

Page 3 Girl.

Our lovely Page 3 girl this edition is Mary Windsor.

Mary says: "I Joined the WRAAF on 20th July 1964 (as Mary Moore) for adventure, travel and to learn new skills. Dissatisfied with my job at Myer Geelong selling wool in winter and haberdashery in summer, I decided it was time to see what else life had to offer. When the big day came, my sister Margaret dropped me at the recruiting centre at Queens Road Melbourne with my one borrowed suitcase and I stepped through the door into a new world and a new life.



A RAAF bus transported the Victorian new recruits to Point Cook where we were clothed, fed, marched, moulded and shaped into service personnel all within four weeks. Point Cook in July is not an inviting place. Wind blew from far south onto the parade ground where we spent many hours trying to coordinate arms, legs and marching in straight lines. The barracks were Spartan, cold and noisy with floor surfaces, which needed polishing with heavy polishers that tended to have a mind of their own. So far my travels had taken me 51.8 kms from home.

Five of us from [124 recruit course](#) moved to Laverton where we waited for a couple of months before starting on [No 22 Tprinop course](#). Much of the intervening period was spent in a tin hut learning to type with music providing the momentum and played at different speeds. To this day hearing the 'William Tell Overture' sends chills down my spine. The course finished in March when I was attached to Fairbairn for a couple of months before taking up my first posting at Frognall.

Accommodation varied from base to base. I lived in a wooden block at Point Cook and Laverton, Fairbairn had fibro huts but you had to go outside to get to the ablution block – not all that good in winter. Frognall was something else again! We lived in Nissan huts that were cold in winter and boiling hot in summer. Six bed-spaces semi-partitioned by a wardrobe gave limited privacy while the person opposite you had none. It was an unusual base because most of the girls worked shift-work. There was always someone sleeping during the day in these less than ideal living conditions. On hot summer days it wasn't unusual to see that someone had dragged their mattress into the case-room to take advantage of the concrete floor in order to get some sleep before going on duty again.

I arrived from Frognall about mid 1965 and was pleased to see Noreen McCabe, from my Tprinop course, was also there – we're still good friends. The following year Noreen, Dottie



Hodge and I were attached to Radschool to train on No 26 Communication Security course. We had an intense month of learning the inner workings of cryptography. It was an area that I particularly enjoyed. I was promoted to Corporal in November 1967, which would normally mean a posting— but not for me.



Standing L-R: Chris Little, Toby Longwill, Ginger Nelson, Jeff Aldrich, Neil Minster.

Seated L-R: Noreen McCabe, Mary Moore, Dottie Hodge.

I stayed at Frognall as a corporal but I was attached to Edinburgh on a two-week NCO course, where I learned to take a flight on parade, throwing my voice so that everyone could hear my command, basic public speaking, man-management, taking responsibility and delegating where necessary. Having completed the course, I felt empowered to cope with my new rank. Two years later I was promoted to Sergeant.



Patsy Horniman and I were promoted to Sgt the same day. Patsy worked at Victoria Barracks commcen and lodged at Frognall. A recent establishment change created a position at Radschool for a WRAAF Sgt instructor. I was posted to Radschool and Patsy was posted to Frognall. I was back where I'd started. After five years of waiting for a posting I moved to the other side of town. I had no preparation for the instructor position and had to rely on tips from other instructors to get by. I didn't enjoy it very much. In July 1970 I signed on for another two years and I spent 12 months in the Career's Information side of Recruiting where I met Ron Windsor who had recently returned from Vietnam. I was posted back to Frognall in 1971 and promoted to Flt Sergeant in November. The only establishment for a WRAAF Flt Sgt was at Frognall so there was no posting to come with the promotion.



My current engagement was nearly up and I took my discharge in July 1972. I loved my years in the WRAAF even though my whole time was spent around Melbourne. Travel hadn't been a big feature in my service life but it was an adventure and I learned new skills that prepared me to take on the world.

A month after my discharge I boarded the Greek ship "Britanis" and sailed for England on a two-year working holiday. A Year after returning home Ron Windsor, and I were married on 1st March 1975 in Geelong. It seemed I'd joined the Air Force again—in a different capacity!

Ron was at Point Cook when we married, he was promoted to Sqn Ldr in November and was posted to Canberra in January the following year. We bought a house in Canberra and both studied at CCAE taking advantage of free tertiary education.

When I finished studying I joined the Commonwealth Public Service so I could transfer within the organisation when a postings came up. After five years in Canberra Ron was posted to Glenbrook where we spent three years. Whilst at Glenbrook we bought some land in Ballarat, which we intended to build on when Ron retired. Our last posting in Melbourne enabled us to oversee the building of our house on 3 acres of land. We moved up to Ballarat in October 1986 to a civilian lifestyle. Two years later we opened Windsor Park Nursery and closed down after 5 years to travel for 14 months, mostly in Spain and England.

In 2004 we sailed from Melbourne to Yokohama on the QEII, leaving Melbourne on Valentines Day and returning on our 29th wedding anniversary. One month later Ron dropped dead and I had to start another life.

In the last 14 years I've completed a Geology degree at Ballarat University, travelled to East Antarctica, the Arctic, West Antarctica, the Kuril Islands and places in between – always looking at the geology. Three years ago I participated in the [scootarbtor challenge](#) in which 20 seniors rode 50cc motor scooters from Port Augusta to Fremantle and raised \$80,000 for BeyondBlue — but that's a story in itself.

I've lived in Bairnsdale for the past five years. I volunteer at the Tourist Info Centre once a week, play social and competitive croquet, puddle around with family history and take a holiday now and then. In June I go to Sri Lanka.

My Air Force days are special because they gave me adventure, travel (not very much) and taught me new skills and gave me a multitude of friends".

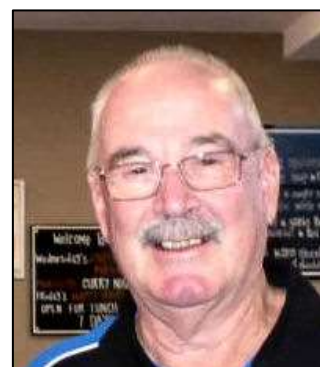


If Webster wrote the first dictionary, where did he find the words?

21 Course Radio Appy's 50th reunion.

Don Cureton wrote, "Receiving the RAM a while back reminded me that I was going to send you some info on the 21 Course Appy pics.

We started at Laverton on 9 Jan 1967. A few of us had an impromptu 'pissup' at the Transcontinental (Brisbane) in January this year. We chose that venue because Andre Bondeson had his leg in plaster and didn't want to walk too far from Roma St Station. It was a good choice for a 10 AM meetup - I got home well after dark.



We have been having regular reunions for about 10 years and it was decided that Victoria was the appropriate state to hold the 50th. A committee was formed and they eventually chose the RACV Torquay resort. We held the reunion over the days 27/28/29 October 2017. We decided a long time ago that choosing a date that didn't conflict with school holidays and sporting events was hard.

Out of the original 72 starters on our course, 34 attended at Torquay, along with wives of course.

Here are some of the pics.







Why do we sing "Take me out to the ball game" when we're already there?











Don says: "Many have commented that not many other appy courses have maintained contact the same was as we have. Dunno. It's a coincidence that our Wagga counterparts, 21 Engineering Appies have similarly maintained contact and held their 50th reunion a couple of weeks before ours.

46 Instrument Course, 1982-83

Terry Devine sent us this.



Back Row L-R: Terry Devine, Paul Blyton, Dan Sheahan, Rob Verstadig.
Middle Row L-R: Stewart Shackley, Paul McNally, Bob Lewis, Tony Hunter, Ugo Tolone.
Front Row L-R: Chris Wild, Len Biongorno, Jim Rouse, Troy Dux, Wayne Sharman.

Why are they called "stands" when they are made for sitting?



Radio Section Butterworth, 1986

Rick Smith send us this pic, he could only give us a few names, Ted Washbrook gave us a lot more, but we're still short a few, if you can help, please do.



Back Row L-R: Gary Lane, Don't know, Don't know, Howard Alexander, Al Richards, Don't know, Don't know.

Middle Row L-R: "Bungee" Williams, Jim Pring, Don't know, Simmo Samafov, Al Combridge, Don't know, Col Chesworth, Geoff Lott, Dennis Hayes.

Front Row L-R: Vince Browning, Don't know, Don't know, Don't know, FILt Steve Bournes (ABRADO), SqnLdr Alan Talbot (BRADO), WOff Ted Washbrook, Greg Parish, Zad Zadravec, Bill Yates.

Doesn't "expecting the unexpected" make the unexpected expected?

Officer Training School. Sept 1991



Back row L-R: Chris Hanna, Mark Masini James Hood.
Front row L-R: Tina Wright, Adeline Chong, Rachael Grimmer, Lee Robertson

How come abbreviated is such a long word?



48 Clka Conversion.

1981ish



Standing L-R: Huw Grossmith, Col Lonsdale, Allan Willis, Ray McNeill, Ross Veitch, Richard Hails, John Martin.

Seated L-R: Steve Hunt, Terry Banks, Des Maguire (Instr), Ray Cook (Instr), Sharon Williams, Russ Harvey, Ian Brazil. (Not in photo is FSGT Brian Sela, the master typing instructor.)

Back in the 'olden days', you could enlist as a Clerk (Nothing) and then later on, DPA would decide it's time to re-muster to CLKA so off to Wagga for three months to basically, learn to type 35wpm.

2 Sqn Phan Rang.

Sometime 1968/69



The two blokes up front are Kerry Millard, (Framie), and Wayne Nielsen (Instrument Fitter).

We don't know the two rows at the back, can someone help.

I was going out with a friend when we saw a woman with a nose ring attached to an earring by a chain. My friend said, 'Ouch! The chain must rip out every time she turns her head!' I had to explain that a person's nose and ear remain the same distance apart no matter which way the head is turned.

76 Sqn Macchi.

Throw-back to the early 90's with 76 Sqn Macchi R3 Servicing's and Wing Swap Central.



Chris 'Schultzy' Schultz (left), Ian 'Fish' Fisher (front) and some good looking bloke called Sean (Ramjet) Ramsay (rear right).

I couldn't find my luggage at the airport baggage area and went to the lost luggage office and reported the loss. The woman there smiled and told me not to worry because she was a trained professional and said I was in good hands. 'Now,' she asked me, 'Has your plane arrived yet?'.....

Maintenance Sqn East Sale.



Can someone provide names and time please/



Rookies, Course 1574. 26 Aug - 14 Nov 1980.



Back L-R: Wayne Laidlaw, Robert Shipp, Paul Armitage, Robert Stoffels, Rick Christiansen, Gary Warne, Mark Moles, Peter Rogers.

Middle L-R: Ray Garcia, Dave Barrett, Bill Watts, Dereck Kenyon, Cpl Gary Thompson, John Taylor, Mark Finiss, Chris Cavanough.

Front L-R: Ric Wojciechowski, Craig Newman, Neville Beck, Greg Cabezas, Brett Franklin, Darren Hailwood, Alan Miller, Steve Swan.

Why is bra singular and panties plural?

The Crew that brought the first Caribou to Australia.



Standing L-R: K C Smith, Terry Gilroy, Garry Martin, Joe Thomas, Cec Robinson, Bill Hall, John McQueen.

Seated L-R: Jim Ryle (radio), John Lindner, Noel Bellamy, Trevor Fairbairn (CO), John Bevan, Murray Bertram, Aussie Pratt.

The photo taken in January 1964. This crew brought A4-140 out from DeHavillands in Canada, landing at Richmond on the 22nd April 1964. This aircraft above was in the second batch to be delivered to the RAAF, arriving Richmond on the 13th June 1964. It was crewed by Ron Raymond (Captain), John Staal (Co-pilot), "Red" Jordon (Navigator) with Owen Murrell (Loady).

Cec Robinson, in the pic above, was in Canada, not as crew but learning the radio stuff.

The pic below is the full crew that brought A4-164 out to Australia.

THE RAM

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



Vol 61

Page 3



Standing L-R: Owen Murrell (Loady), Wally Patterson (Nav), Brian "Ric" Richards (Loady), John Staal (Pilot), Keith "Red" Jordan (Nav), Don Pollock (Pilot).

Seated L-R: Des Lovett (Pilot), Barry Ingate (Loady), Ron Raymond (Captain), Chris Sugden (CO - Pilot), Bernie Parker (Pilot), Bev Barry (Nav).



A sign used in Australia to advise that slow drives are about to temporarily increase their speed.