barry McCaffrey would last about five minutes on active duty today, as would Norman Schwarzkopf. McCaffrey and Schwarzkopf are the type of generals who win wars. What do the the generals do now?

Yet, the world saw none of those battles being fought as they saw no Marines storming through Kuwait. There were no journalists; hence no video, no film, no photos; nothing to show the world except a few shots of B Roll of the Iraqi Army surrendering to Marines on the border. To the American public, the Iraqis were surrendering en masse, when in actuality the Republican Guard was going down with the ship. For example, the 10,000 man Tawakalna Division was virtually annihilated, including the division commander who died in an artillery barrage on the night of February 26, 1991.

While General Schwarkopf's power point presentations enlightened the world, the soldiers and Marines found themselves in a Dante's Inferno, with smoldering vehicles, dead Iraqi soldiers strewn over tank turrets in a man-made darkness of oil fires that smothered any sunlight and the vast remnants of an army, which littered the battlefield: rifles, helmets, sundry equipment and arms and legs that were picked at by packs of roving wild dogs.

War is hell...but the American public never knew.

The day Desert Storm ended, the death of the US military commenced. The Pentagon, basking in glory and bowing to pressure from the public and crackpot feminists like Patricia Schroeder, started drinking the Kool Aid and they've never stopped. The war was a video game, a clean, quick rout. Modern war was now sanitized, where the bad guys would die at stand-off ranges of a mile or two and explode in little black and white pixels on Pentagon TV screens. In fact, war was



now so quick and so easy that women should be allowed to serve in the combat arms and Special Forces.

Victory in Desert Storm became the catalyst for every left wing wacko to hack at the military with a meat cleaver.



Since, 1991, the US military has been slowly coming apart at the seams. Stress cards, open homosexuality, transgenders on active duty, sensitivity training, pregnancy simulators for male troopers, lactation stations in the field, babies born on US ships of war, female graduates of Ranger School, including a 37 year old mother (it's funny how the women looked so well fed), women in the SEALs, women in Marine infantry units and females in the field artillery (even though most cannot carry a 155mm round) are just some of the insanity that has taken place in the last 26 years, but which snowballed into hell under the Obama administration.

A social revolution engulfed the military, starting with the <u>Tailhook</u> <u>scandal</u> and continuing to this day. Warriors were forced out and feather merchants and PC flag bearers were promoted. Girl power was in and masculinity was out. The warrior culture was buried and a new culture was reborn that resembles corporate America, not the US military of yesteryear.



And, now, with the world in flames, with ISIS blowing up Europe, with Putin pumping weights in the Arctic while he watches his BMP's on

skis roll by, with Kim Jong-Loon on the loose with a toy chest of nukes and missiles and with Iran figuring out that Trump ain't Barney Fife, the US military needs to be rougher and tougher and more ready for a fight than ever, and, we ain't. And, that's the fact, Jack.



Many are waiting for <u>Mad Dog Mattis</u> (left) to stick a pike in the heart of the military's social engineering forever. We are still waiting...Perhaps, Secretary Mattis is so busy dealing with the thugs on the planet, that he has forgotten that the armed forces that will be engaging the thugs is still in trouble.

Secretary Mattis must once and for all shut down the feminist fantasy of women in the combat arms. There are thousands of jobs for women in the military where they can serve honourably and be promoted, without, in Mattis' own words, 'setting themselves up for failure in combat.'

Mattis also needs to get rid of the perfumed princes and the feckless duds who have infested the senior ranks of the armed forces. I would rather have a sergeant with guts running a division than a two star coward who is more worried about his pension and future job on cable news than the mission and the troops.

The US military is still being led by people who believe that the military is nothing different than working for Google, except that the military has uniforms and weapons. When you eschew the glorious traditions of the military and combine that with ludicrous social engineering, you are setting yourself up for massive failure.



While the US military interpreted the results of Desert Storm incorrectly, the real lessons from that conflict are crystal clear. The US military functioned well in an environment that focused on the mission, not on political correctness, LGBT rights, day care centres on submarines and breastfeeding Rangers.

With our enemies stacking up against us, time is running out to fix the problems which were initially caused by a victory 26 years ago, in a war that has largely been forgotten



Laverton parts bin.

Dick Cluley says: "Re <u>Vol 59</u>, <u>Page 14</u>, Just have a bit of a story to tell about Laverton and the old aircraft parts dump west of the radar and before the tower (near the railway line fence). Looks like it is outside the new base boundary now but not built over. In 1987 I fossicked in it and found many interesting bits and pieces including a Beaufort name plate, Spitfire exhaust stubs and parts of the RAAFs only Hurricane. Only spent an hour or so but from memory there was a lot more underground. There was a small brick building nearby with hundreds of 50mm cannon shell rounds clips scattered everywhere. It looks like it's gone by the new google earth sat pic. Will be sad to see the old base go".

Wind Turbines.

Ernie Gimm sent us this: The entire rationale for wind turbines is to stop global warming by reducing the amount of CO2 being returned to the atmosphere from the burning of fossil fuels. In the picture at right, recently taken in Sweden, freezing cold weather has caused the rotor blades of a wind turbine to ice up bringing the blades to a complete stop.





To fix the "problem" a helicopter is employed (burning aviation fuel) to spray hot water (which is heated in the frigid temperatures using a truck equipped with a 260 kW oil burner) on the blades of the turbine to de-ice them.

The aviation fuel, the diesel for the truck, and the oil burned to heat the water, could produce more electricity (at the right time to meet demand) than the unfrozen wind turbine could ever produce. (Before it freezes up again). The picture is a metaphor of the complete insanity of the climate change debate. In decades to come this one photo alone will sum up an era of stupidity, when rational thought, logic and common-sense was abandoned and immense wealth and resources needlessly sacrificed.

Because I'm a man, and this is, after all, the year 2017, I will share equally in the housework. You just do the laundry, the cooking, the cleaning, the vacuuming and the dishes and I'll do the rest.... like wandering around in the garden with a beer in my hand, wondering what to do.

Pensions.

John Cridland says: I read this in the Brisbane Courier-Mail earlier this year and while in a grumpy mood I am sending it on. It has been around for a while, but every voter should read and remind their elected representative of their duties.

"THE stigma of charity should be removed from the age pension. It should be an entitlement earned by the person's personal contribution to the fund," said a very famous Australian long ago.

- Who? Former Prime Minister Sir Robert Menzies.
- When? At the time the current pension scheme was introduced.
- Fund? What fund and what personal contribution?

You wouldn't know about it listening to the major parties' politicians who, echoing former Treasurer Joe Hockey, told the ABC they want Australians to drop their sense of entitlement to the aged pension, which should only be paid to poor people, and receiving it should be "nothing to be proud of".

Well, no! most pensioners worked and spent a lifetime paying for their pensions. It's not welfare and, when it was introduced, it was actually meant to be an entitlement. A 7.5 per cent contribution was taken from wages to put into a fund to pay their pensions. Just as workers now have superannuation collected.



What a good idea! Unfortunately (for pensioners) the Labor Party insisted the contributions shouldn't be kept in individual accounts as in the UK and the US where retirees get the entitlement earned by their contributions. Instead, it all went into one big pot, the National Welfare Fund. And when the pot got really big, the politicians took it.

They won't talk about the historical facts because these days politicians have developed a new "ending the age of entitlement" narrative while pushing the disingenuous line that younger workers are paying tax to support pensioners. Menzies was opposition leader when then prime minister Ben Chifley announced a National Welfare Fund to pay for pensions, unemployment relief, child endowments, even health care with a 7.5 per cent tax increase.

Menzies insisted that the Compulsory Contribution (levy) should be kept completely separate; that it should be paid straight into a trust account and not mixed with the general revenue. The levy and the National Welfare Fund began on January 1, 1946, and contributions were shown separately on workers' personal tax assessments for 1946, 1947, 1948, 1949 and 1950, with the money paid straight into the special fund from which claims were paid out.

In 1950 the balance in the fund was almost £100 million or \$200 million – in today's money the equivalent of several trillion dollars.

But the pot was too big for the politicians to leave alone. Menzies, supported by the Australian Labor Party, amended the Acts governing the fund so the compulsorv contributions levy was lumped in with people's income tax and the whole lot paid straight into consolidated revenue. But the compulsory 7.5 per cent "levy" was still collected and spent.



In 1977 Liberal PM Malcolm Fraser transferred the balance left in the welfare fund account (by then almost \$500 million, or several trillion in today's terms) to consolidated revenue. But still the 7.5 per cent was taken out of everyone's pay packet every week. Then in 1985 the Labor Government repealed Acts No. 39, 40 and 41 of 1945 (The National Welfare Fund Acts) and introduced income and asset testing, thus excluding millions of levy and taxpaying Australians from receiving the pension for which they had paid.

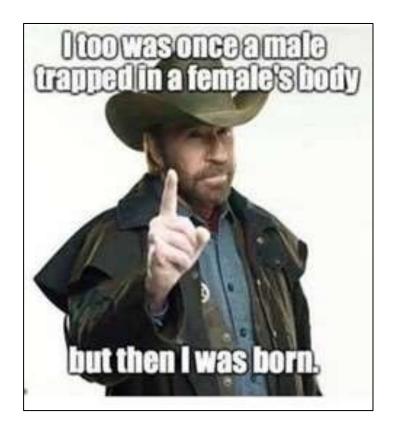
But still the 7.5 per cent levy continued to be collected (while hidden in general income tax revenue.) And to this day it still is collected.



There have been estimates that the trillions of dollars stolen from the fund and the money paid and similarly stolen (sorry, transferred) since 1985 would be enough to pay a non-means-tested pension to every retiree of far more than \$500 a week. If it had been invested, like the Future Fund, the pension might be \$1000 a week. Small beer compared with the politicians' pension deals but a huge leap for older Aussies, 420,000 of whom had their age pensions cancelled or reduced from January 1.

Ironically, they are the very pensioners who would have the highest pensions if their personal contribution to the "fund" was the yardstick as in the UK and the US. They probably generally have been Coalition voters. But no more.

Spend time in the RSLs, bowling clubs, voluntary organisations and the like, where these people gather and it is clear they are Liberal-National voters no more. In lieu of an Australian Trump, they see no alternative but One Nation. The Coalition, supported by Labor and the Greens, has turned 180 degrees from Menzies' view that the age pension is "an entitlement earned by the person's personal contribution to the fund" and portrays it as charity. For many Australians this alone shows how far the parties they once supported have strayed from principle.





We received this from several sources:

My Australia: Fairwell old friend.

Jennifer Oriel writing in The Australian brings to light all that personifies the ADF of 2017. She says: Given Australia rates below countries like Vietnam, Brazil and Thailand in military strength, one might expect the Defence Minister to make vast improvements in combat readiness her sole priority. It takes a long bow to contend that breast jobs and transgender surgery have a direct relationship to military prowess. Yet recently the minister, Marise Payne, justified Defence spending more than \$1 million in taxpayer funds on cosmetic surgery for

troops (See <u>HERE</u>). All that remains is to ditch 'Advance Australia Fair' for 'I Feel Pretty'.

There is no point in maintaining the fiction that Australia is ready for war. Yet the Prime Minister made the fiction official when he promised war with North Korea if fat boy Kim fires at America. Kim Jong-un is determined to prove that his nuke is bigger than Trump's, but seems doomed to premature articulation. The only thing worse than North Korea's missile

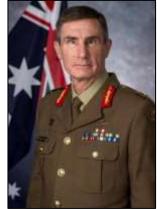


porn is the possibility that Kim will acquire nuclear power and make the West pay. We had better hope his losing streak lasts because Australia's military preparedness underwhelms and soft treason is rising through the ranks.

Australia shares more than fiery rhetoric with North Korea. We are neck and neck on global rankings for military capability. On this year's Global Firepower ranking, Australia is listed 22 and North Korea 23 for military strength. America leads the world but China is rapidly gaining. When Defence isn't funding nips and tucks for troops, it's busy banning boys from jobs. The Australian Army banned male recruits in a majority of positions advertised in early August. The

Daily Telegraph revealed that 35 of 50 jobs were available only to women. Australian Defence Force recruiters were told that if they did not follow the women-only directive, they would be "re-posted".

Malcolm Turnbull and Payne are enthusiastic architects of diversity policy in the military. The trickle-down effect seems clear. Last year Chief of Army Lieutenant General Angus Campbell addressed a Defence Force conference on recruitment. He said: "The number one priority I have with respect to recruitment is increasing our diversity, with a focus on women and indigenous Australians." He emphasised that his "goal of increasing diversity in the army" was urgent and exhorted members to "examine your 'energy levels' for this task and see that they





are aligned with mine". Campbell used a shopping study to propose varied approaches to recruiting women and men for the army. Apparently, men and women shop differently and Campbell said: "We can reasonably extrapolate these 'sales' issues to our 'sales' of army careers."

Once again, I Feel Pretty.

If Australia was the world's number one military power, the transformation of Defence from a patriotic military to progressivist civil service might seem less problematic. But I suspect the transformation would not occur under a government determined to make its military supreme. President Donald Trump is already seeking to restore US military might by advancing beyond Obama's queer programs and habitual Islamist appeasement.

Perhaps only one activity is more corrosive to the modern military than systemic social engineering. It is soft treason. The latest attacks on Western forces is friendly fire aimed at our elite troops. In Australia and Britain, special forces soldiers are accused of war crimes and the left's political-media class is producing prime propaganda for our enemies. In 2008, human rights lawyer Phil Shiner accused the British military of war crimes, alleging soldiers mutilated and killed innocent civilians in Iraq. The tax payer funded BBC repeated the allegations. A subsequent multi-million-pound inquiry concluded what many Britons had suspected; the

allegations were baseless. Shiner was <u>struck off</u> as a solicitor after he was found guilty of multiple professional misconduct charges, including dishonesty and lack of integrity.

As it turned out, Shiner, who smeared allied troops as war criminals had been the vicepresident of the Haldane Society of Socialist Lawyers.

Australia, too, is enduring a protracted period of



war crimes allegations directed at our elite troops. The most publicised case involving former SAS commander Andrew Hastie was timed with the Liberal Party's public endorsement of his candidacy for the federal seat of Canning. Despite the left media's best efforts to discredit him, Hastie won the by-election and after a two-year investigation, the soldier directly accused of wrongdoing was cleared by the Australian Federal Police.

In July, the ABC chose to publish damning allegations about our elite forces. ABC staff introduced the material thus: "Hundreds of pages of secret defence force documents leaked to the ABC give an unprecedented insight into the clandestine operations of Australia's elite special forces in Afghanistan, including incidents of troops killing unarmed men and children." There are two pertinent questions. Does anyone at the ABC understand the meaning of non-state actor, jihadism and asymmetric warfare? Has Defence launched an official investigation



into the leaks, given their potential to damage the reputations of Australian troops and compromise operations security?

The SAS is being placed under intense scrutiny over operations against Islamist terrorists. It is difficult to avoid observing that under Marise Payne's Defence leadership, a culture of complaint has developed that undermines military cohesion, violates the principle of merit and punishes soldiers for courage under fire. Along with the numerous problems plaguing Defence Industry Minister Christopher Pyne's submarine program, the Liberals' traditional role in fortifying national defence appears to be fatally compromised. It should concern any prime minister, but especially one willing to go to war with a paranoid dictator hot for nuclear holocaust.

Because I'm a man, when I catch a cold, I need someone to bring me soup and take care of me tenderly while I lie in bed and moan. You're a woman. You never get as sick as I do. So, for you, this is no problem.



News and Reunions!

DFRDB UPDATE YEARS END 2017

Introduction.

As we look back over 2017 we must wonder what we have achieved and at first glance it does not look so good. We have certainly made our Politicians aware of our concerns



and our mailing lists have continued to grow. These are not victories certainly not what we want but defeat is not on our radar.

With a project like this we have learned that if you write to your local member and that person is a member of the Government your letter will be flick passed to Minister Tehan who will reply to your Local member using the same letter they have been using since about 2015. The letter is then forwarded to you; your Local member feels warm and fuzzy and has not done a thing for your cause. The other major party follow the same path except your letter goes to the Shadow Minister. There is very little difference in the content in the two letters and some of the phrases are the same. Some independents have been very supportive.

Petition.

The Minister has had the petition for close to three months and as yet no reply, the wheels of government turn very slowly. We anticipate a knock back from the Lower House and then the petition to the Upper House can be tabled.

Jacquie Lambie and Pauline Hanson.

Both of these Senators have been very supportive and we should thank them for their efforts, the loss of Jacquie may well only be a short term event and in all honesty we need her back in either the Upper or Lower House.



Our Plan.

We will continue with our fight as long as we have your support. We will continue to badger the Government and the Opposition. We will request a face to face meeting with the Minister and try to put our case without his Public Service minders. We will approach Paul Murray and Graham Richardson from Sky News to try and get our message out in the open and we are seeking a major newspaper journalist who would be able to do a feature article. We may still be forced to go down the High Court road.

Christmas.

We wish you all a happy and safe Christmas, thank you for your support and may we finish this project in 2018

Regards, Jim Hislop (Lt Col retd) and Herb Ellerbock. (WO1 retd).

Legacy Survey.

Melbourne Legacy is conducting a survey regarding younger veterans who served in the ADF in any capacity post 1991. So far, the survey has lacked RAAF participation, and we have been approached for help to encourage anyone who has served post 1991 to complete this short survey.

The survey takes only a short amount of time to complete, and can be accessed via the following link <u>HERE</u>;

Bomber command.

For the last couple of years Catherine Wallis has been assisting the Bomber Command Association (BCA). In April 2018, the UK will officially open the International Bomber Command Centre. It is a fantastic centre, with memorial walls, peace gardens, a world class interactive museum and an education centre. It will ensure these important stories are not lost.

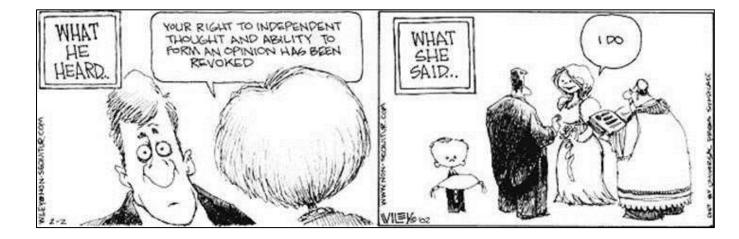
Australia has about 10 Bomber Command Veterans (all 93yrs plus) who are able to travel and who would love to see the new centre and attend the opening. Unfortunately, BCA have been unable to obtain government funding for this.





Catherine has set up a GoFundMe campaign to get them there, she says: "I think we owe these wonderful veterans a last opportunity to see their legacy. What I ask is that you would consider sharing this campaign widely, especially amongst your Facebook, Instagram and other groups, so that we have a chance to meet our target. All monies raised will be administered by the Bomber Command Association and shared equally among those veterans able to travel."

You can donate HERE



GEMS Patron.

Greg "Jacko" Lyons says: "We are known as Ground Equipment Maintenance Association Inc and we have been honoured to welcome our first Patron - Air Vice Marshall Warren McDonald the current Deputy Chief of Air Force who started his RAAF carrier as an MT Fitter Apprentice. So obviously we're excited... See our web site <u>HERE</u>."



Garbage!!

The following email is once again doing the rounds:

"Anzac Day



It cost the Federal Government \$500,000 to find out how to best celebrate 100 years of the Gallipoli landing and this is what the dickheads came up with:

'That we will upset some people in the community by celebrating Anzac Day (you know who they meant). My God!! For F***s Sake!!, As well as the Aussies, Brits, Scots, Kiwi's, Yanks, Canuks, Gurka's, Fuzzy Wuzzies, Frogs, Poles, Cloggies, etc. we have Japanese and Germans march on Anzac Day as

well. It's a day that all countries involved commemorate their mates who did not return. Now!!! Are you ready for this?.....The Federal Gov. is now going to throw another \$100,000 to someone to find out WHY it was suggested we tone down Anzac Day.

What a bunch of dumb bastards, we have 'governing' our country!! What the Hell is this bulls**t about 'toning down'



So who cares if some DAMN ILLEGAL immigrant , funded by "OUR" taxes, gets offended because of tribute we rightfully shower upon "OUR" ANZACS! If you're a proud Aussie too, please send this on just to remind everybody whose country they're in !!"

If you're a proud Aussie, with just a small amount of intelligence, you'll flick it straight to its rightful place, the bin, as it's all crap!. Once again, someone with an axe to grind has found a small piece of information and amended it to suit their own biased, bitter and inflammatory political outlook.

There was a meeting held and that meeting did put forth some recommendations, but they were soundly rejected by the Government. If you want to read the true version – see <u>HERE</u>

This is a story of self-control and marksmanship by a brave, cool-headed woman with a small pistol against a fierce predator. **Q**: What's the smallest calibre that you would trust to protect yourself? **A**: A Beretta Jetfire?

Here's her story in her own words: "While out walking along the edge of a pond just outside my house in The Villages with my soon to be ex-husband discussing property settlement and other



murky water and began charging us with its large jaws wide open. She must have been protecting her nest because she was extremely aggressive. If I had not had my little Beretta Jetfire .25 caliber pistol with me, I would not be here today!" "Just one shot to my estranged husband's knee cap was all it took. The 'gator got him easily and I was able to escape by just walking away at a brisk pace. It's one of the best pistols in my collection, plus the amount I saved in lawyer's fees was really incredible. His life insurance was a big bonus.

B24 Liberator Restoration.

<u>B24 Liberator Restoration Australia</u> is a not-for-profit organisation which is located in a WWII hangar at Farm Road Werribee. The organisation has been restoring a B24 Liberator aircraft over the past 20 years, which is now well advanced following countless hours of painstaking restoration.

B24 Liberator Restoration Australia is preserving aviation and RAAF history and is providing the often understated benefits of fellowship and fostering community spirit. The restoration site receives many visitors throughout the year and hopefully will receive Museum status in the near future. More information about the group's operation can be obtained by visiting its website at http://www.b24australia.org.au/home.

The group is seeking to fill its Honorary Treasurer position commencing the end of January 2018 following the retirement of the present incumbent. The new incumbent would ideally be a qualified accountant or someone with extensive bookkeeping experience. Position duties include:

- maintenance of financial records, including monthly financial reports
- receipts (shop, donations, membership revenue) and payments (internet banking)
- liaison with National Trust regarding donations

Accounting is EXCEL-based to maintain the system's simplicity. Position workload is estimated at 2-2.5 hours per week.

This voluntary position would be a rewarding experience for a suitably qualified person to work with a group of passionate, dedicated individuals. The Association has a B24 Liberator Branch based at the Werribee complex.

Interested parties should contact Judith Gilbert, Secretary B24 Liberator Restoration Australia at <u>liberator@b24australia.org.au</u> or phone (<u>03)9734 0094</u>.



Vietnam War Losses.

The Vietnam War was a hugely costly war for the US and its Allies. Apart from the numerous lives that were lost, the equipment losses were also staggering:

Lives lost:

USA	Australia	New Zealand	South Korea	Thailand
58,318	521	37	5,099	351

Aircraft loses:

The US Military lost almost 10,000 aircraft during the war, mainly due to antiaircraft artillery or missiles, The RAAF lost 13, 3 Caribous, 2 Canberras, 2 Sabres and 6 Iroquois.

Click <u>HERE</u> for the full list of aircraft losses – the numbers are staggering.

Long Tan Cross.

The Minister for Veterans' Affairs, the Hon Dan Tehan, recently announced that an important piece of Australia's military history will soon find a new home after the Vietnamese Government gifted the original Long Tan Cross to Australia.

Australia's Ambassador to Vietnam Craig Chittick received the Long Tan Cross from the Dong

Nai Province People's Committee at a small ceremony at the Dong Nai Museum in Biên Hòa last month. An Australian Defence Force member then travelled with the cross on its journey to Australia.

The Long Tan Cross was erected by Australian soldiers as a memorial to their fellow diggers who fought and died at the Battle of Long Tan on the 18th August 1966, Australia's most costly single engagement in the Vietnam War. It was removed from the Long Tan battle site some time after the



end of the Vietnam War in 1975. It was reportedly used as a memorial for a Vietnamese



Catholic priest until the 1980s when it was restored and eventually placed on display by the Dong Nai Province Museum in Biên Hòa in the late 1990s.

Approximately 60,000 Australian men and women served in the Vietnam War between 1962 and 1975, including 521 who lost their lives and more than 3,000 who were wounded. For many Australians, the Long Tan Cross has come to symbolise our involvement in the Vietnam War. It is a powerful memorial to the service and suffering of Australian soldiers.

The Cross will now remain in Australia for perpetuity and will go on display at its new permanent home at the Australian War Memorial in Canberra from 6th December.

Appy Reunion – Werribee, 2018

Phil "Dick" Tracy would like to invite all ex-Appies to the 2018 reunion in Werribee which will be held on Saturday the 20th January at the Werribee RSL. Doors open at 1.00pm

You can see further information <u>HERE</u>.





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