THE RAM

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

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

See Page 2

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

See Page 3.

Windows 10 has some very good features. We explain some here. We suggest some free PDF editors

See Page 4

The Wallaby Lunch Clubbers got together again for a good time.

See Page 5

Nothing is more certain than one day we will all cash out. We should make plans before-hand and to help DVA has some very good advice for us all.

See Page 6

Jock Cassels finishes the story of his exciting life in two Air Forces.

See Page 7

During WW2, if you were captured and sent to a POW camp, Curragh was definitely the one of choice

See Page 8

99% of cars these days have power steering – but how does it work? And why did the Ford flat head V8 fade into the mist?

See Page 9

When ever you get to Melbourne, make sure you visit the Shrine of Remembrance and we have another look at RAAF Ballarat.

See Page 10

Vitamins, are they worth taking? And what is the truth behind all those diet plans?

See Page 11.

Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67 and who was Amy Johnson.

See Page 12

AVM Bob Richardson (Ret'd) argues the RAAF is one of the best.

See Page 13

Vietnam Vets Day (18Aug) was celebrated on Queensland's Sunshine Coast.

See Page 14.

The "Friends of the Mirage" got together recently and we have another look at Butterworth.

See Page 15

"75 Sqn's lolly drop". John recounts a story where the RAAF dropped bags of lollies to the Mission kids on Bathurst Island

See Page 16

Sick parade! Some of our mates are a bit crook. We wish them a speedy recovery.

See Page 17

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

Page 18

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

Page 19

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

Page 20

Index.

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

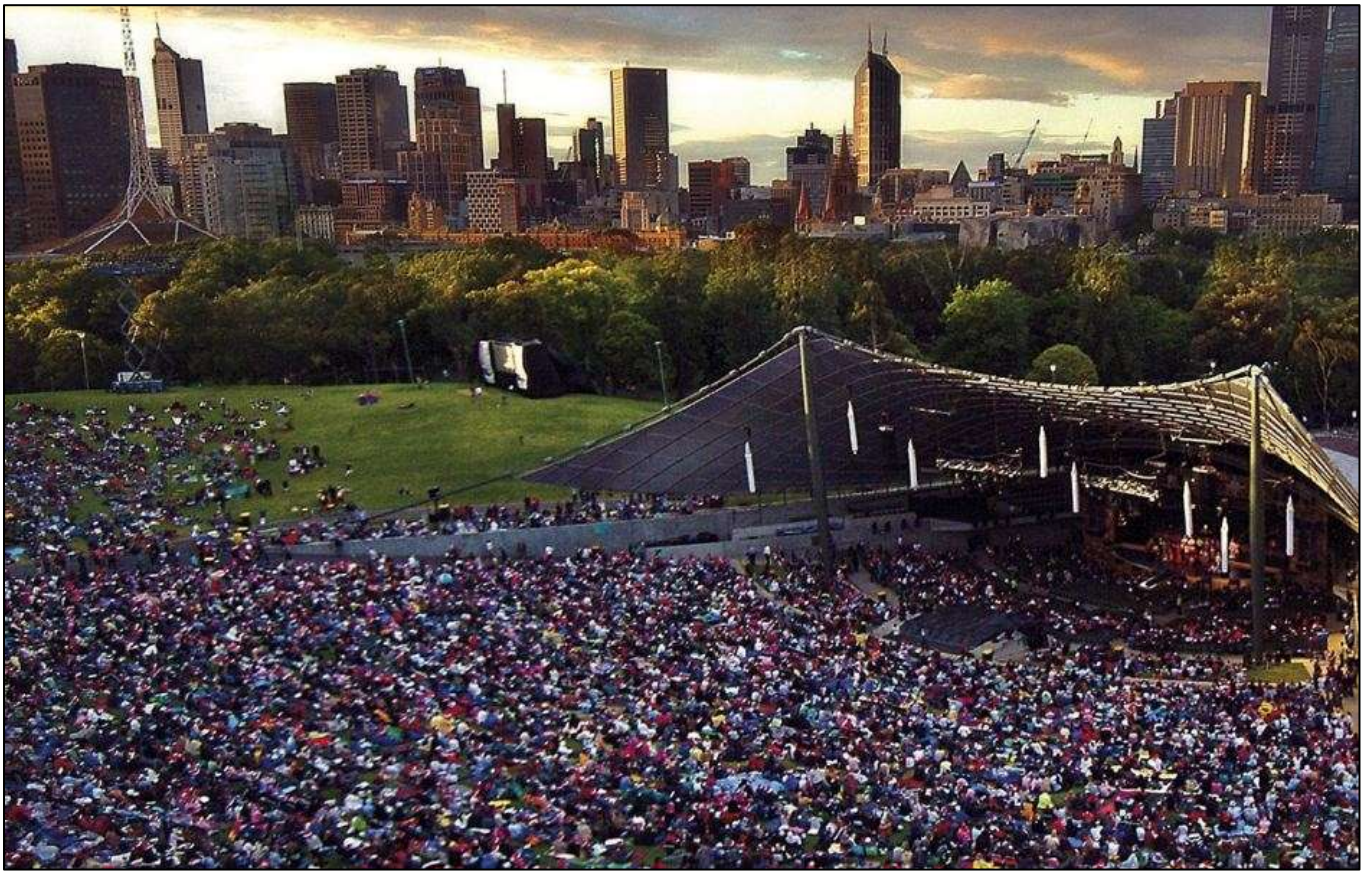
2021 Celebration.

Later this month I'll be in Canbarra to see the RAAF to discuss our wish list re the celebration.

C

We're planning for the Sunday Concert event to be open to all in Melbourne and it could look like this below, you'll definitely want a reserved seat. A thousand of those seats down the front will be reserved for those that attend the reunion – we're limited to 1000, so if you think you'll be able to attend, even though it's a while off, we suggest you get your name in now. After we have 1000, you'll have to go onto the wait list. At the moment we have 213 – don't put it off, if you wait too long you could miss out. Tell all your friends too – get them involved.

To register, go HERE, click the Overview link and fill in the Celebration Form.



Remember, the "other day" Celebration events are open to anyone and everyone who has spent time at Ballarat, Laverton, Point Cook, St Kilda or Frognall, it's open to clerks, cooks, framies,

pilots, instructor, even radtechs, it's irrespective of mustering. The individual cost to everyone will be minimal as we're down the road aways with sponsors and it's looking good.

Early in 2020 we'll need you to commit and fill in another form with all names, shirt sizes etc and soon after that you'll need to make a payment – but more on that later too.

We'll be asking for volunteers later, people to help with set up, team leaders, crowd management, waiters etc, more on that later too.

OPINION

Back in March this year, that's 6 months ago, we wrote to Defence Media seeking permission to tour the Army Base out at Oakey (west of Toowoomba - Qld) with the intention of completing a story on the Base so you, our readers, could see how the blokes and blokettes posted out there lived, socialised and messed and could compare today's facilities to those they enjoyed when in uniform.

We've done this many times previously, normally we find Defence Media to be very helpful indeed and tours are organised with a minimum of fuss. We've been allowed tours of Air Force, Army and Navy Bases, we've been on Navy Ships, climbed into many of Army's heavy stuff and flown in the Air Force's aircraft and not ONCE has anyone from Defence had the need to criticise our reporting. We deliberately do not report or photograph any thing of an operational nature instead concentrate our reports on the social aspects.

But this time things were different.

Defence Media weren't even courteous enough to respond to our request, we rang them many times only to be told "It's been looked at". We never did get a reply. In frustration, on the 22 May, we wrote to the then Defence Minister, Marise Payne, asking her to intervene on our behalf. We got a response back from the Minister's Office on the 8th June confirming receipt of our letter and stating that it was being considered.

We appreciate that the Minister's Office has a lot more important things to worry about than our little matter, we also appreciate that our request is much more important to us than it is to them, but, as busy as they are, we did get a response on the 16th July – but it was not as we'd hoped. You can see their response HERE.

We've since written back to them, reminding them we're not the media nor are we the general public – we're an ex-Service Association, we've given part of our lives in defence of this nation, we deserve better. We haven't heard back since we last wrote but on the 21st Sept we have a meeting in Canberra with the Defence Department and with the Vet Affairs Department – we'll bring it up again and let you know the outcome next issue.

Membership.

We've decided to go with the following membership.

- 1 year's full membership for $12.00. (now till 30 June 2019)
- Full membership for $35.00 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 2019. 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 LIST), please fill in the form below and send it to us, if you haven't already joined (if you're not on the list), please use the form HERE.

First name: Surname:

Your email address:

Membership type:

Your State: Sum transferred: $

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.

With senses like that, a dog must live in the smelliest, noisiest world.

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

Peter “Dutchy” Forster.

“Dutchy” Foster left us on the 30 June, 2018, just 2½ months short of his 73rd birthday. Far too young. He’d been battling cancer for some years and sadly it finally got the better of him.

Dutchy joined the RAAF as a Radtech trainee on the 5th March 1964. After rookies, he was posted to Laverton but couldn’t make it through the course so was remustered as a GH and posted to the Nav School at East Sale. In Feb 1966 he was posted to Point Cook then in Dec that year he was sent to 35 Sqn in Vung Tau as an assistant Loadmaster on the Caribou. He returned to Australia in November 1967, back to 1AD at Laverton and remustered as an Electronic Data Processor. From Laverton he was posted into Dep Air on St Kilda Rd and then in July 1968 he was posted back to Base Squadron Pearce for discharge.

After the RAAF, he joined Telstra where he met his wife Paula. He loved his golf and played with the VV Social Golf Club at Boomerang Farm and also in a comp at Chindera.

An avid Richmond support, Dutchy's funeral service was held at the Tweed Heads Memorial Gardens on Thursday 5th July, 2018

Pictured at his funeral service were some of his mates who served with him in 35Sqn Vietnam.

L-R Wayne Oldfield, Keith Kinch, Jim Maguire, Trev Benneworth, Doug Angus, Dave Pettigrew, Geoff Hall.

James Edward Smallman.

Ron Chaffey advises us of the passing of Jim Smallman, a RadtechA who served from March 1972 until March 1992. Jim passed away quietly on or about the 1st of June 2018. A memorial get together was held at the Blacksmiths Breakwall Walk in Newcastle on Tuesday the 26th of June at 1030hrs for the scattering of his ashes.

Peter Mead

Cecilia Ward advises that Peter Mead passed away at the Gap (Suburb of Brisbane) on Saturday the 30th June. He was 76 years old. Peter's funeral was held at the Pinnaroo Cemetery on the 5th July.

Peter joined the RAAF in 1961 and completed his Radmechs course at Ballarat (23 RMC). He was on 19 RTC which was held at Laverton in 1963 and graduated as a groundie.

He spent a lot of his RAAF time working on the CPN4 at Pearce, Williamtown and Butterworth. He was accepted for a diploma course, spent 4 years at RMIT and changed over to engineering for the remainder of his 20 years service.

Lance Edwards

Cecilia Ward also advises the passing of Sqn Ldr Lance Edwards (Ret'd) on the 27th June, aged 92. Lance was a member of the Surfers Paradise RSL, his funeral service was held on the 7th July at the Trinity Anglican Church in Robina on the Coast.

Michael William Cook.

"RG" Thompson advises the passing of WOff Michael Cook. Mike was a SigsOp and passed away on the 7th July. He lived on Bribie Island and his funeral service was held at Traditional Funerals in Burpengary on the 11th July.

Daryl Leigh Jazownik.

Warren Dickson advises the passing of Daryl Jazownik (born 30th Sep 1945) who died on the morning of 16th July 2018, aged 72. Daryl's funeral reception was held at the Fawkner Memorial Park (Melbourne) on Wednesday 25th July.

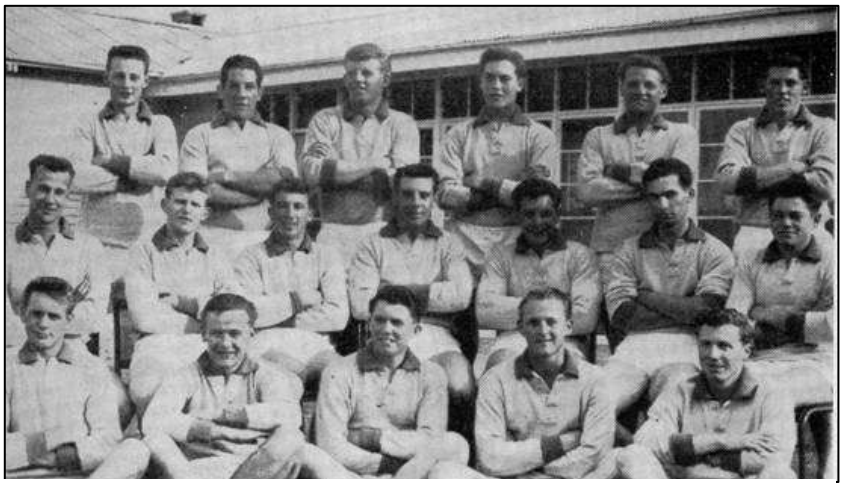
Daryl was a Sumpy and joined the RAAF back in 1961 as an Appy on 13 Appy (Beavers) – the Beavers graduated on the 13th December, 1963.

Warren provided the following memorable photos of Daryl.

Daryl outside his hut at Wagga in his first year, 1961. He was a member of 4 Flight, known as The Rebels. Daryl was only 15 years and 4 months old at this time.

Daryl with his hut mates Jim Duncan, Neil Moreton, Archie Ryan and their hut NCO Sgt/App R Kilah - 1961.

The 1961 apprentice Colts A Aussie Rules team. The Reserve grade and Colts A teams were nearly always filled by 2nd and 3rd year apprentices. As this photo shows there were three 1st year Beavers in the side Waters, Stone, and Jazownik - they must have been very good. Photo taken from the 1961 Oysters apprentice annual.



Back row L-R: Walsh, Ceechin, Martin, Hatswell, Inch, Wilkes
Middle L-R: Waters, Stone, Fuller, Leahey, Duncan, Palma, Jazownik.
Front L-R: Hayne, Graham, Shillitow, Robinson, Gee.

1962 Beavers Engine Fitter apprentices.

1963: Fully trained RAAF Fitters; Donelan, Booth, Jazownik - armed and dangerous.

In 1974 the first of the famous Melbourne Appy reunions were held at the RAAF Sgt's Mess on the Saturday for the bucks do and then at Toolangi for the Sunday family picnic day. Daryl was at most of these reunions. Following are four photos of the Beavers that attended over the years. This one was held in 1977

This photo was taken in 1980.

The Beavers were, and still are, most active in running these gatherings.

This photo was taken in 1981

In 1981 the Beavers reached their 20 year RAAF service mark. Daryl Jazownik and Ralph Donelan were the leaders in organising the first all Beaver reunion. These have been held regularly ever since and will continue till the last Beaver is standing.

Daryl has been a stalwart at these gatherings performing the remembrance ceremony, carrying the banner, and always supporting.

He will be missed.

The following are some photos of these reunions in memory of Jazza.

This photo was taken at the 1982 picnic.

Engine Fitters at the 2001 40th anniversary reunion in New Zealand.

The 2006 Nelson Bay 45th anniversary reunion.

This is a photo of the !5th Engine Fitters – sadly 5 Beavers in this photo have now passed on.

Nelson Bay 2006

Perth 2014

A beautiful photo of Kym and Daryl at Canberra for the 50th anniversary reunion in 2011.

Daryl Leigh Jazownik
RIP Mate

Keep Beavering,

Daryl was the 25th Beaver to depart our illustrious group.

Following is the listing of all the Beavers who have passed away. As we remember Daryl; please take another moment to remember all these Beavers who have passed on. They are always one of us.

First name	Surname	Nick name	Mustering	Year of death
Frederick Charles	Adams	Fred	Instruments	1996
Allan Sydney	Bailey	Beatle	1st year MT	1993
Philip R	Brown	Phrip	Motor Transport	1977
Peter Carey	Burman	Pete	Motor Transport	2002
Roy Maitland	Carlton	Sticks	Engines	2017
John Robert	Chapman		1st Year Engines	2014
David R	Court		Electrical	1994
Eric A	Eller		1st Year MT	1961
Kevin James Augustus Deatrio De	Esposito	Espo	Airframes	2006
Adrian H	Forknall	Speedy	Airframes	1964
Chester James Frith	George		1st Year A/F	2002
Robert Edward	Greenacre	Bob	Engines	2014
James William	Harvey	Shoulders	Electrical	2011
James M	Irvine	Jimmy	Airframes	1972
Daryl Leigh	Jazownik	Jazza	Engines	2018
Denis Patrick	Macneall	Elsie	Instruments	2017
Anthony Patrick	Murphy	Spud	Electrical	1964
Graham John	Peacock	Feathers	Engines	2013
Llewellyn Charles Kenneth	Robb	Lew	Motor Transport	2017

Malcolm	Robbins	Marty	Engines	2008
Gordon	Ruming		Instruments	2014
Albert John	Sargent	Sarg	Electrical	2013
Arthur Robert	Smith	Bob	Motor Transport	2018
William	Vandenberg	Bill	Electrical	1976
Kevin	Webb-Wagg	Webby	Engines	2017

Air Vice-Marshal Frederick Barnes AO, DFC, AFC (Ret'd)

Bob Richardson advises the passing of AVM Fred Barnes. Fred was born in Melbourne in 1924 and started his first job with the PMG as a telegram boy. After a while he was "promoted" to postman and having an interest in aircraft, joined the Air Training Corps. He gained entry to the RAAF in 1943 and ginned his wings as a Sergeant pilot in 1944.

He worked his way up through the ranks and eventually was appointed Deputy Chief of the Air Staff from 1979 until 1981

He was awarded the American Air Medal from Col Grey, for his actions in Korea - 1951

Fred retired in November 1981 with the rank of AVM, after 38 years of service and having flown 36 different types of aircraft, a feat unlikely to be matched these days.

Fred's funeral was held on Tuesday 14th August at Broulee (Southern NSW, near Moruya).

Click HERE to read a profile of the much respected Fred Barnes, expertly put together by Jim Hall, President of the Qld branch of the 3 Sqn Association.

Click the pic above to hear an interview with Fred Barnes where he talks about his career. The interview was conducted by the University of NSW (Canberra) on the 6th February, 2004.

Bob Goonan.

The Djinnang Association advise the passing of Bob Goonan on Friday 20 July up in Darwin. Bob didn't recover from surgery when another tumour was removed.

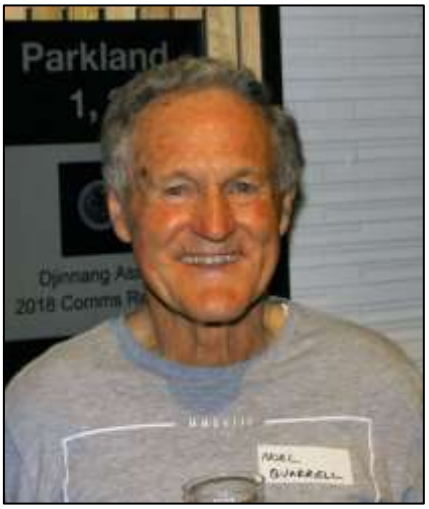
Sorry, we don't have any funeral details.

Norbert Belley.

From John Stewart, Secretary, 3 Telecommunication Unit Association (Inc), "Gabriele, Norbert's sister advises that Norbert Belley died unexpectedly on the 12th August. A celebration of his life took place on the 24th August, at 1400 hrs at the Bundanoon Soldiers Memorial Hall, Bundanoon 2578.

Off Watch 1008."

Noel Quarrel.



Judy Quarrel, (Noel's wife) advises the sad news that Noel (ex Telstech) passed away unexpectedly on Wednesday 15th Aug.

Noel's funeral was held at the Parkview Funeral Home, in Ballina NSW.

Wng Cdr Neville (Gus) Watson (Ret'd)

Neville Watson passed away on the 18th Aug, in the early hours of the morning. His funeral was held on Monday 27th August in the St Peters Anglican Church, Dimboola, Vic.

Sorry, no further details.

Air Cdre Norman (Alex) Alexander.

Bill Maye advises the passing of Norm Alexander (AIRCDRE Gunnie) on Monday 20th August 2018. Bill says he was very fortunate to count Alex as one of my dear friends and was probably more excited than he when he was promoted to AIRCDRE to become President of the Australian Ordnance Council, the pinnacle position for any Armament Officer.

His wife Vera has advised that there was a memorial service for Alex at the Mitchell Crematorium (ACT) at on Wednesday 29 August 2018.

Norm served with 2 Sqn in Phan Rang from Nov 1969 to Nov 1970 as a Flt Lt Gunny.

Page 3 Girl.

Our lovely page 3 girl this edition is Kelly Muller.

Kelly was born in Shepperton in Vic but as her dad was a Commonwealth Copper (Federal Policeman) as a young girl she got to move around quite a lot. She lived in and went to school in Darwin, Townsville, Cairns and eventually finished her schooling in Brisbane.

After Brisbane there was another move back up to Townsville where she enrolled at the James Cook university and majored in education as she had her eyes set on being a teacher. During her second term at Uni she and a friend joined the Army Reserve, that was in 1989, she was 19 years old.

After completing her initial training, she joined the catering branch and became a steward and was assigned to the Sergeant's Mess at Jezzine Barracks in Townsville. Jezzine Barracks was a wonderful place to work, built in 1891 and situated on Kissing Point, at the western end of the Strand beachfront, it was a small unit, it had atmosphere, it had a wonderful view and it was a great place to work. She used to ride her small 50cc scooter to work but as *"boys will be boys"*, the Sergeants would get up to all sorts of tricks and at times she'd find her scooter in a cold room or on top of a dump master or stuck in some other inaccessible place – all in good fun!

Sadly, Jezzine Barracks is no more, the 15 hectare site was handed over to the Townsville City Council in 2006 which over the years developed it into open space for the residents of and visitors to Townsville. It contains an Army Museum which is open on Wednesdays, Fridays and Sundays from 9.00am to 1.00pm.

When Kelly graduated from Uni, she found there was a glut of primary school teachers in Queensland and she found it hard

to obtain a position. The Army was able to give her extra days and during this period she completed Reserve Officer training. At that time the Army were trialling a “rush” Officer training course which was reduced from the lengthy full year’s course to just 7 weeks This course was full-on and was held “live in” at Canungra, in the hinterland behind the Gold Coast – and she loved it.

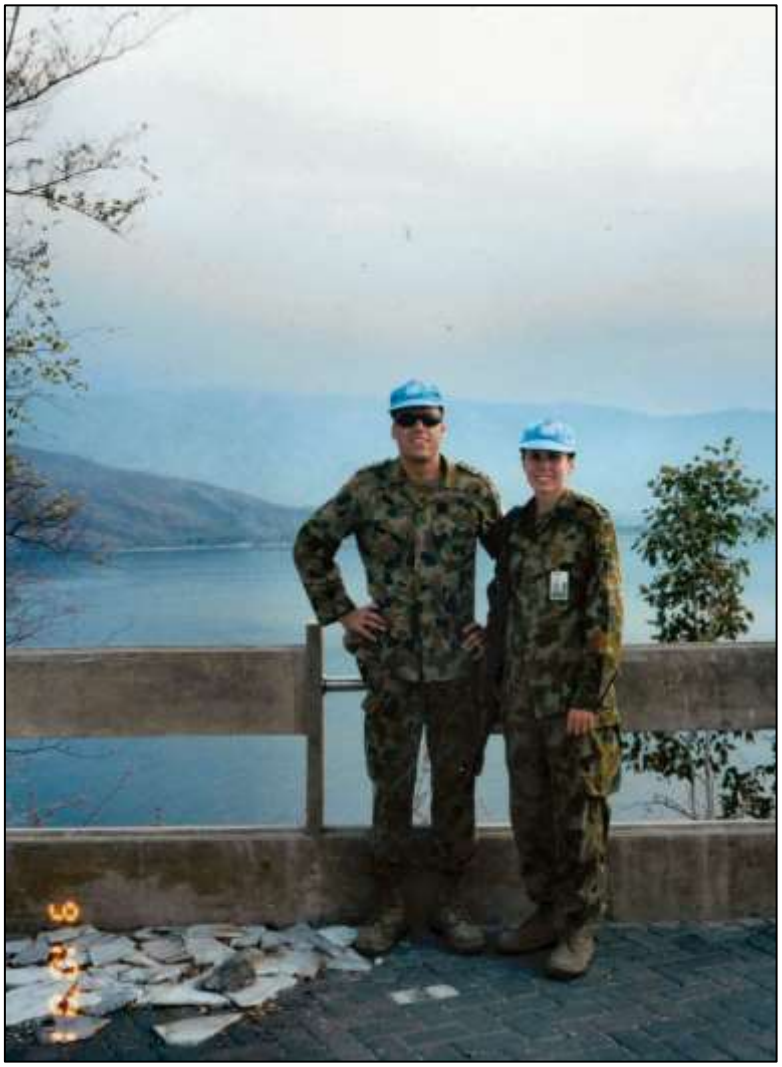
After completing the course and passing out as a second Lieutenant, she was posted to the Royal Australian Corps of Transport back at Townsville. She was the first female to hold the position of assistant adjutant in the 31 Royal Queensland Regiment. She was also doing some relief teaching but the work was very inconsistent and she made the decision to apply to the Royal Military College in Duntroon. In 1992 she was accepted and moved to Canberra in July 1993 – into the Regular Army.

During her stay at Duntroon she met her future husband, Marcaus, who was also on course. The course ran for 18 months and back then girls made up about 10% of the numbers. After graduating in Dec 1994, she was posted back to Canungra while Marcaus was posted to Townsville.

She says they had a “long distance” romance which obviously worked as they were married in 1995 after which she was posted up to Townsville. She held a number of jobs in Townsville, admin, Corps related, attached to the Joint Movement Control unit and eventually she specialised in Movement Control.

In 1999 she and Marcaus were posted to Melbourne and shortly afterwards she was shipped off to East Timor as part of InterFET (International Force East Timor). This was only a short term posting and in 3½ months she was back in Melbourne. While in Timor she was one of the Operations Officers in Movement Control. This section controlled all shipping, land and air movements and one of her highlights was co-ordinating movements for the John Farnham “Tour of Duty” concert. She also got to escort Kylie Minogue.

In Timor, her group was billeted in Obrigado Barracks in Dili. Accommodation was provided in old concrete walled huts where she was lucky having to share a room with only one other person. The others weren’t so lucky, with some bunked in rooms containing up to ten persons at a time.



Back in Melbourne she was posted to 26 Transport Sqn at Puckapunyal. 26 Transport Sqn was a long-haul transport unit which was preparing to move to Timor and eventually, in June 1991, she was off to Timor again, this time on a six month posting as 2IC of the All-nations Logistics Squadron. As luck would have it, Marcaus was also posted to Timor, in September, though he went to Suai on the south of the Island while Kelly was in Dili – 180 klms apart. But where there's a will, there's a way and they got to see each other quite a bit.

When she returned to Australia she took 12 months long service leave and studied for a diploma in information management with the intention of getting back into teaching as a teacher/librarian. In 2003, after applying for and obtaining a position as a teacher/librarian, she discharged from the Army but ended up teaching a grade 5 class.

Marcaus was also posted back to Melbourne after Timor and they decided to stay on in Melbourne. They bought their first home in Kinglake but unfortunately, they lost it in the Black Saturday fires in 2009.

Kelly taught in Melbourne for 4 years, both as full time and as a part time teacher and spent some hours each month working back in the Army, in uniform, but not in the reserve – more like a Project Officer? She found she missed it and loved it again.

Marcaus had by this time been posted to Brisbane and Kelly began to put some feelers out for reserve work in Brisbane and was eventually offered an out of cycle posting ahead of her husband. It was off to Brisbane and she was back in uniform for another 4 years.

While in Brisbane she fell pregnant and their son was born in 2008 and not long after it was back to Canberra as Marcaus had been posted to Staff College. That was when their house in Melbourne was destroyed in the fires – terribly sad times for them both.

After Brisbane they were posted to Canberra for 12 months while Marcaus was at Staff College and preparing for his exchange posting to the British Army in Germany. By this time, they had their first child, Toby. They left Australia when Kelly was again pregnant, this time with twins.

They had two years in Germany, where their twins (pigeon pair) were born but sadly the little bloke was born with a heart problem and had to endure extensive surgery in order to survive. Poor little bloke spent 3½ months in hospital. When he was released, they did as much as you can do in a foreign country with three kids under 3 - they spent a lot of time touring, Paris twice, Normandy, Brittany, and epic road trip through Germany but the hi-light was a 2 week tour throughout Ireland then back to the UK, ferry to Spain followed by a long leisurely drive back to Germany.

They were back in Oz after 2 years and back in Brisbane.

In Sept 2016 Kelly was selected by Soldier On to be part of a small contingent of eight veterans to go to Timor Leste to partner with the Mary McKillop International Catholic Organisation in a project supporting local school kids. They fitted out a bus as a mobile library where it would visit outlying villages providing class sets of books, musical instruments etc to be used as teacher resources. Seeing the country again, 17 years after her initial deployment in 1999 was both a moving and exciting opportunity for Kelly which she says gave her a greater understanding of how her role, albeit what felt to be a small one, had made a difference as its success was due to the sum of its many parts.

These days she has retired from teaching, from the army and she says she's now a full time mum to 3 boisterous kids the eldest being 9, the twins 8.

There are 3 kinds of men in this world. Some remain single and make wonders happen. Some have girlfriends and see wonders happen. The rest get married and wonder what happened!

14 Sigs course.

Ballarat, 22 Sept 1960
(Trevor Medhurst sent us this)

Standing L-R: J Doohan, M Guest, R Sutherland, V Crowie, P Long, M Edmonds, P Ware, A Powell, H Devery.'
Seated L-R: E Cox, Trevor Medhurst, C Bond, WOff N Clifford, G Harris, D Rankin, P May.

Vietnam Pics.

Barry Carpenter, who flew Canberras with 2 Sqn out of Phan Rang from Dec 1969 to Nov 1970, was recently back in Vietnam – he sent us these pics

Barry said: "It was a little emotional at times especially landing (for the second time - first time was when I couldn't get back into Phan Rang because of weather after a mission) at Cam Rhan Bay and when I reached the South West gate of the Phan Rang Airbase. There, I was confronted by several guards with (undoubtedly) loaded AK47s and a guard commander who wasn't very amused at my audacity when I asked (through an interpreter) if I could look around (nothing ventured, nothing gained).

The base is home to a regiment of SU 22s (Sukhoi 22 - below) that only fly up to lunch time because of the heat (when I arrived at noon everybody was flooding out the gate on their way home and it was super dry heat for sure).

I then made my way up to the Chàm temple that provides a better view of the base. What impressed me initially is that the trees are back so couldn't see much (didn't have binoculars or long lens). Did see that there is a long shelter for the Su22s on the old air-movements tarmac

behind our hangar. Pretty sure that our hangar is still standing to the left of a large green shelter as are some of the revetment walls where we parked (centre ones gone).

F100 operational readiness and maintenance ‘igloos’ still there - recognised the ones at the threshold of 04L. Then there’s the hill to our quarters. Road leading up there but couldn’t see any buildings.

Would I go back? No! Stayed one night at a so called resort that was crawling with Russians and mosquitoes. The beach is really nice as I recalled it but didn’t recognise where we used to spend our time off. I found Vietnam a real enigma but I won’t go into that now. The War Museum in Saigon (yes, still allowed to call it that), presidential palace and the Cu Chi tunnels all worth seeing. With the roar of swept wing SU22s at Phan Rang (in the morning) I wonder if some of the older residents think the war is still on. Those affected by agent orange surely would - a very sobering section of the War Museum devoted to it and the third generation effects still being felt. No accusatory text - the grotesque photos say it all.


U.S.AIR FORCE


DOANH TRẠI
QUÂN ĐỘI NHÂN DÂN VIỆT NAI

Click HERE to see a brief history of 2 Sqn in Vietnam.

One day my housework-challenged Husband decided to wash his Sweatshirt. Seconds after he stepped into the laundry, he shouted to me, 'What setting do I use on the washing machine?' 'It depends,' I replied. 'What does it say on your shirt?' He yelled back, ' Brisbane Broncos !'
And they say blondes are dumb...

Opening of the new WRAAFery at Wagga – 1973

I told my son, "You will marry the girl I choose." He said, "no." I told him, "she is Bill Gates' daughter." He said, "yes." I called Bill Gates and said, "I want your daughter to marry my son." Bill Gates said, "no." I told Bill Gates, "my son is the CEO of the World Bank." Bill Gates said, "ok." I called the President of World Bank and asked him to make my son the CEO. He said, "no." I told him, "my son is Bill Gates' son-in-law." He said, "ok."

That's how you get things done

7 Rookies Course,

24Nov1947 – 10Mar1948

This was the second Rookies Course held at Laverton.

Back Row L-R: 'Snowy Robinson, Ted Ilton, Max Conradi, Ian Wright, George Parnell, 'Possum' Richardson, Arthur Mead, Johnny Morris, Dave Youren.
Centre Row L-R: Arthur 'Gus" Comer, Stuart Lowe, Cec Selwood, Alan Pinches, Ron Wilkinson, Ted Scholz, Ron Frost, Keith Bond, Con Morley.
Front Row L-R: John Ashcroft, Gil McAinsh, Dave Lovell, Harry Bilske, Les Jenkins, Sqn Ldr Eckert, F/Sgt Noel Winnett, Owen Thiele, Fred Knott, Ivan Vater, George Reynolds.

Never sing in the shower, singing leads to dancing.
Dancing leads to slipping and slipping leads to paramedics seeing you naked.
So! Remember, don't sing!

18 Signallers Course.

Laverton, Sept, 1964

Back Row: Tom Turner - Tony Fitzgerald - Paul Fuller - Bob Kilpatrick - Geoff Barnes
Front Row: Peter Fairbrother - John Holt - Ted Bach - Dom Crain

34 Sqn Elec Fitters – 1984.

On their wedding night, the young bride approached her new husband and asked for $20.00 for their first love making encounter. In his highly aroused state, her husband readily agreed. This scenario was repeated each time they made love, for more than 40 years, with him thinking that it was a cute way for her to afford new clothes and other incidentals that she needed. Arriving home around noon one day, she was surprised to find her husband in a very drunken state. During the next few minutes, he explained that his employer was going through a process of corporate downsizing and he had been let go. It was unlikely that, at the age of 59, he'd be able to find another position that paid anywhere near what he'd been earning, and therefore, they were financially ruined.

Calmly, his wife handed him a bank book which showed more than forty years of steady deposits and interest totalling nearly $1 million. Then she showed him certificates of deposits issued by the bank which were worth over $2 million and informed him that they were one of the largest depositors in the bank.. She explained that for more than three decades she had 'charged' him for sex. These holdings had multiplied and these were the results of her savings and investments. Faced with evidence of cash and investments worth over $3 million, her husband was so astounded he could barely speak. Finally he found his voice and blurted out, “This is unbelievable!.....If I'd had any idea what you were doing, I would have given you all my business!'

That's when she shot him.

You know, sometimes, men just don't know when to keep their mouths shut!

66 Aircraft Loaders Course

08Aug1973 – 22Aug1973
(Sorry, no first names, if you can help, please do)

Standing L-R: Hamilton, Reynolds-Huntly, Hoopert, Mapstone, Kajevic, Cutting, Morrison, Hesketh, Sunner.
Seated L-R: Porter, Puxty, Shea, Ranger, Harrington, Freeman, Jesinowski, Jones, Waller.

No 78 EQASST Course.

Thinking back a few years, living in Darwin., I remember Cyclone Tracey. I was ready for it, but my wife was not. When the wind reached a screaming pitch with the trees snapping and threshing, the horizontal streaming rain, flying roofing iron and destroyed fences, as well as the unnerving sound-levels, my wife was rooted to the spot. She stared and stared through the glass of the window. Immovable, with her nose pressed to the windowpane, the stark fear in her eyes will stay with me forever. Fortunately, as the eye of the storm arrived and the winds temporarily lessened, I was able to open the door and let her in.

O

32/90 SERGSUPPMGNT Course.

15Oct1990 – 13Nov1990

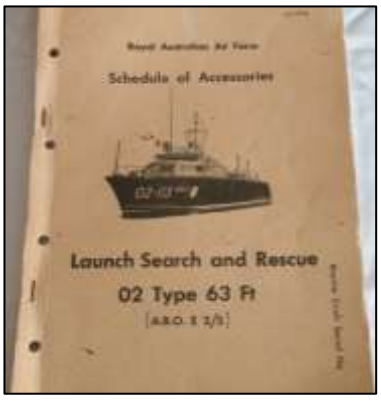
Back Row L-R: Paul Ryan, Bruce Langley, Paul Screaigh, Ian Wade, Mal Swingler.
Middle Row L-R: Ron Cooper, Kerry Falconer, Viv Lane, Geoff Price, "Hoops" Hoopert, Mick Dunne, Bob Morrison.
Front Row L-R: Jo Currie, Jeff Etherden, Joan Blenkinsopp, Bob Malinsky, Wendy Stone, Jock Barr, "Hannif" Horn.

RAAF Tottenham Aussie Rules Team – 1979.

Marine Section – Pt Cook 1991.

Sorry – we don't have names – can you help??

The early days of RAAF Marine boats can be traced back to the early days of the Australian Flying Corps at the Central Flying School at Point Cook prior to the RAAF being formed. Boats were used to assist in mooring and removing the early seaplanes such as the Fairey IIID from the water every night.



On 28 February 1938 the RAAF received approval to purchase the 01 Class of Target Boats from England. When the war in Europe started the RAAF placed orders for many new marine craft. The RAAF had not finalised its expansion program for its Marine Section when the war in the Pacific started on 7 December 1941. A massive building program commenced with boats coming from the following suppliers:-

- Botterill and Fraser
- Halvorsen & Sons
- Spring and Dinard
- Slazenger

As part of the catch-up the RAAF even started to build some small boats at Rathmines. In addition, numerous boats were requisitioned from civilians. This was usually achieved by loan, secondment or contract.

Boats in Australia became a rarity as the RAN, Australian Army, US Army were also acquiring as many civilian boats as they could. Some of the boats that RAAF Marine Section acquired were:-

- Ena (06-8)
- Oomoobah (015-3)
- Victory (015-10)
- Waimana (06-10)

At the peak of its activities, rhe RAAF Marine Section had a fleet of over 600 powered craft and over 700 un-powered craft.

During WW2, the Navy was initially responsible for air-sea rescue services in the northern area of Australian waters using acquired craft and Fairmile launches but from 1942, RAAF Marine Section took over this role in partnership with the Air-Sea Rescue Units of the United States 5th Air Force.

As the Allies pushed the Japanese further north, RAAF Marine Section were left to continue air-sea rescues in northern waters. RAAF Marine Section obtained more boats and also took over mooring assistance, supply and refuelling for flying boats and carrying of stores to isolated units such as remote coastal radar units by sea.

Most RAAF Marine Section crews were trained at Rathmines. They were trained in Navigation, Seamanship, Signals, Boat Handling, Life Saving and Technicalities of Weather. These men also operated, serviced, and maintained their own vessels Their roles could be quite dangerous at times. RAAF Stores vessel Wanaka sank during a cyclone on 16 December 1941 with the loss of 10 lives. Catalina A24-206 and bomb scow 010-12 were both destroyed on 20 June 1945 when depth charges on the bomb scow suddenly exploded.

History.

The RAAF's first boats were obtained in 1921 to support the Fairey III seaplanes based at RAAF Base Point Cook. The RAAF Maritime Section was massively expanded during World War II and at its peak the Section operated over 600 powered and 700 unpowered craft (including several sailing vessels). While many of these craft were ex-civilian fishing boats, the RAAF also purchased a number of specialised craft. Small maritime sections were established at many RAAF bases in Australia and the South West Pacific and were administered by the units they supported.

Soon after the devastating Japanese air raid on Pearl Harbour, where the American Naval Fleet was severely damaged or sunk and the US Army Air Force's aircraft and facilities were also destroyed, a very similar devastating bombing raid was made on Darwin. This occurred in February 1942 with aircraft dispatched from a Japanese Aircraft Carrier Task Force and by some land-based Bombers. There was a distinct possibility that an invasion of Australia was imminent.

The superior Japanese forces had invaded New Guinea, established a mighty base in Rabaul and occupied all the islands off Australia's eastern coast, to as far south as Guadalcanal. What must been one of the best kept secrets during the war against the Japanese was the very significant role played by the Men of the Marine Section and their vessels.

Rapid expansion of the Marine Section was a priority because of Lend lease Flying Boats and land base aircraft coming from the United States. Privately owned Boats were taken over by the RAAF, and the construction of a wide variety of boats to meet the requirements of Flying boats and remote Bases commenced. Refuelling Barges, Air Sea Rescue Boats, Bomb Scows, Work Boats, were a priority, while Torpedo Recovery Boats, Landing Barges, and a great variety of Transport Boats also had to be constructed. Many other privately owned boats were taken over by the Air Force. Large sailing ships, like three masted Schooners, Ketches, Pearling Luggers and Sloops, from another era, were refitted with new engines, rigging and sails were brought into service for the RAAF Marine Section.

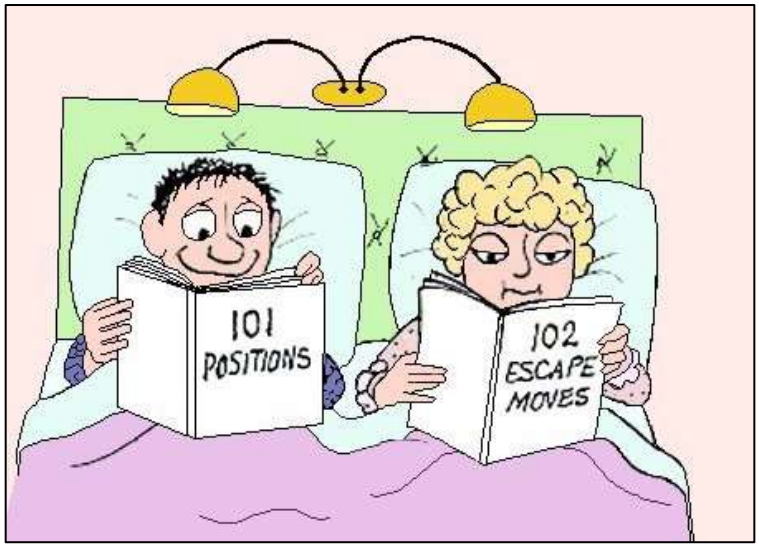
Young men from within the Air Force, but a great many from civilian occupations commenced training to man the boats and ships as they came available.

Following the war, the RAAF Maritime Section was greatly reduced to operate only 65 powered and 42 unpowered craft. This force was reduced further when the RAAF retired its seaplanes in 1952 and as helicopters replaced air-sea rescue boats.

The RAAF Maritime Section was disbanded on 31 January 1993.

WRAAF 1969

L-R: Patricia Newman, Leslie Theaker, Lorraine Arnold, Janet Gees.



These blokes worked on transmitters somewhere – can someone supply the who, where and when?

Townsville, April, 1944.

RAAF sumpies working under US supervision, working on the starboard Pratt and Whitney R-1830 Twin Wasp engines of the US Army Air Force B-24D Liberator aircraft which has been modified for transport work and allotted to the Air Transport Command, for use on the trans-Pacific service. The Liberator used the same engines as the C-47.

The sumpies were being trained on Liberator maintenance prior to the RAAF's acquisition of B-24s.

36Sqn C130 Phan Rang.

The view looking aft and down from the flight deck into the cargo compartment of a C130A Hercules (A97-209), of No 36 Squadron, which is full of South Vietnamese refugees fleeing from the North Vietnamese Army (NVA), who were then in the process of overrunning the northern towns and cities of South Vietnam.

In late March 1975, the Australian Government decided to provide seven C130 transport aircraft for the purpose of evacuating some of the South Vietnamese civilians trapped in these threatened

northern cities. In all, seven C130s comprising C130As from 36 Squadron and C130Es from 37 Squadron evacuated more than 100 refugees each from Phan Rang airport, south of the city of Nha Trang, to the safer town of Can Tho, approximately 150 kilometres southwest of Saigon.

To maximise the number of passengers, no seats or seatbelts were fitted although fabric cargo tie down straps were fitted to the deck of the cargo compartment which provided some restraint for the passengers. This aircraft was piloted and captained by Flt Lt Brian Young. Over the course of the next few days, Flt Lt Young and his crew members made humanitarian flights to a refugee camp at An Thoi, bringing in food, blankets, tents and other items from Saigon.

Prior to flying Hercs with 36 Sqn, Geoff Young had done a tour of Vietnam with 35 Sqn flying the Caribou.


AUSTRALIAN WAR MEMORIAL P04844.014

Rookies, 1988.

We don’t have a course number or names, can you help?

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Computers and stuff.

Sam Houliston.

Windows 10 Features: The Good, the Bad, and the Ugly.

For such a large and complex operating system like Windows 10, there are obviously features Microsoft got completely right and then some that ... not so much.

Windows Secrets
Everything Microsoft forgot to mention.

Now that we have lived with the various versions and updates of Microsoft's latest OS, it's time we conducted a postmortem of all that Windows 10 comprises? What do we like and what are our pet peeves?

To get underway with this, Feature-By-Feature, here are the first three guinea pigs under the glass: Automatic Updates, the Start menu and Contana.

Automatic Updates
Until Windows 10, updates and patches were user customizable. You could select which ones to install or choose not to install any. Those days are over. With Windows 10, all updates are foisted on users whether they like it or not. In fact the only ways to avoid having them installed is to disconnect from the Internet.

The good: The updates include the latest security patches and feature improvements and they come on a scheduled basis, so you don't have to make time for upgrades. And emergency fixes will get pushed to you. Starting with the Autumn Creators Update (1709), Microsoft included ransomware protection as part of its routine security updates. The four components of what it calls Windows Defender Exploit Guard are designed to lock down the device against a wide variety of attack vectors and block behaviours commonly used in malware attacks, while enabling enterprises to balance their security risk and productivity requirements.

Users can also choose the time updates can and cannot be installed. And for the 21 people still using dial up modems or for those folks with metered (i.e. pay by the minute) accounts, they can modify the advanced update settings so no installs are made – at least for a set amount of time.

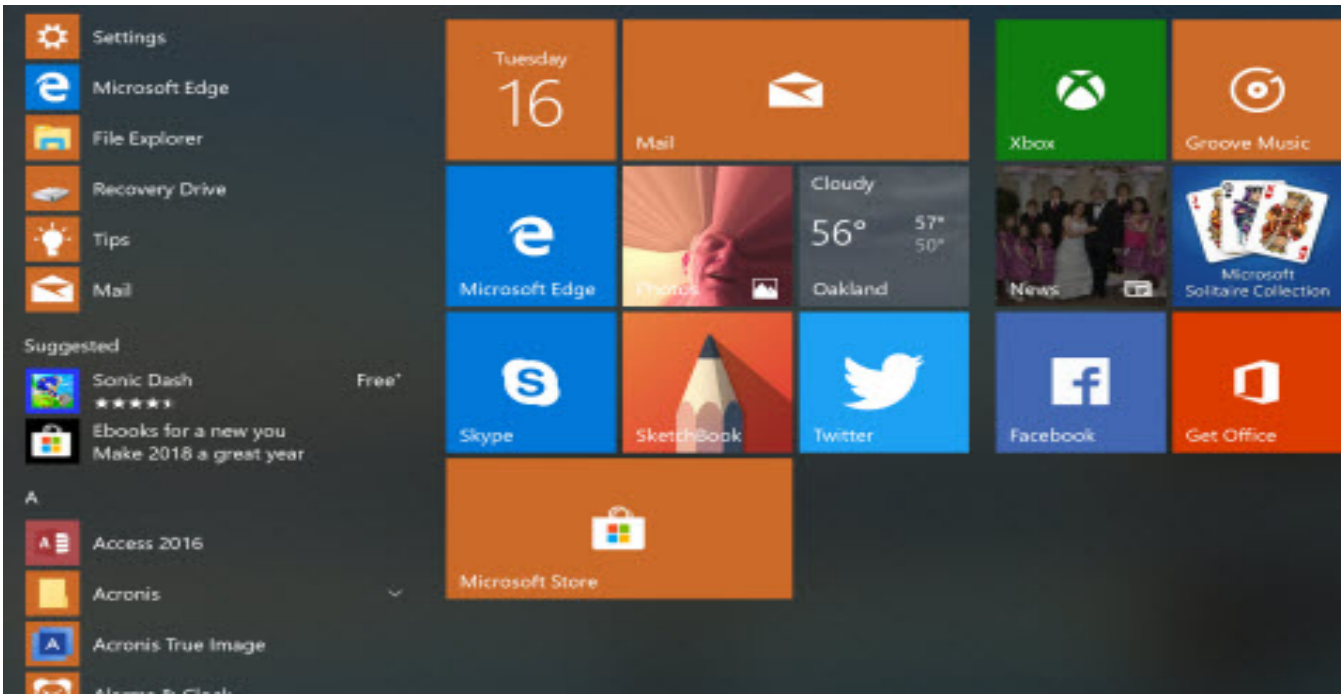
The bad: When a patch causes problems and prevents us from using Windows to any degree, there is an arcane way to uninstall the troublesome patch. Time consuming and frustrating, the process of applying a patch should have been more thoroughly tested is a major downside of automatic updates. In the past, you could check the install/wait advise before okaying an update. Now we read about what shouldn't have been after the fact. We can't cherry pick the patches we want to install.

The ugly: You press Shut-down but the message reads "Working on updates. Don't turn off your computer." Next time you boot up the PC and get a message, "Please wait while updates are installed." Yes, updates are all about intruding on our time when we least expect it.

Start Menu.

The good: It used to be labelled Start but in Windows 10 it got a demotion to an untitled Windows icon. Like all things Microsoft, it all got bigger and ever more customizable. The customization is essential since the jumble of "tiles" on the display can actually make it difficult to find what we are looking for.

While all the apps, functions and features are listed in the left vertical column, similar to previous Start menus, it's the system of tiles propagated on the right that provides a unique place to add frequently used apps, websites, and Windows functions. Tiles associated with Internet-sourced services like weather and news by default are 'live' in that they flash streamed updates. (The persistently blinking of the live tiles can be annoying for some users, and with a right-click can be turned off.)



The default set of titles does include some useful apps amid the revenue-baiting games, but an easy right-click on those can ditch them, simplifying the display. (If you have a touch screen right-click by holding your finger down for a second.)

Customization extends to drag and drop organization, putting the tile where you want it. Resizing of the tile palette is accomplished by just grabbing the right border and pull to the left to shrink it. Resizing a tile is a right-click away and that left column is alphabetized; clicking the letter atop each group will bring up an index of each letter to quickly jump to the one you want instead of having to scroll down until you reach it.

For folks who prefer the olden days of Windows 7 and want a no-tile look, simply right-click each tile and choose Unpin from Start. When the last tile is eliminated, just the left column Start menu, a la Windows 7, will remain. (Click HERE for more finely-detailed instructions on how to customize your start menu)

The bad: The argument can be made that Microsoft went overboard with its tiled Start menu. The default Start is a confusing mess, what with the alphabetized left column and the random tile set which requires users to handle the heavy lifting of futzing with customization. While the Windows 10 Start was created in reaction to user disdain for all that was in Windows 8 and what users liked in Windows 7, the hybrid which resulted is sort of a FrankenWindows to meet the dual needs of touchscreens and mice.

The ugly: See the bad.

Cortana

The good: Following in the footsteps of Apple's Siri, Microsoft introduced Cortana in Windows Phone first and then went all-out with its integration in Windows 10. Named for a character in the Xbox game Halo, Cortana is even voiced by the actress from the game, Jen Taylor.

Cortana gets better as it learns from your queries. It handles basics like reminders of shopping lists and appointments, looks up contacts, tells you the weather, stock quotes, sports scores, and flight status. If you are using Windows Mail, Cortana will even scan package delivery notices and check their expected arrivals.

Cortana can take dictation and produces nearly accurate results. When you use a phrase with the word about that prompts Cortana to start an email. While that hands-free ability is--to pardon the pun—handy, depending on your email app it does invariably require some hands-on touch ups. Cortana can try to identify music that is playing, use Windows Maps to quote distances, store hours, give traffic reports, and pinpoint addresses. What Cortana delivers to you is all set up in its own, comprehensive Settings menu.

Indeed with each feature update of Windows 10 Cortana's versatility has gotten better at answering whatever query you throw at her. But like digital assistants Siri and Amazon's Alexa, she is not foolproof and will tell you that when she can't come up with the right answer or, indeed, any answer.

The bad: In order to get Cortana services, you seemingly have to sign your life away to Microsoft. The company states that its intention in harvesting your data is to make Cortana work better for you and every other Cortana user. Okay, that is the basic principal behind AI processing, but while Microsoft adds that it does not use the information to sell targeted ads, on the other hand it does use some data it gets from you from outside of Cortana (such as the Edge browser) for targeted ads.

Cortana, by its nature, and from your setup entries, will know where you live and keep a record in its Notebook, of everything you ask or search. (George Orwell had the right idea about Big Brother, he just had the wrong year.)

If you don't like the idea that Microsoft is reading your digital tracks, you can click "No thanks" and not use Cortana. Its search bar reverts to a Start menu text entry only.

The ugly: You need some time and patience to read through Microsoft's Cortana privacy explanation. While it is short on the expected legalese, it does take longer than a laundry spin cycle to read and absorb it thoroughly. It might give you pause and none of it is pretty. But it is definitely worthwhile information to understand before setting up Cortana or even after you have.

Paddy is said to be shocked at finding out all his cows have Bluetongue.
"Be Jeysus!" he said, "I didn't even know they had mobile phones!"

Cortana.

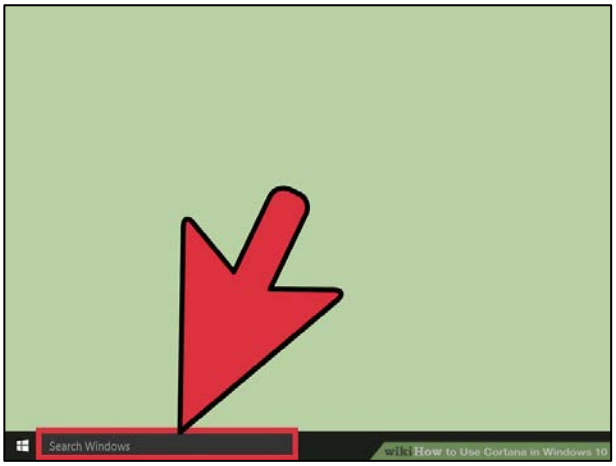
wikiHow to do anything...

Cortana can be very handy and at first can be a bit confusing to set up. If you want to use it, here's how!

Setting Up Cortana

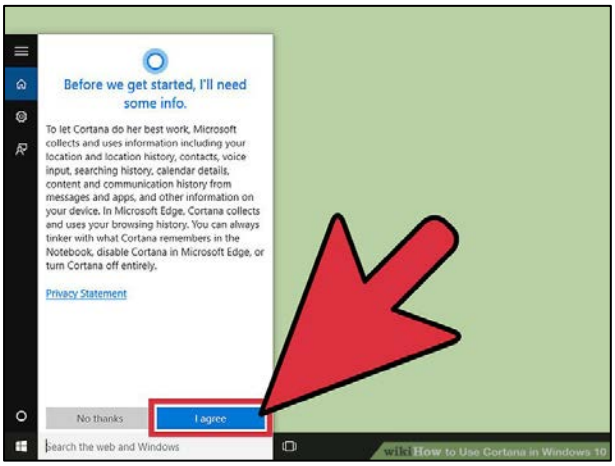
Click the Search box next to the Start menu. The search box is where the Cortana virtual assistant can be activated and used.

A tab will pop up and explain how the Cortana voice assistant works, why you need it, and what it can do for you. Once you have read the information on Cortana, click on "I'm In!"



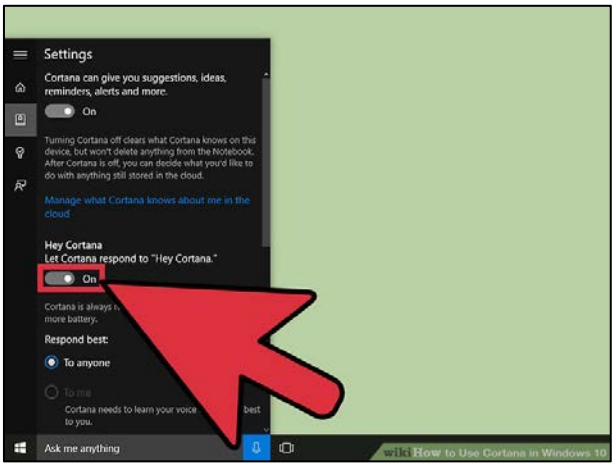
Read and accept the Privacy Terms. The next page will take you to the privacy terms page where you can read the information and select “I Agree,” if you are satisfied with the terms of use for Cortana.

Read these terms carefully so that you know what Microsoft is using your data for.

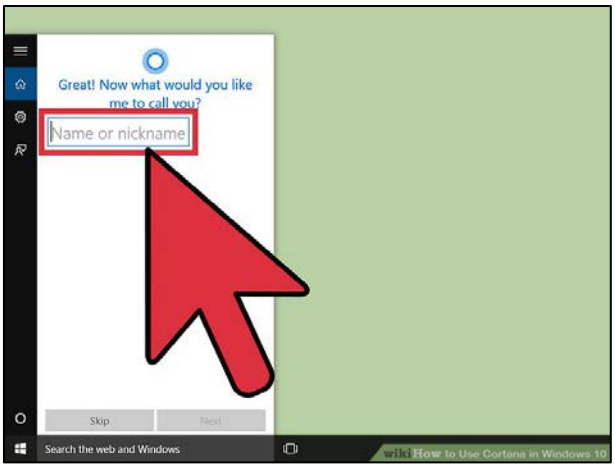


Enable “Hey, Cortana” voice command. The prompt screen will now ask you whether you wish to enable the “Hey, Cortana” voice command feature. Click “Yes, please” to enable this feature and continue.

This feature allows you to speak your commands, without having to click the Cortana search box first.



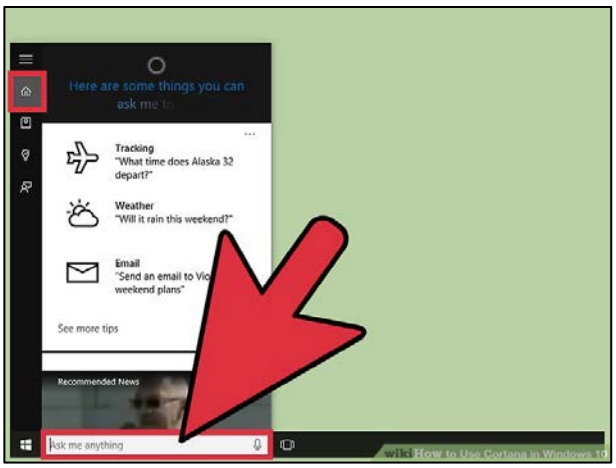
Enter your name or nickname. Cortana will call you and interact with you by the name you enter here. Enter your chosen name or nickname, and click “Use that” to confirm it.



Paddy calls JetStar to book a flight. The operator asks "How many people are flying with you?" Paddy replies "I don't know! It's your bloody aeroplane!"

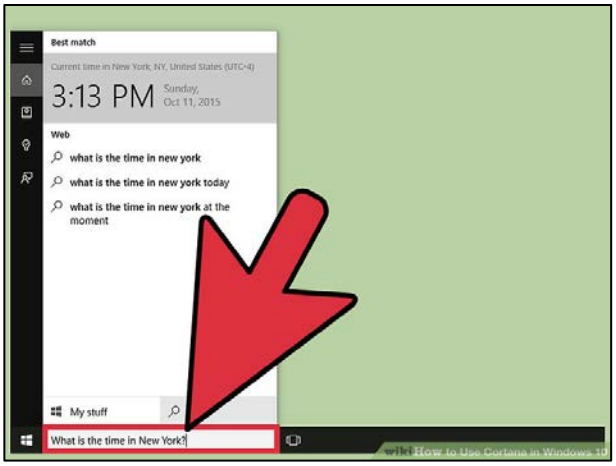
Using Cortana to Get General Information

Click the Search box to open Cortana. Clicking the search box after setting up Cortana will display a vertical window with different options, with “Home” as the default window. The Home window will display the recent news stories related to your previous searches. As you use the Windows 10 OS more frequently, Cortana will “learn” about your search preferences, creating a news feed that would generally interest you.



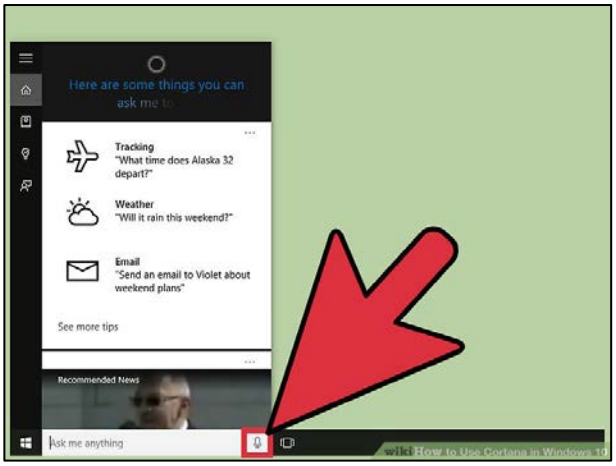
If you have "Hey, Cortana" enabled and a microphone connected, you can say the phrase instead of clicking the search bar.

Ask Cortana some questions. You can start using Cortana and ask questions, such as “What is the time in New York?” or “What’s the weather going to be tomorrow?”



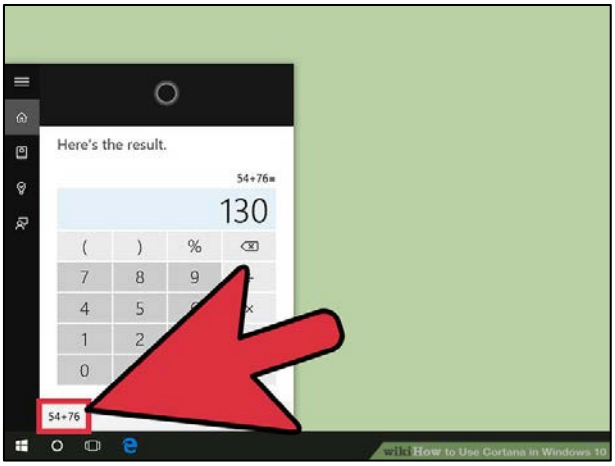
You can ask these questions by either typing in the question in the search box or clicking the microphone icon next to the search box to activate voice command.

Ask Cortana to open an application. You can use the search box to look up for applications that have been installed on the system. Similarly, you can click the microphone or just say “Hey, Cortana” and ask Cortana to open the app.



You can use Cortana within the Microsoft Edge browser to make online searches, bookmark pages, and more. You can also use Cortana to change settings on the computer with just a voice command.

Use Cortana as a calculator. If you need a math answer quickly, you can ask Cortana. You don't need to put in the question form, you can just simply state the equation. (For example, you can use 54+76 instead of "What is 54+76?")

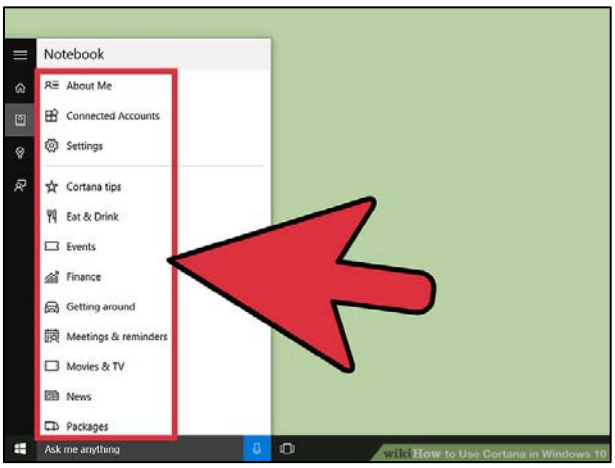


Adding Personal Information in Cortana

Click the Search box to open Cortana. A vertical window with different options will appear. Click the Notebook window, which has a square icon and use it to add personal information in Cortana.

To make the best use of Cortana, it is useful to add more information about yourself in the system. The Notebook window is where Cortana takes note of all your interests, likes, and favourite activities, helping Cortana return more relevant results each time.

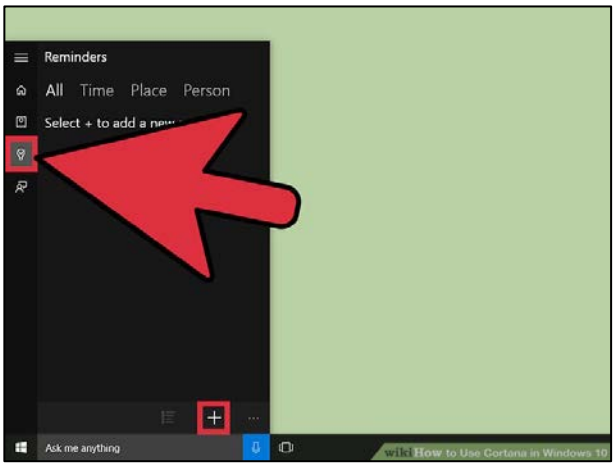
Add your Likes and Interests. There are several categories in the Notebook window that allows you to add your favourite activities and interests in Cortana.



You can add your personal information and connect your social media accounts with Cortana to present you with the latest updates.

Each of the categories has several subcategories that ask you to make your choice according to your preferences. For instance, if you a supporter of a certain football club, you can add that to Cortana, and it will remember your preference when asked for “the latest scores.

Use Cortana to set reminders and look up music. You can add more details such as meetings, reminders, birthdays, and a lot more. You can either dictate the calendar entries or enter them manually into the Reminders window under Notebook.



Similar to Shazam, Cortana also offers a built-in music identification feature. Click the search box and select the Music icon in the window to make Cortana identify the music and bring back the results.

A young man, who was also an avid golfer, found himself with a few hours to spare one afternoon. He figured that if he hurried and played very fast, he could get in 9 holes before he had to head home. Just as he was about to tee off, an old gentleman shuffled onto the tee and asked if he could accompany the young man as he was golfing alone. Not being able to say no, he allowed the old man to join him.

To his surprise, the old man played fairly quickly. He didn't hit the ball far, but plodded along consistently and didn't waste much time. Finally, they reached the 9th fairway and the young man found himself with a tough shot. There was a large pine tree right in front of his ball and directly between his ball and the green. After several minutes of debating how to hit the shot, the old man finally said, "You know, when I was your age, I'd hit the ball right over that tree."

With that challenge placed before him, the youngster swung hard, hit the ball up, right smack into the top of the tree trunk and it thudded back on the ground not a foot from where it had originally laid.

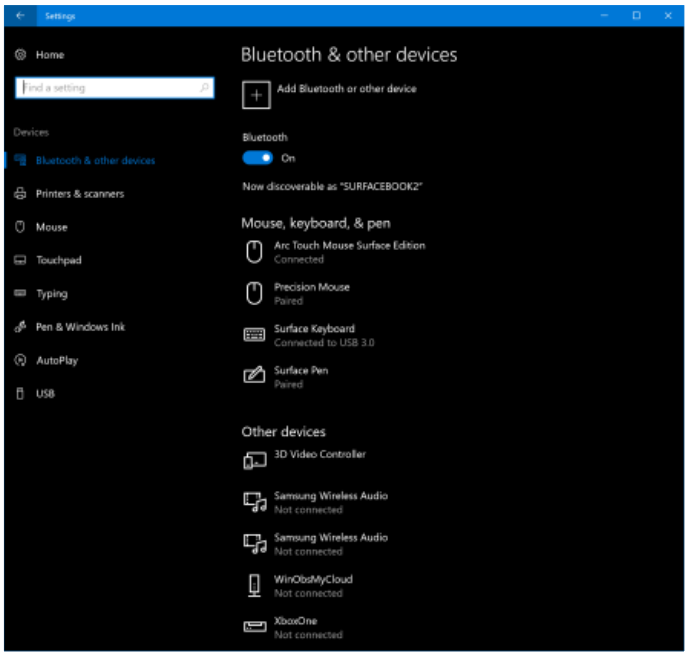
The old man offered one more comment, "Of course, when I was your age, that pine tree was only 3 feet tall."

What is Dynamic Lock used for in Windows 10?

When Microsoft introduced Windows 10 almost three years ago, one of the unique features that would be part of the new operating system was Windows Hello, a feature that would use biometrics to allow end users to log into their Windows 10 devices (so long as the device could support the technology).

In last year's Windows 10 Creators Update, Microsoft added a counterpart to Windows Hello with Dynamic Lock – jokingly referred to as Windows Goodbye – a feature to help to secure your Windows 10 device when you walk away from it.

Dynamic Lock uses the proximity of a Bluetooth device such as a smartphone, headset, or any other paired device that you have around your computer to automatically lock your device once the paired item is out of range. For most people, their smartphone is the most likely device that will be used for this purpose, as we all usually pick up our phones as we leave our desks.



And of course, when you come back to your desk it automatically unlocks.

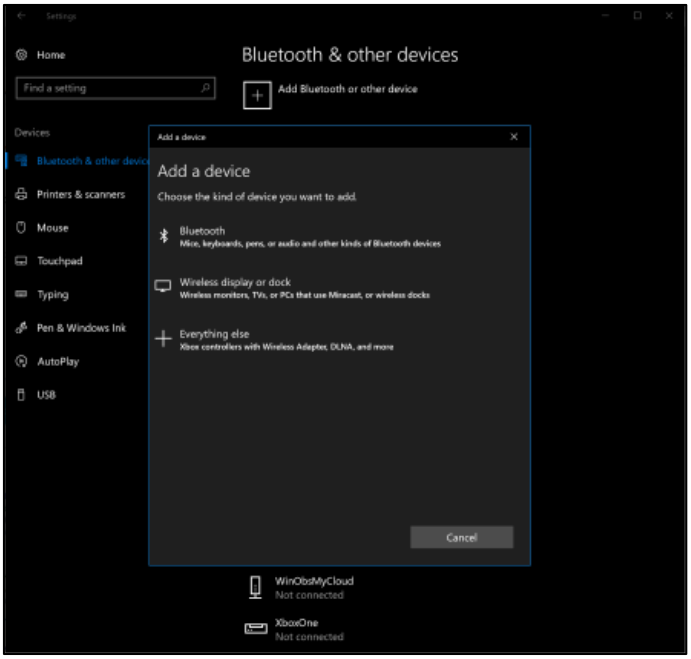
The amount of time your paired device needs to be out of range is about one minute according to Microsoft. That will vary depending on the strength of Bluetooth on your paired hardware and other environmental factors in your home or office.

The process of setting up Dynamic Lock is very easy: it only requires the pairing of your Bluetooth device to the Windows 10 computer, then toggling on the Dynamic Lock setting.

Here is how it is done.

Open Windows Settings > Devices > Bluetooth & other devices and click on the Add Bluetooth or other device option at the top of the settings page.

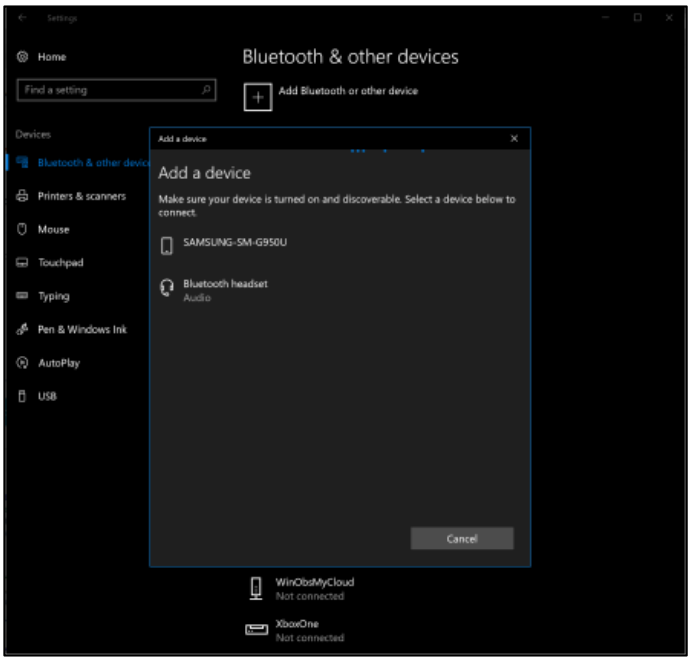
Select the Bluetooth option in this dialog box to continue.



Your Windows 10 device will now scan for Bluetooth devices that are in range of your computer. Once your phone shows up on this list go ahead and select it.

If it is not showing up, make sure that Bluetooth is turned on for the device you want to pair, or that it is in pairing mode.

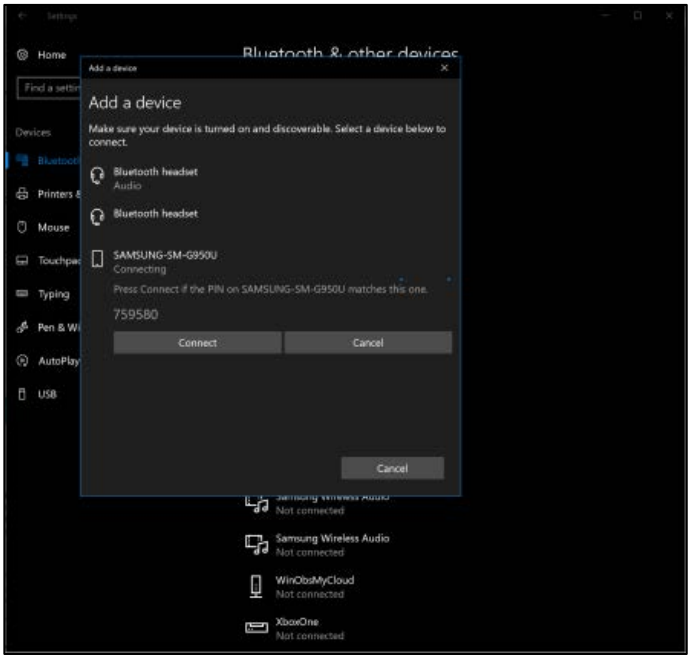
Note: The process of activating pairing mode will vary with devices, so check your user manual or instructions for that device.



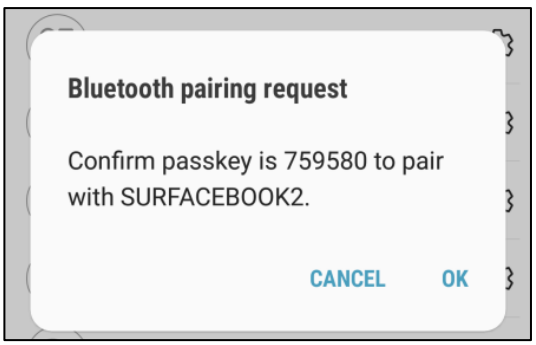
Once your Windows 10 device discovers the hardware item you want to pair with, it will prompt you to connect to that device via Bluetooth.

If you are pairing a smartphone you will be asked to verify a PIN code on that phone to validate you are pairing with the correct device. Since there are so many Bluetooth enabled devices these days this prevents inadvertent pairing with an unknown device.

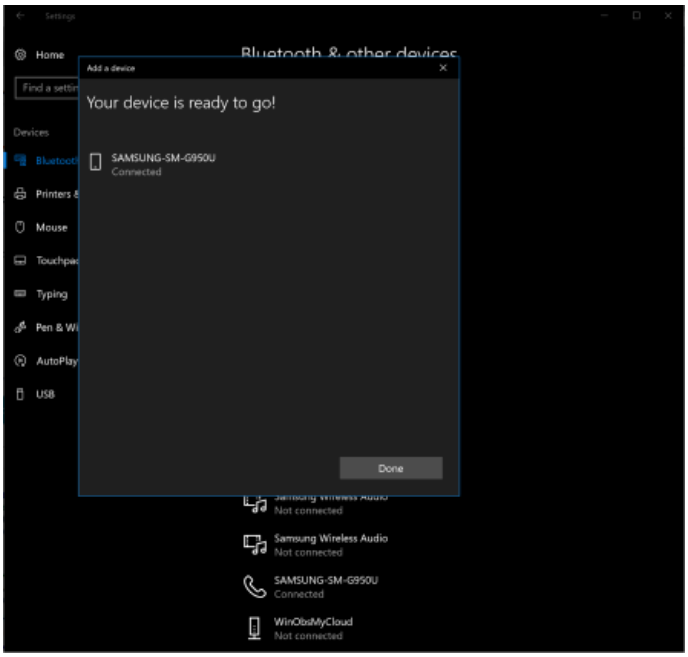
If you are pairing with a smartphone, you will see a similar prompt to this for verifying that PIN:



Make sure the PIN code and device name match up so that you are connecting to the right device.

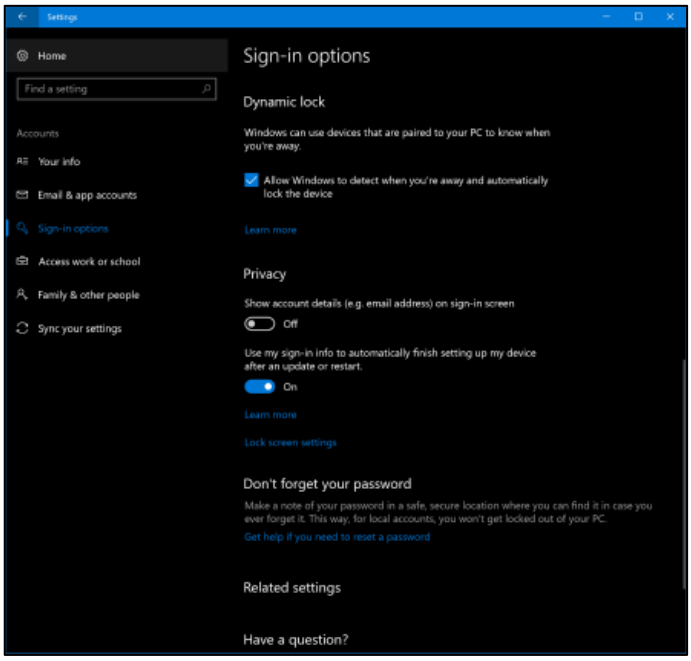


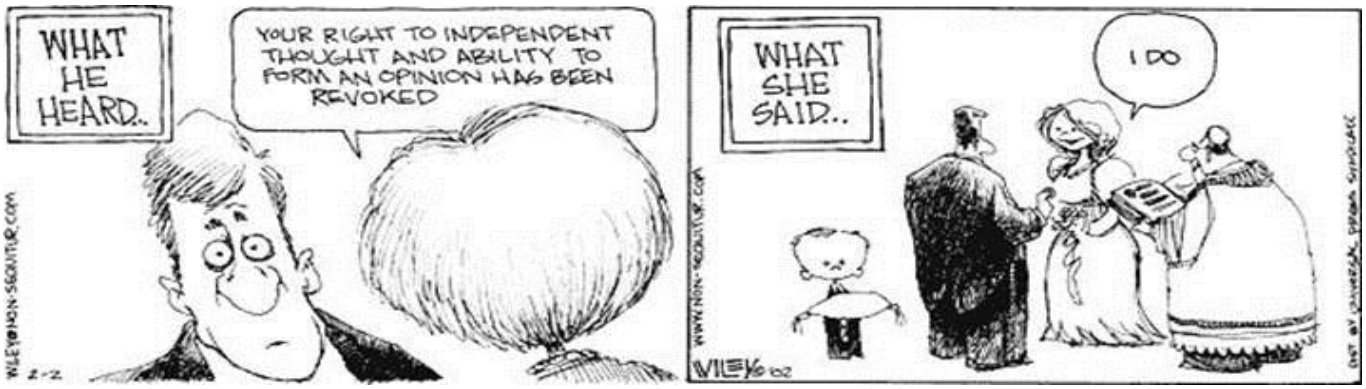
Once pairing is successful, you will see this notification and you and click Done to move on.



Now go to Windows Settings > Accounts > Sign-in options and scroll down until you see Dynamic Lock and click the box next to Allow Windows to detect when you're away and automatically lock the device.

You can now close Windows Settings and use Dynamic Lock to secure your device when you walk away from your desk.





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How to Edit PDF Files for Free

You can edit PDF files without having to shell out big bucks for the full Adobe Acrobat program. Someone has sent you a PDF file for your review or responses. Now you need to fill out text fields, add a signature, or insert comments to the file.

Perhaps you've discovered a typo or other error that needs to be corrected or changed on your end. Or maybe you need to delete or rearrange pages in the file. Yes, you can edit the file with the full version of Adobe Acrobat. But that's an expensive program, especially if you don't need it on an ongoing basis.

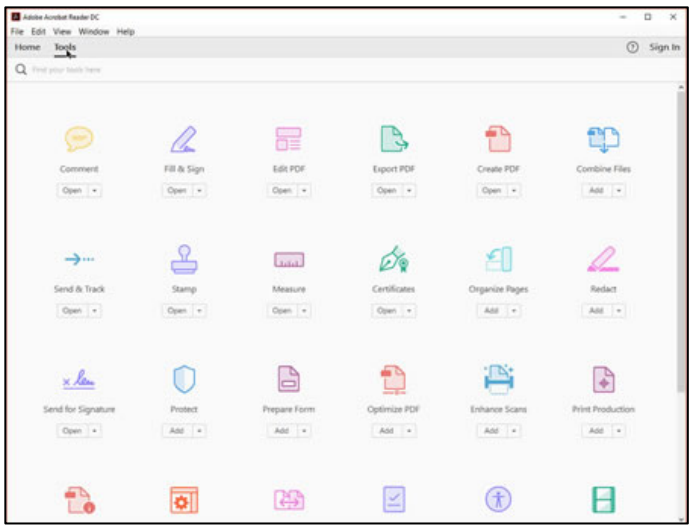
Instead, you can turn to some free tools to edit the file.

The free Adobe Acrobat Reader is designed mainly for displaying PDF files, but you can perform basic manoeuvres, such as adding text, highlighting specific areas, and inserting your signature. For more advanced editing, including the ability to delete and reorder pages, PDFescape and CutePDF are two free online PDF editors. The free, open-source PDFsam Basic is another helpful PDF editor.

And last, but not least, Microsoft Word can come to your rescue. You can import a PDF into Word, make your changes, and then export it back into a PDF. Let's check out some different tools and techniques for editing PDF files.

Adobe Acrobat Reader
If you don't have the latest version of Adobe Acrobat Reader DC, download it from HERE. After you've installed it, open the program and click on the Tools menu. With some exceptions, any tool that has the word Open under it is a feature built into Acrobat Reader. Any tool that has the word Add under it is a feature that requires the full Adobe Acrobat program.

Some tools, such as the ones to export or create PDFs require some type of subscription or purchase. But you can still freely insert text as well as sign and add comments to the PDF via Reader.

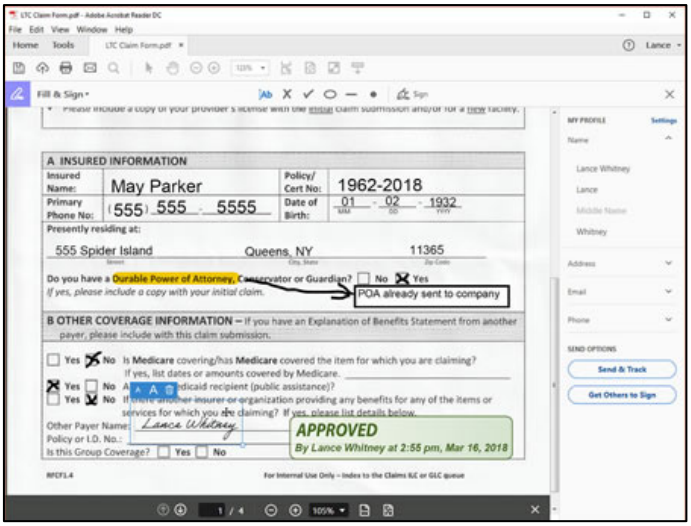


Open a PDF that you want to tweak. You can click on File, then Open, and then browse to and select the PDF, or you can double-click on the PDF from Windows Explorer or File Explorer to open it in Acrobat Reader.

To access the full array of tweaking tools, click on View, hover over Show/Hide, and then click on Tools Pane. To add a comment to the PDF, click on Comment. Using the different icons on the Comment toolbar, you can add text, create a sticky note, highlight text, and draw lines and other objects. As one helpful example, you can add text directly to fields in

the PDF so you don't have to print the file, write your responses on the pages with a pen, and then scan them.

As another example, you can sign the PDF. Return to the Tools pane and click on the option for Fill & Sign. At the Fill & Sign toolbar, click on the Sign icon. The first time you do this, click on the command to Add Signature. You can now type your name, draw your signature if your device has a touchscreen, or upload an image of your signature. Click Apply and then click on the PDF where you want to add your signature.



Once you add your signature, however, you can no longer edit the PDF in Reader. When you're finished, save the PDF file. You can now send it back to the source, print it, or file it for your records.

Okay, maybe you need to do more than just add text, comments, or drawings to the PDF. Let's check out three free PDF editors.

PDFescape

PDFescape is available in two versions: online and desktop. The basic flavour of both versions is free but poses certain restrictions, such as the maximum file size and maximum number of pages per file. But it should do the trick for most PDFs. If you need more, a premium edition runs $2.99 a month, while an ultimate edition costs $5.99 a month when billed annually.

We'll check out the free online version to see what it offers.

Launch the PDFescape Online PDF Editor and upload the PDF you want to edit. From the Insert tab, you can add text, an image, and a hyperlink. You can white out any content, draw an image by freehand, and create a form field.

From the Annotate tab, you can add a sticky note or rectangle. You can insert, underline, highlight, and strike out text and from the Page tab, you can move, rotate, append, delete, and crop entire pages. When done, save your revised PDF file.

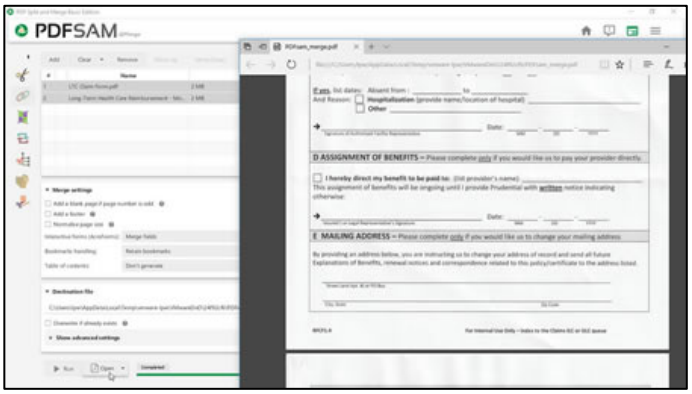
CutePDF.

Designed to help you move, delete, and merge pages in a PDF file, the CutePDF Editor is also accessible as both online and desktop versions.

To use the online CutePDF Editor, just launch it from its webpage and open your PDF file. From the editor, you can move, delete, duplicate, rotate, and reorder pages. You can extract, resize, and crop pages.

You can also merge multiple PDF files into one single file, either entire files or just selected pages. And you can secure a PDF file with a password and a specific encryption level. When you're finished, you can save and print your final PDF.

PDFsam Basic

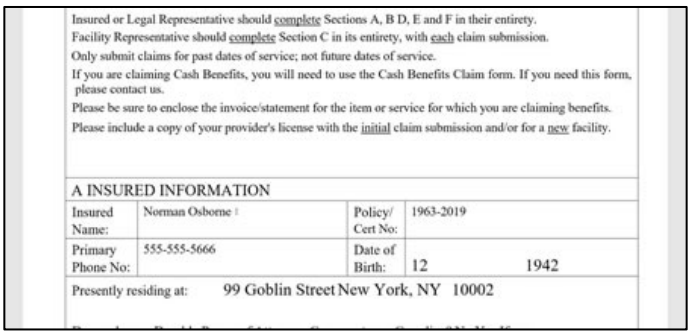


Like CutePDF, the basic version of PDFsam is geared toward deleting, merging, and reordering specific pages in a PDF file. There are paid versions but the free basic version should suffice if you just need to work with the pages in a PDF. After you install the basic program, fire it up and click on the command you want to run – Merge, Split, Rotate, Extract, etc.

Drag and drop the PDF file or files you want to edit. Click on Run to execute the command. Then click on Open to view the modified file.

Microsoft Word.

Finally, you can use Microsoft Word to convert a PDF file into Word format. You then edit the file in Word. When done, resave as a PDF.



Insured or Legal Representative should complete Sections A, B D, E and F in their entirety.
Facility Representative should complete Section C in its entirety, with each claim submission.
Only submit claims for past dates of service; not future dates of service.
If you are claiming Cash Benefits, you will need to use the Cash Benefits Claim form. If you need this form, please contact us.
Please be sure to enclose the invoice/statement for the item or service for which you are claiming benefits.
Please include a copy of your provider's license with the initial claim submission and/or for a new facility.

A INSURED INFORMATION

Insured Name:	Norman Osborne	Policy/ Cert No:	1963-2019
Primary Phone No:	555-555-5666	Date of Birth:	12 1942
Presently residing at:	99 Goblin Street New York, NY 10002		

The major downside is that after conversion into Word format, the PDF file won't look exactly like the original, especially if it contained images and other non-text elements. But if you can live with that limitation, then this is a viable way to edit a PDF.

To do this, launch Word. Open the PDF you want to edit. Make your changes by adding or deleting text, rearranging pages, or tweaking other content. When you're finished, click on File and then Save As. Change the format to PDF and then click on the Save button.

After you save the file, it automatically opens in Adobe Reader so you can view the final product.

Scammers.

Scammers have set up a clone of the myGov website to trick you into sharing your login and bank account details.

The scam starts with a phishing email that looks like it is from Medicare, asking you to update your Electronic Funds Transfer (EFT) details, so you can start receiving payments for Medicare benefits and claims.

If you click on the link in the email you are taken a replica of the real myGov website. You'll note the URL includes '.net' instead of '.gov.au', which is an indication the website is not a legitimate Australian Government domain!

If you input your login details you are directed to also enter your secret security question and answer, before you're taken to the fake Medicare website to input your bank account details.

These emails and web pages feature myGov and Medicare design and branding, making them appear legitimate.

Remember, clicking on the link and sharing your details gives these scammers access to your personal information, which they then use to steal your money and identity

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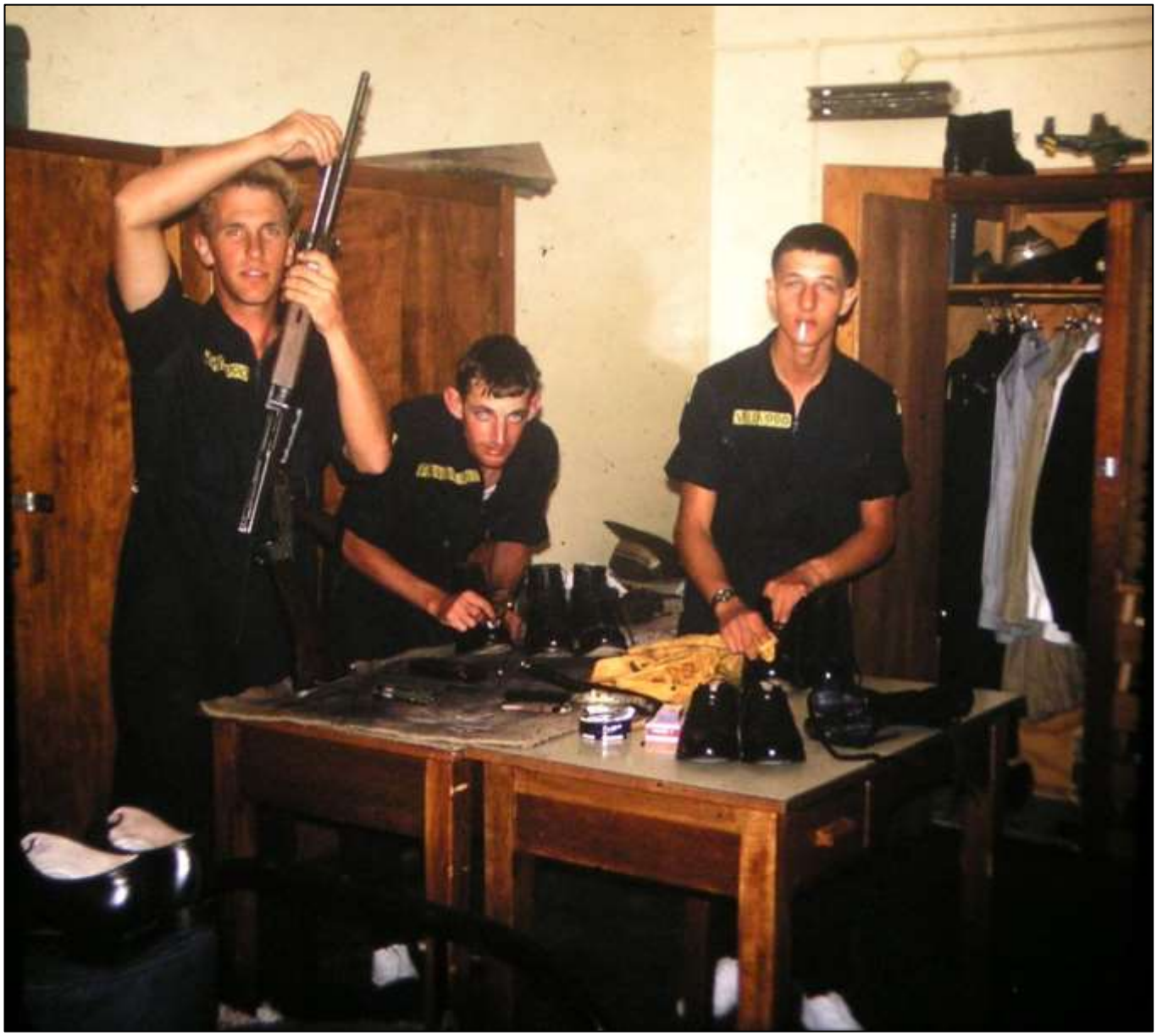
Rookiers 1969.

The nightly routine in 1969..Rookies 990 in block 84 - Edinburgh.



L-R: Kerry Davis, Ray Fenning, Laurie Vella

If 4 out of 5 people suffer from diarrhoea, does that mean that one enjoys it?

Hut 224, Laverton, 1965.

Wallaby Lunch Club.

L-R: John Donohue, John “Sambo” Sambrooks, Katrina Puranik, Trev Benneworth (Partly hidden), Stu Bradley, John Cameron, Bob Smythe (Hidden), Glen Hombsch, Kev Erwin, Sue Trimmer, Marg Warren, John McDougall.

These people get together at the Jade Buddha in Brisbane for lunch and tall tales on the second Thursday of each month, if you'd like to join them, go HERE, fill in the form (it's free) and Sambo will remind you of the next get together.

You never really learn to swear until you learn to drive.

John McDougall – duty calls??

Back in Jan 1982, John Mac and 13 other unlucky blokes from Amberley were sent over to the US to McClelland AFB in Sacremento for some really hard work. They were there to witness the Cold Proof Load testing on one of the RAAF's F-111's (see HERE). Back then the F-111's had cracking problems and the RAAF was determined to find out why. The steel used in the manufacture of critical F-111 structural components had a very low fracture toughness value. This means it was very brittle and susceptible to failures from very small fatigue cracks or manufacturing flaws.

The aircraft were placed in a large refrigerated hanger and the temperature was dropped to about 40^0C below to simulate flight at high altitude.

The airframe was then chained to the ground and hydraulic rams lifted the wing so that the tips were raised from the horizontal to a height of 3½ feet and then pulled down 1½ feet. If the aircraft survived that terrible stress test it was declared serviceable and allowed to fly – if it didn't, the broken bits were replaced and the aircraft flew again.

And what do they say? "*All work and no play……*" In Oz to celebrate an event, they bung on a sausage sizzle, in the US they crank up the dancing girls – after some in-depth investigative work, John hopes to bring that custom back to OZ.

Why the HMAS Adelaide is so much more than just a warship.

In numbers:

Weight = 27,800 tonnes
Speed = 20+ knots
Commissioned = 4 Dec 2015
Length = 230 metres
Range = 9000 nautical miles

HMAS Adelaide is the second of two *Canberra*-class landing helicopter dock (LHD) ships of the Royal Australian Navy (RAN). Construction of the ship started at Navantia's Spanish shipyard with steel-cutting in February 2010. The ship was laid down in February 2011 and launched on 4 July 2012. Delivery to Australia for fitting out at BAE Systems Australia's facilities in Victoria was scheduled for 2013, but did not occur until early 2014. Despite construction delays and predictions the ship was commissioned in December 2015. Captain Jon Earley, the boss on the ship says "This ship has a real capacity to shape our future. We've travelled through the Pacific, visiting countries, and you can see how we're changing perceptions."

HMAS Adelaide's landing craft off Nuku'alofa, Tonga, on its way to this year's RIMPAC exercise.

HMAS Adelaide was the flagship of the small contingent sent over to participate in the massive RIMPAC naval exercise: two frigates, the fleet oiler, a submarine and a new P8A Poseidon electronic warfare aircraft. It's the first time this ship, one of two Landing Helicopter Docks (which looks exactly like what it is – a helicopter carrier) has worked like this.

The Navy is demonstrating Australia's capacity to engage in amphibious operations and is operating helicopters from the deck to deploy force directly to the beaches from the landing craft carried inside the ship. Captain Earley says "We're demonstrating Australia's commitment to the region in a way nothing else can. This is all about genuine engagement and capacity building, interacting and showing that we are a naval nation. Proving we can execute the government's policy," he says.

Commanding Officer HMAS Adelaide, Captain Jonathan Earley.

It's the first time Captain Earley has commanded a Landing Helicopter Dock (LHD) ship but he was executive officer when the Navy's other vessel, HMAS Canberra, was involved in the exercises two years ago so he knows the job.

The Adelaide can generate enough power to run a small city; carries a small hospital (with two operating theatres); and produces huge quantities of fresh water; all in addition to embarking more than a thousand troops. There are, today, more people on board than the LHD's ever carried before, plus armoured vehicles, trucks, plant and equipment. As Captain Earley says, the ship's about "creating options" for government. It does this simply through its size and presence. This offers a very physical demonstration of our commitment to the Pacific islands, cutting through the waffle and political protestations. It's tangible proof we do see ourselves as part of the region.

Not trying to get technical, but according to chemistry, isn't alcohol a solution?

Nuts?

Channel Nine recently did an article on nuts, they discussed salted ones, unsalted ones, chocolate ones, sugar coated ones, there were peanuts, almonds, hazel nuts, walnuts, pecan nuts, Brazil nuts, macadamias, whole nuts, pieces of nuts, there were heaps of all sorts of nuts and they interviewed two people, one was a dietitian who urged caution when eating nuts, the other was ex-Radtech, Stan Seymour who urged us to go nuts about eating nuts.

You can see that interview HERE.

Mike Gahan sent us this – taken at Butterworth some years ago……

A man boarded an aircraft at London's Heathrow Airport for New York and taking his seat as he settled in, he noticed a very beautiful woman boarding the plane. He realised she was heading straight toward his seat and bingo - she took the seat right beside him. "Hello", he blurted out, "Business trip or vacation?" She turned, smiled enchantingly and said, "Business. I'm going to the annual nymphomaniac convention in the United States ....." He swallowed hard. Here was the most gorgeous woman he had ever seen sitting next to him, and she was going to a meeting for nymphomaniacs! Struggling to maintain his composure, he calmly asked, "What's your business role at this convention?" "Lecturer," she responded," I use my experience to debunk some of the popular myths about sexuality." "Really", he smiled, "what myths are those?" "Well," she explained, "one popular myth is that African-American men are the most well endowed when, in fact, it's the Native American Indian who is most likely to possess that trait. Another popular myth is that French men are the best lovers, when actually it is the men of Greek descent. We have also found that the best potential lovers in all categories are the Irish." Suddenly the woman became uncomfortable and blushed. "I'm sorry," she said. "I really shouldn't be discussing this with you, I don't even know your name!" "Tonto," the man said. "Tonto Papadopoulos, but my friends call me Paddy."

Radschool – 40 years ago.

Neil Hunter says, “I had a blast from the past with a visit from Mick Parish who said it is 40 years since we saw each other. He was on the team which cleaned up Radschool after it closed, and he 'rescued' some photos which are attached.”

The pic shows Bob Volkerts, Ray Miles, and Dory Costello at the rear, but don't know those in the front row.

When did “Circuits and bumps” become “Touch and goes”?

This pic shows Ian Matthews on the left and Mark Wilson on the right, but we don't know any of the others. Can anyone help?

Hut 224, Laverton, 1965.

486 Maintenance Squadron, Richmond.

1982 (Click the pic for a bigger view and the names)

1998

This was the Disbandment Photo taken October 1998. (Click for a bigger view)

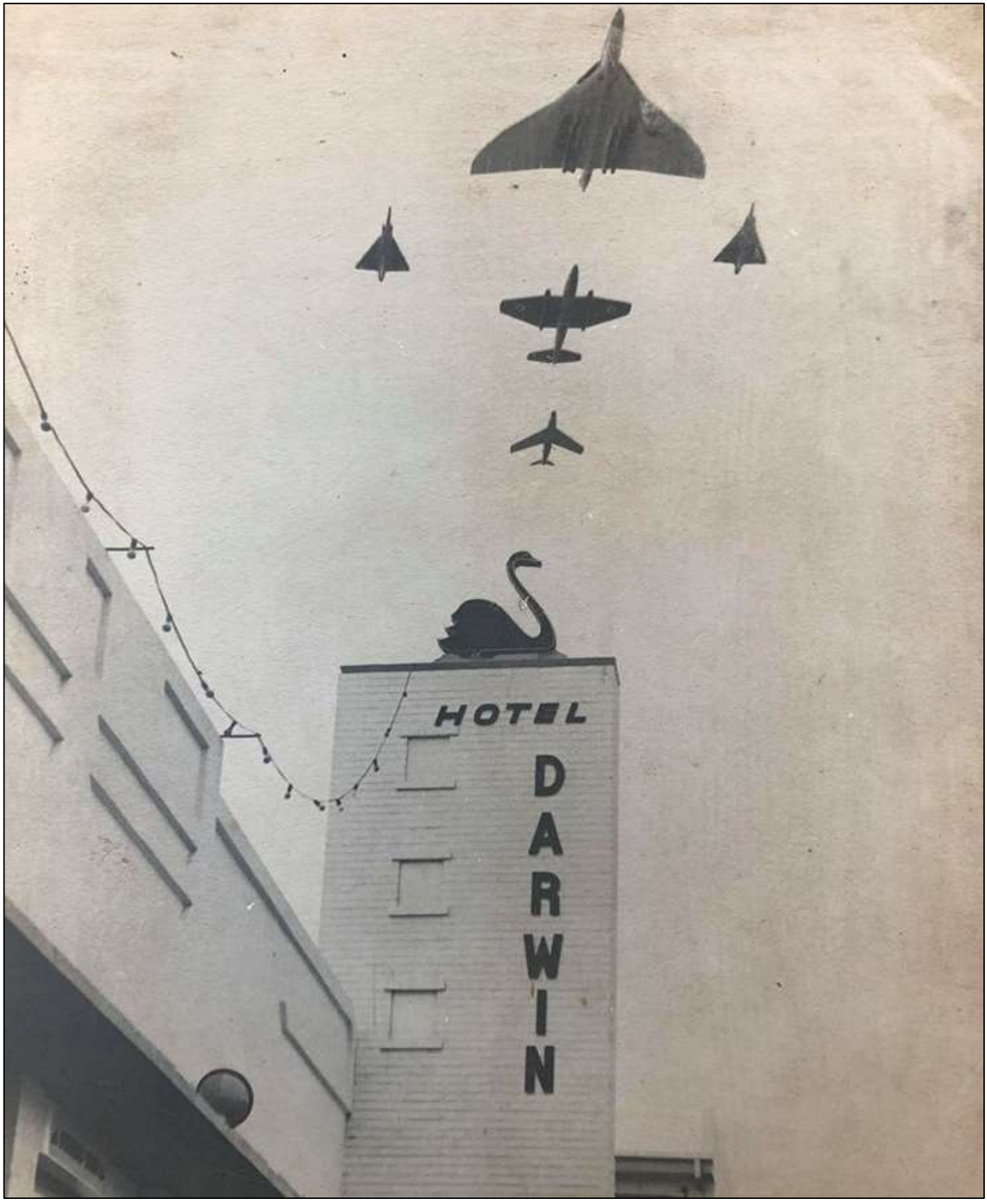
1985. (Click the pic for a bigger view and the names)

486 Squadron B707 Maintenance Crew - showing off a sample of their travel t-shirts

Ettamogah Club – Vung Tau, 1969

Flt Lt David Maxwell checking the heavy landing blocks on his aircraft after landing on a muddy strip at Dong Tre in Vietnam 1964. Flg Off Bob McKernan looking on.

Mirages and Sabres in Darwin – a while back!



We've got them all here, Vulcan, Canberra, two Mirages and a Sabre.

Jan Zerk and Maureen Delahunty.

At rookies in 1965.

Richmond WRAAFS.

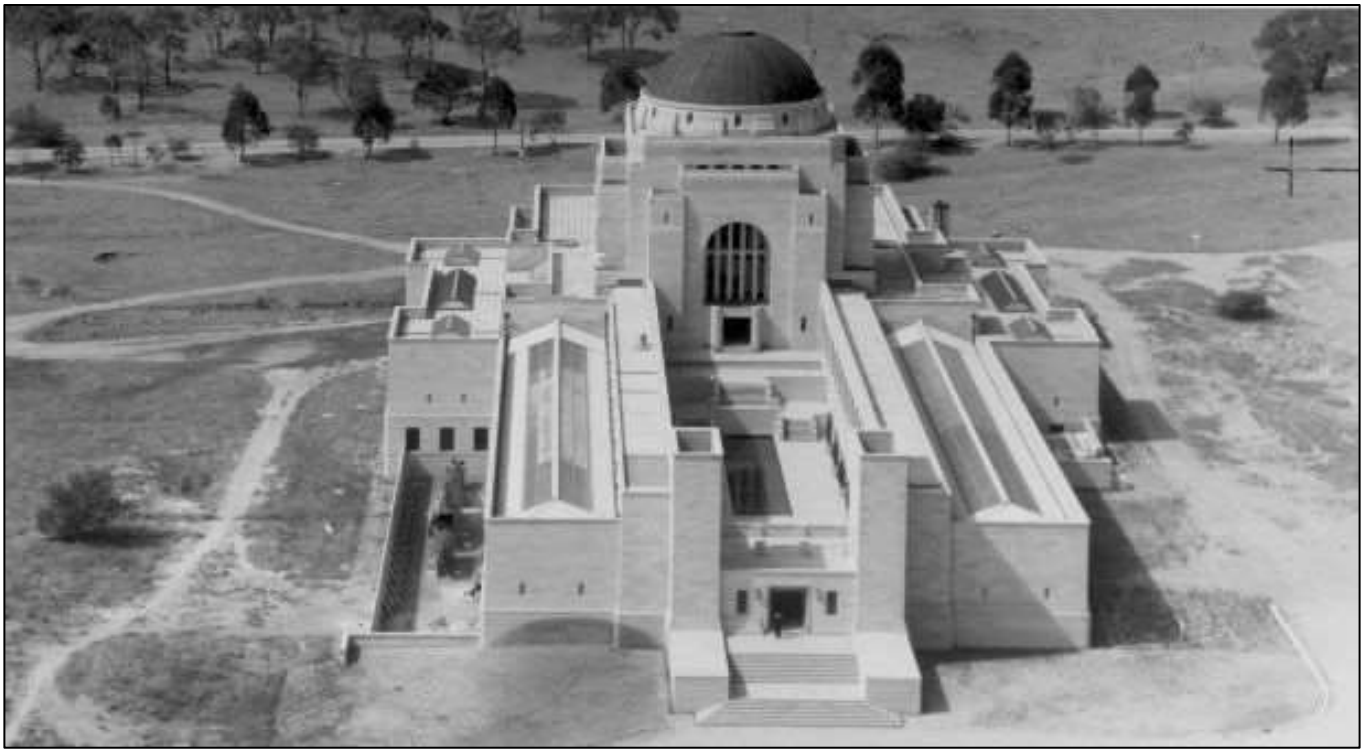
Rhonda Joel

Radschool, Laverton, 1965

Rod Phillips and Carl Proctor and the EH.

Australian War Memorial,

As she was in 1944



Women Pilots.

The first female RAAF pilots were Flight Lieutenant Robyn Williams (left) and Officer Cadet Deborah Hicks. Both graduated from the same flying course (No 144 Pilots Course) on 30 June 1988.

Officer Cadet Hicks flew Mystere VIP aircraft at No 34 SQN and discharged in 1994.

Flight Lieutenant Williams went on to qualify as a flying instructor in 1992 before undergoing test pilot training in the UK. After serving with the Aircraft Research and Development Unit, she was promoted to Squadron Leader and posted to the US for five years. There she led the resident Air Force project team taking delivery of new C-130J Hercules. Promoted to Wing Commander in March 2000, she returned to Australia later that year to manage the C-130J program office.

As at the 2nd May, 2018, there were over 820 pilots in the permanent Air Force, 40 of whom were women (around 4.9%). There were over 200 pilots under training, 50 of whom were women (around 25%).

There are three kinds of men:
The ones that learn by reading.
The few who learn by observation.
The rest of them have to pee on the electric fence and find out for themselves.

Aroha Fifield one of the two first female fast jet aircrew graduates – Aroha graduated as Navigator in the F111 in 2000

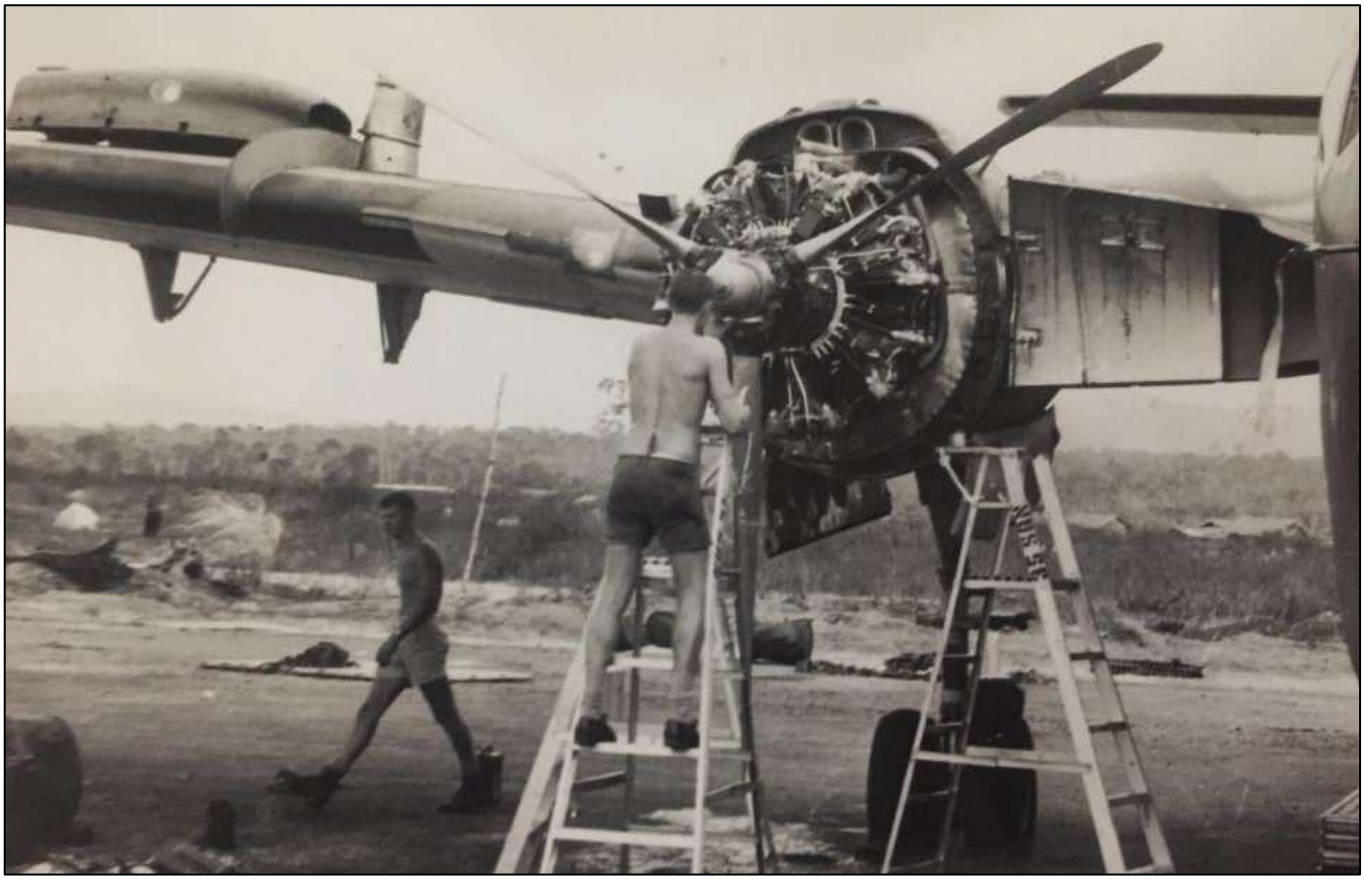
WRAAF Course number 2, Richmond – 1952.

WRAAF – on parade at Richmond, 1972

WRAAF Course 262A

WRAAF Course 262B

Engine change in the field.



Don Payne (Sumpie) on the ladder, George Borbas (Elec) heading for the bush.

At Ham Tan on the Wallaby 405 milk run' the engine was found to be contaminated with metal particles necessitating a complete engine change. A rescue crew was put together to retrieve the aircraft. Prior to departure the crew was advised that Ham Tan was on the Viet Cong's hit list and that they would be working under the constant threat of enemy attack. The following is an account of the successful rescue of A4-159 from Ham Tan on 17 Jan 1970

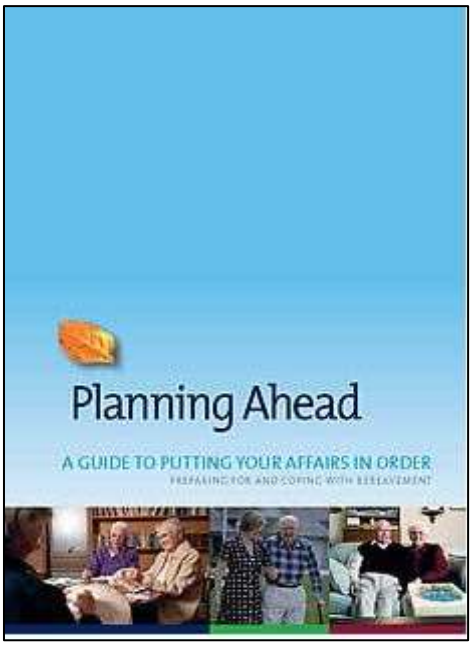
The following account was written by Don Payne.

"The engine was removed due to metal contamination. We replaced the engine removed the oil cooler and associated oil lines and flushed them out. Drained the oil tank (and partially flushed it without removing it — a very big job to remove the tank, entailing dropping of the leading edge section). Following the engine change and leading into engine runs, the carby wouldn't hold pressure. I'he carby was replaced with the carby off the uls engine, not affected by metal contamination. The RH magneto was replaced due to excessive rev drop. Once again from the u/s engine.

Engine changes were never straight forward as the RAAF were supplied engines from the US Army which were overhauled/repaired by the American company, Spartan. An Australian overhauled engine's usual life was 800-1000 hours. Spartan overhauled — 300-500 hours. With Ham Tan being on the VC hit list, this was a planned quick engine change. We were dropped off at Ham Tan at 0730 and we flew out at 1400 hours". The rescue crew comprised Charlie. Kranenburg. George Borbas, Bob Anderson, and myself.

A difficult engine change in the field in 6½ hrs — a truly impressive performance.

Funeral Benefits.



The Department of Veterans' Affairs (DVA) provides a very helpful booklet titled "*Planning Ahead*" which will help veterans and their families prepare for a bereavement. It is a guide to putting your affairs in order and can be downloaded from HERE.

There is also another very useful booklet titled "*What to do when death comes visiting"* which can be downloaded from HERE.

We strongly recommend you get both.

The Financial Assistance paid by DVA towards the cost of a funeral for a veteran depends on whether the Veteran is classified under the Veterans Entitlement Act (VEA) or the Military Rehabilitation and Compensation Act (MRCA).

A Veteran is classified under the VEA if prior to July 2004 he/she:

- Had service in wartime and certain operational deployments,
- Had service in certain peacetime events between 7 December 1972 – 30 June 2004. (For peacetime service eligibility, a member who had not completed a qualifying period of three years' service prior to 7 April 1994 is not covered under the VEA, unless they were medically discharged.
- Was involved in the British nuclear test defence service during the 1950's and 1960's in Australia provided certain relevant criteria are met.

For further information see DVA's info page HERE

A Veteran is classified under the MRCA if he/she served on or after 1 July 2004 and was:

- A member of the Permanent Forces;
- A member of the Reserve Forces;
- A Cadet or Cadet Officer, including instructors of Cadets;
- A Person who held an honorary rank or appointment in the ADF and who performed acts at the request or direction of the Defence Force;
- A Person who performed acts at the request or direction of the Defence Force as an accredited representative of a registered charity;

- A Person who received assistance under the Career Transition Assistance Scheme (established under section 58B of the Defence Act 1903) and who performed acts in connection with the scheme; and
- Other people declared in writing by the Minister for Defence to be members of the ADF.

For further information see DVA's fact sheet HERE

Funeral Benefits provided under the VEA.

A Funeral Benefit is a one-off tax-free payment made by the DVA to assist toward the funeral costs of veterans and, in some cases, their dependants. The benefit is a payment against the cost associated in the burial or cremation of remains.

A Funeral Benefit will be granted in respect of funeral expenses of an Australian VEA veteran who, at the time of death, was:

- receiving a Special Rate (T&PI) Pension; or
- receiving an Extreme Disablement Adjustment (EDA); or
- an ex-prisoner of war; or
- receiving an increased rate of pension for a double amputation.

A funeral benefit may also be payable for Australian veterans and former members who died:

- from an accepted service-related disability;
- in an institution (including a hospital or nursing home);
- travelling to or from an institution;
- after discharge from an institution in which the veteran had received treatment for a terminal illness; or
- while being treated at home for a terminal illness.

OR

- a veteran or former member of the forces who served before 1 July 2004 and whose death was war-caused or defence-caused

A Funeral Benefit payment comprises up to $2000 towards the funeral costs of an eligible veteran or dependant who died on or after 1 July 2007.

An application for the Funeral Benefit from the estate of a deceased (VEA) Veteran must be made within 12 months of the death of the Veteran. To apply, use THIS form.

Benefits to those in need

A Funeral Benefit may be granted to a person responsible for the funeral expenses in respect of a veteran or former member of the forces who died in needy circumstances.

DVA classifies a person *"In Need"* as having less than $5,000 in the bank and not owning their own home.

Funeral Benefits provided under the MRCA.

Compensation will be awarded for the cost(s) of the funeral of a deceased member if:

- liability for the deceased member or former member's death has been accepted under the MRCA;
- the deceased member received the Special Rate Disability Pension (SRDP) or was eligible to receive the SRDP during some period of his or her life; or
- the deceased member was entitled to the maximum rate of permanent impairment compensation for accepted conditions immediately before his or her death (i.e. assessed at 80 or more impairment points).

Funeral expenses can be paid under the MRCA directly to the person who made the claim (including the deceased's dependant or legal personal representative). If the funeral expenses have not been paid, the MRCA provides that funeral expenses up to the maximum amount payable can be awarded to the person or company which is conducting, or which conducted, the funeral.

People making a claim for funeral expenses under MRCA can claim up to a maximum of $12,053.62 (up to Sept 2018 – when that figure will be reviewed). Claimants must complete the claim form which can be found HERE.

Bereavement Assistance.

A Bereavement Assistance payment is a one-off, non-taxable payment designed to help with the costs that may follow the death of a pensioner. Where the deceased pensioner was a member of a couple, the bereavement payment will assist the surviving partner to adjust their finances following the cessation of the pensioner's payments.

Once again, the Assistance is dependent on whether the Veteran is classified under the VEA or the MRCA.

Those covered by the VEA.

There are two types of bereavement payments under the VEA:

- those made after the death of a person who was receiving a disability pension and
- those made after the death of a person who was in receipt of an income support payment.

An income support payment includes:

- Service Pension.
- Age Service Pension
- Defence Force Income Support allowance
- Income support supplement

If the deceased was receiving both disability pension and an income support payment (ie: Service Pension), it is possible for bereavement payments to be payable in respect of both payments.

If the pensioner was a member of a couple and if the couple were:

- living together;
- living separately because one or both of the members of the couple were ill or frail;
- living separately because either of them was in respite care at the time of death

and the pensioner was receiving a disability pension the payment is usually made to the surviving partner.

However, if the pensioner was receiving:

- service pension;
- social security age pension;
- Defence Force Income Support Allowance (DFISA); or
- income support supplement;

the surviving partner is only entitled to a bereavement payment in respect of that payment (one of the four above) if they were themselves in receipt of a service pension, income support supplement, social security pension or the DFISA at the time of the pensioner's death.

How to claim.

<u>Member of a couple.</u>

You do not generally have to apply for a bereavement payment if the deceased person was a member of a couple. Payment will occur automatically upon notification of the pensioner's death to DVA.

Single Veteran.

If the veteran was single, died in needy circumstances and was receiving a Special Rate (T&PI) or Extreme Disablement Adjustment (EDA) disability pension prior to their death, then a bereavement payment may be able to be made to the estate. To apply for a bereavement payment for a single veteran, the person administering the veteran's estate must fill out the form HERE and return it to DVA.

An application for payment must be made within 12 months of the veteran's death.

How much bereavement payment can be paid under VEA.

The amount of bereavement payment depends on the pension that the pensioner was receiving prior to their death and whether they were a member of a couple or single.

Income support bereavement payment - member of a couple.

When a Disability Pension receiving Veteran was a member of a couple the surviving partner is eligible for a bereavement payment, the disability pension bereavement payment paid to the surviving partner is the equivalent of six fortnightly pension instalments, at the rate of pension paid prior to death.

When an Income Support pensioner was a member of a couple, the surviving partner is eligible for a bereavement payment, that payment continues the pension entitlement payments of the deceased person for a period of 98 days (14 weeks) starting on the day on which the person died.

In most cases the surviving partner will also receive a lump sum payment made up of the difference between the new single rate of the Service Pension and the previous combined rates of each member of the couple, multiplied by 98 days.

eg: If the couple were receiving the max rate of Service Pension (as at 1 Sept) they would have been receiving $1,394.20 per fortnight ($99.59/day) between them. The single fortnightly rate at that time was $907.60 ($64.83/day). The daily difference between the couple rate and the single rate is $34.76. Therefore, the surviving partner would receive $34.76 times 98 = $3,406.48.

Example:

The partner of a TPI Veteran who was living with the Veteran and both were receiving the maximum Service Pension could receive on the death of the Veteran (at 1st Sept 2018):

Funeral Allowance.	$2,000
Bereavement Allowance;	
T&PI payment (6 fortnights at $1,394.20)	$8,365.20
Difference in couple/single pension for 98 days (lump sum)	$1,668.80
Total	$12,034.00

For an illness-separated couple, the bereavement payment is calculated using the partnered rate of pension (as if they were not living apart), rather than the illness-separated rate that the couple had been previously receiving.

The actual amount deposited may have been adjusted because pensions are paid in advance. In the event that a pension payment is made after the pensioner's date of death this will be included in the bereavement payment calculation. The bereavement payment lump sum will be automatically paid into the account where the surviving partner's pension is paid.

Income support bereavement payment – single pensioner.

When a single income support pensioner dies, one instalment of the rate of pension that the pensioner was receiving prior to their death is paid to their estate.

Those covered by MRCA

If the deceased serving or former serving member was receiving incapacity payments, permanent impairment periodic payments, or the Special Rate Disability Pension (SRDP) under the MRCA, their wholly dependent partner may be entitled to a bereavement payment. If there is no wholly dependent partner, the payment can be made to a dependent child or dependent children of the deceased.

The payment is equal to 12 instalments of the:

- weekly amount of incapacity payment;
- permanent impairment periodic payment; and/or
- SRDP payments;

that the deceased member was either receiving, or was entitled to receive, at the time of his or her death.

To claim the surviving dependant partner must complete this claim FORM. In the case of a partner, a claim can also be made in the form of a signed letter stating that the serving or former member has died. The letter should be accompanied by evidence from the partner that he or she was living with the member at the time of death and evidence to establish that he or she was wholly dependent on the serving or former member for the economic support at the time of death. Partners and eligible young persons living with the serving or former member at the time of death are considered to wholly dependent.

Evidence of financial dependency and of the partner's living with the serving or former member at the time of death can be made in the form of a properly completed Statutory Declaration. A claim can also be made by or on behalf of a child or children, who was or were, wholly dependent on the serving or former member at the time of death if there was no wholly dependent partner at the time.

Transportation of the body costs:

Where a Funeral Benefit for a deceased veteran is payable and a charge was made by the funeral director expressly for transporting the body of the deceased veteran from the place where the veteran died to the place where the veteran ordinarily resided immediately before the veteran died, a sum equal to a reasonable charge for transporting the body of the veteran may be paid.

Eligibility for this additional payment is dependent on:

- the veteran's death being at a place other than his or her ordinary place of residence; and
- the veteran being absent from his or her ordinary place of residence for the purpose of obtaining medical treatment and that treatment was approved by the Repatriation Commission or the Military Rehabilitation and Compensation Commission; and
- a charge for transporting the body being expressly made.

The additional payment for charges for transporting the veteran's body does not apply to a charge for transporting the body within the metropolitan area or outside Australia.

A Funeral Benefit may also be payable in respect of the funeral of a dependant (War Widow/Widower), wholly dependent partner, child under 16 or full-time student under 25 of a deceased member where the dependant died in severe financial need.

To make a claim you must fill in the form HERE

War Widow(er)s.

A War Widow or Widower is a person who was legally married to or was in a de facto relationship with an Australian Veteran immediately before the Veteran's death and who has not since remarried or entered into a de facto relationship with another person.

The War Widow(er) will be granted a tax free pension automatically if the Veteran was:

- An ex-prisoner of War, or
- Receiving the Extreme Disablement Adjustment, or
- Receiving a disability pension at the Special Rate, or
- Receiving a disability pension at the Intermediate Rate, or
- Receiving a disability pension at the Temporary Special rate, or
- Receiving a disability pension at an increased rate (double amputees who may also be blind in one eye).

As at 1st Sept 2018, the War Widow(er)'s pension rate was $922.50 per fortnight.

Other Benefits:

- Recipients of war widow(er)'s pension are issued with a DVA Health Card — All Conditions (Gold Card). This card entitles the holder to a range of health care for all conditions within Australia.

- As any pension being received previously is cancelled, War Widows and War Widowers may be entitled to income support supplement (ISS), an income and assets tested pension that provides additional regular income. For further information and on how to claim, please see HERE. The max you can claim is $272.60 per fortnight.

- War widows and war widowers may also be entitled to receive Energy Supplement of $14.20 per fortnight. For further information, please see HERE.

- Rent Assistance. Maximum allowable $134.80 per fortnight. See HERE.

- War widows and war widowers may also be entitled to concessions on the costs of public and private transport services and public utilities. Contact the office of the service provider to enquire about entitlement to concessions.

The frequency of sexual activity of senior males depends on where they were born.

Statistics just released from Statistics Australia and the United Nations B.O.H. Team reveal that: Australian men, between 55 and 85 years of age, will, on average, have sex two to three times per week (and a small number a lot more), whereas Japanese men, in exactly the same age group, will have sex only once or twice per year - if they are lucky.

This has come as very upsetting news to me and most of my mates at the Golf Club, as none of us had any idea we were Japanese.

A birthday cake ceremony, Vung Tau - June 1966

AUSTRALIAN WAR MEMORIAL P04905.011

A birthday cake cutting ceremony to celebrate either or both the anniversary of the formation of RAAF Transport Flight Vietnam or for the anniversary of the renaming of 35 Squadron, known as Wallaby Airlines, occurred on 1st June 1966 in the hangar at Vung Tau.

CO at the time was Wing Commander Jack Darby Espie, (centre, to the right of the cook). Others in the pic include Flt Lt John Bevan, EngO (to the right of Jack Espie), Flt Lt Reg 'Tommy' Thompson (partly hidden far right) , and that handsome young bloke, second from the left, sans shirt, yours truly.

On 1 June 1966, RAAF Transport Flight Vietnam was redesignated No. 35 Squadron at Vung Tau in South Vietnam.

I've crunched the numbers in my retirement account and after reviewing all options the question is, who will be wearing the mask and who will be driving the getaway car.

Remembering the first trans-Pacific flight - 90 years ago.

At 10.50am on Saturday 9th June 2018, Australian Transport Safety Bureau (ATSB) Chief Commissioner, Greg Hood, along with more than 90 other passengers landed at Brisbane Airport on board a specially painted Alliance Airlines' Fokker 100, VH-FGB.

Their touchdown was exactly 90 years to the minute when Fokker F.VIIb/3m, called Southern Cross, and its four crew completed the first trans-Pacific flight from the USA to Australia.

As the historic records show, Charles Kingsford-Smith, the pilot-in-command of the Southern Cross, along with his co-pilot Charles Ulm, navigator Captain Harry Lyon and radio operator James Warner, took off from Oakland, California at 8.53am on 3st May, 1928 bound for their first stop in Hawaii. The tri-motor Southern Cross landed at Honolulu at 9.49am on 2 June and departed the following day at 5.20am on its second leg bound for Suva, Fiji.

Airborne for a staggering 34 and half hours, the Southern Cross landed in Suva's Albert Park at 2.21pm on 4th June after flying around 5,000 kilometres. After three days on the island, the Southern Cross left Fiji on its last leg to Brisbane at 2.52pm on 8 June, some 2,400 kilometres to the east. Around eight and a half days after leaving Oakland, including over 83 hours in the air and covering about 11,670 kilometres, the Southern Cross landed at Brisbane's Eagle Farm Airport at 10.50am on 9 June 1928, where they were welcomed by over 15,000 people.

"I am greatly honoured to have been on board for this significant historical flight," Mr Hood said. "Today, we also flew in a Fokker, in the comfort and with the safety that 'Smithy', Ulm, Lyon and Warner would only have dreamed of 90 years ago. Their feat of safely completing the first trans-Pacific flight, set the bar high for aviation safety in Australia."

Alliance Airlines, now the largest operator of Fokker aircraft in the world, is based at Brisbane Airport, not far from where the Southern Cross touched down 90 years ago.

"I would like to thank Alliance Airlines' Chairman Steve Padgett for inviting the ATSB to be a part of the celebrations to mark a significant event in Australian aviation's history," Mr Hood said. "The ATSB is keen to see important events and achievements in aviation and other modes of transport maintained and acknowledged.

In fact, we are currently preparing a number of historical air accident items that we have in our possession to be displayed prominently in the reception area of our Canberra head office."

An 85-year-old man was requested by his doctor for a sperm count as part of his physical exam. The doctor gave the man a jar and said, "Take this jar home and bring back a semen sample tomorrow." The next day the 85-year-old man reappeared at the doctor's office and gave him the jar, which was as clean and empty as on the previous day. The doctor asked what happened and the man explained. "Well, doc, it's like this–first I tried with my right hand, but nothing. Then I tried with my left hand, but still nothing. Then I asked my wife for help. She tried with her right hand, then with her left, still nothing. She tried with her mouth, first with the teeth in, then with her teeth out, still nothing. We even called up Arleen, the lady next door and she tried too, first with both hands, then an armpit, and she even tried squeezin' it between her knees, but still nothing." The doctor was shocked! "You asked your neighbour?" The old man replied, "Yep, none of us could get the damn lid off."

Non-Liability Health Care (NLHC).

It seems many of our members are not aware of recent changes to the DVA rules which guarantees certain entitlements to all current and former ADF personnel. Some of our members have personally paid for their own treatment for cancer treatment/Psychiatrists sessions etc. This is an unnecessary financial burden as we are covered under the Department of Veterans Affairs legislation.

It is unfortunate that some members have refrained from applying for mental conditions such as depression/anxiety etc as they mistakenly think that any problem has to be 'service related'. This is no longer the case!...see below.

Non-Liability Health Care (NLHC) allows current and former ADF personnel, depending on their eligibility, to receive treatment for the following conditions:

- Cancer (Malignant Neoplasm)
- Pulmonary Tuberculosis; and

- any Mental Health Condition.

There is no need to establish that these conditions were caused by your military service.

Who is eligible?

All current and former members of the ADF with at least one day of continuous full-time service (CFTS) are eligible for treatment of any mental health condition. This includes Reservists who have rendered any period of CFTS and national servicemen.

In addition, from 1st July 2018 Reservists without continuous full-time service may be eligible for mental health treatment under NLHC if they rendered Reserve Service Days with:

- Disaster Relief Service (e.g. Operation Vic Fire Assist)
- Border Protection Service (e.g. Operation RESOLUTE); or
- involvement in a serious service-related training incident.

In the case of a serious accident, this means an accident which occurred during a training exercise undertaken by Defence in which a member of the ADF dies or sustained a serious injury. The person would have needed immediate treatment as an inpatient in a hospital. Examples of serious injuries are:

- an injury that results in, or is likely to result in the loss of an eye, or total or partial loss of vision
- a burn requiring intensive care or critical care
- a spinal injury
- deep or extensive cuts that cause muscle damage, tendon damage, or permanent impairment; or
- an injury that requires the amputation of a body part.

NLHC treatment of Cancer (Malignant Neoplasm) and Pulmonary Tuberculosis is available to those with the following types of service:

- eligible war service under the Veterans' Entitlements Act 1986 (VEA)
- operational service under the VEA
- warlike and non-warlike service under the VEA or the Military Rehabilitation and Compensation Act 2004 (MRCA)
- peacekeeping service
- hazardous service
- British Nuclear Test defence service as defined in the VEA

- CFTS, for those who completed an unbroken period of three years CFTS (full-time service in the regular ADF)between 7 December 1972 and 6 April 1994
- CFTS, for those who were engaged to serve not less than 3 years CFTS (full-time service in the regular ADF)between 7 December 1972 and 6 April 1994, but discharged on the grounds of invalidity or physical or mental incapacity to perform duties before completing three years; or
- National Service, for National Servicemen who were serving on 6 December 1972 and completed their contracted period of National Service on or after 7 December 1972.

How do I apply?

There is no need to lodge an application form for NLHC for your mental health condition. You can email your request for NLHC for any mental health condition to NLHC@dva.gov.au, or apply over the phone by calling DVA on the General Enquiries numbers 1800 555 254

If you automatically received a DVA Health Card - Specific Conditions (White Card) after transitioning from the ADF, you are eligible to receive NLHC mental health treatment immediately. There is no need to apply for mental health treatment if you have received a White Card for this reason. Contact DVA if you have any questions about your treatment eligibilities.

For mental health conditions, a diagnosis is not required.

To access NLHC treatment arrangements for cancer or pulmonary tuberculosis, you need to fill out application form D9215 Application for Health Care for Cancer (Malignant Neoplasm) and Tuberculosis and return it to DVA using the directions provided on the form.

Australian Government
Cancer Australia

For cancer and pulmonary tuberculosis, a diagnosis by an appropriately qualified health professional is also required as part of the application process. A diagnosis of cancer (malignant neoplasm) or pulmonary tuberculosis can be made by your treating medical practitioner.

You can get further details from the DVA fact sheet HERE.

Murphy says to Paddy, What ya talking into that envelope for?"
Paddy - "Because I'm sending a voicemail ya fool!"

The story of Australia's only Indigenous WWII fighter pilot, Len Waters.

ABC NEWS

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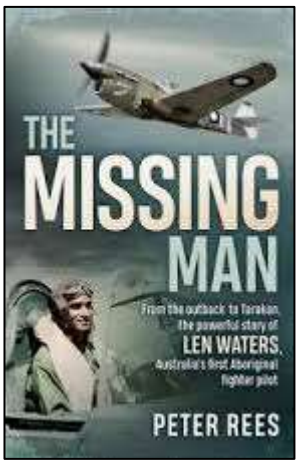
Len Waters was Australia's first and only known Indigenous fighter pilot during World War II. He achieved the unthinkable, flying an elite Kittyhawk fighter aircraft, aptly named Black Magic, for the Royal Australian Air Force.

But like many of the estimated 3,000 Aboriginal and Torres Strait Islanders who served during the Second World War, Mr Waters returned home as a forgotten hero.



Len Waters flew 95 operational sorties with 78 Squadron from 1943 to 1945 but when he returned home, he became a 'missing man' in Australia's wartime history. It remained this way until his death in Cunnamulla, in western Queensland, in 1993, but now, Len Waters' story will be told in the book *"Missing Man"* by author Peter Rees.

Mr Rees and the extended Waters family held a book launch at Len Waters Place at Inala this week, which drew a crowd of about 300 people.

A couple is lying in bed. The man says, 'I am going to make you the happiest woman in the world...'
The woman replies, 'I'll miss you.....

Author Peter Rees

Peter Rees first decided to write about Len Waters when he heard that Badgery's Creek future Airport at Sydney could be named after the fighter pilot. He said the story had "intrigued" him. "An Indigenous fighter pilot. The first and only. What an extraordinary feat in 1940s Australia,"

Mr Rees said. "This was a story I did not know; it just had to be written. This book is about the power of one — one man's life, one man's story.

"Through the lens of one man's life, the larger story of racial discrimination and its ramifications for Indigenous people, generally, could be brought home to the Australian community in a very personal way. "A man who breaks through the barriers of poverty, racial discrimination and limited schooling to realise a boyhood dream to fly."

Mr Waters' brother Kevin, who still lives in St George, Queensland, said he was very proud of how things had changed in Australia since he was young. "Things are so much easier now than they were back in my days. As I say, you were a Murri and you kept your place. That's the way it was. "

According to Kevin Waters, when his brother returned from the war, he had hoped to set up a regional aviation service in south-west Queensland. He had financial backing — all he needed was his civilian pilot's licence but he was rejected for this licence five times because of his

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Aboriginality. "They didn't think about his war service and his great record of flying. They didn't worry about the experience he had," Kevin Waters said.

Kevin Waters, brother of Len Waters.

"It was just about his Aboriginality, that's all it came down to. It broke his heart."

Chris Sara, the recently appointed Director General of the Department of Aboriginal and Torres Strait Islander Partnerships said humanity was the one thing that united all Australians.

"We've seen throughout Australia, and we see in the pages in this book, that there are times when our sense of race and culture and identity is important. But there are times when our sense of humanity is even more important," he said.

"When Len Waters was getting shot at, there was no time for racism … that's the time for all of us to be connected by humanity and for all of us to be the best that we can.

"When we acknowledge and we embrace the sense of capacity of Indigenous Australians, and our ability to be exceptional, magical things can happen."

Gladys Waters, widow of Len Waters.

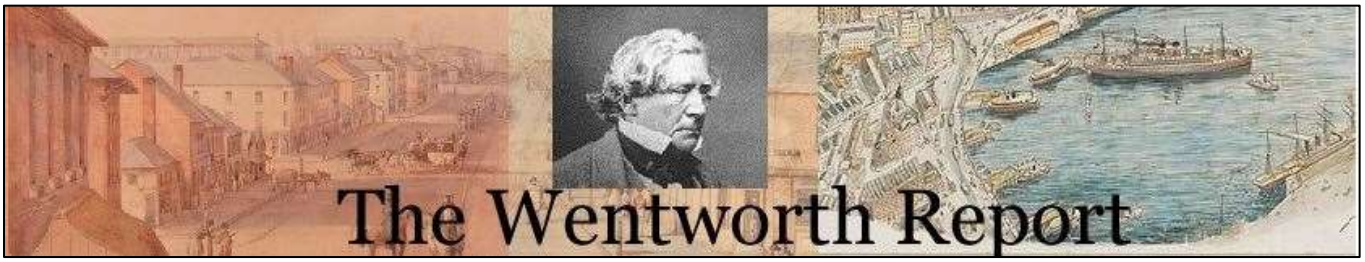
Len Waters' eldest daughter, Lenise Schloss (right), a high school history teacher and a lecturer at the University of Canberra, said she had been trying to tell her father's story for years but people often didn't believe her "because it wasn't in history books". Despite this, she said her father always taught his children to chase their dreams and be proud of where they come from.

"As Father always said, the sky's the limit and you can always have a dream. And dreams can come true," she said. "You just have to believe in yourself, be honest, have pride, have dignity, integrity and be accountable. And it'll all pay off."

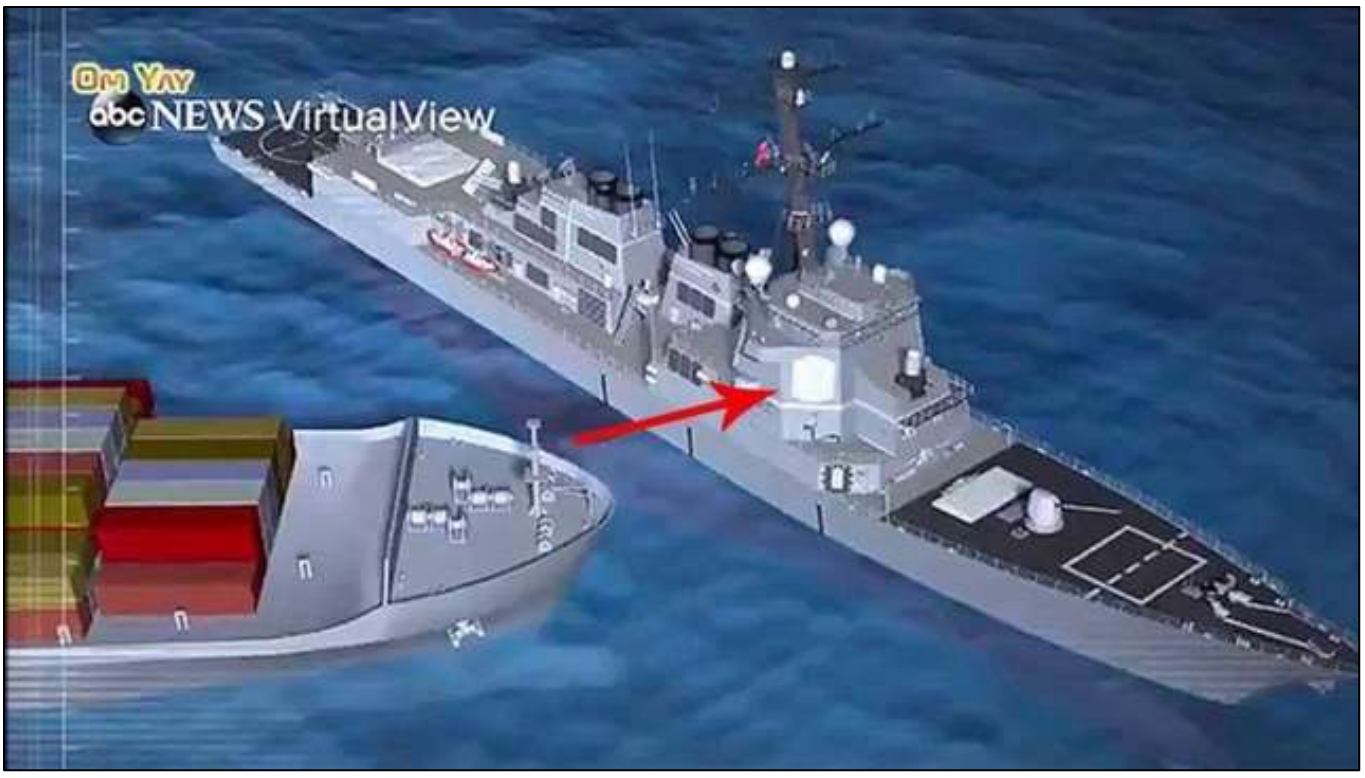
Click HERE to see the video.

Q: What do you call an intelligent, good looking, sensitive man?
A: A rumour.

Reproduced here without comment.



During the early weeks after the USS Fitzgerald was speared by a lumbering Philippine container ship, it was noteworthy that the captain and a couple of admirals were publicly named, but not the actual officer in charge, the officer of the deck. (OOD) The other person who should have kept the Fitz out of trouble is the person in charge of the combat information centre, the Tactical Action Officer. That individual is supposed to be monitoring the combat radar, which can detect a swimmer at a distance of two miles.



Not until a year later, when the final reports are made public and the guilty parties have been court-martialed, does the truth come out. The OOD was named Sarah, and the Tactical Action Officer was named Natalie, and they weren't speaking to each other!!! The Tactical Action Officer would normally be in near constant communication with the OOD, but there is no record of any communication between them that entire shift!

Another fun fact: In the Navy that won WWII, the damage control officers were usually some of the biggest and strongest men aboard, able to close hatches, shore up damaged areas with

timbers, etc. The Fitz's damage control officer was also a woman, and she never left the bridge. She handled the aftermath of the accident remotely, without lifting a finger herself!

The OOD was Sarah Coppock, Tactical Action Officer was Natalie Combs. When I noticed last year that they were doing all they could to keep the OOD's name out of the headlines, I speculated to my son that it was a she. Turns out all the key people (except one officer in the CIC) were female! Indeed, I did some searching, and Lt. Coppock pleaded guilty to dereliction of duty. Lt. Combs faced a hearing last month:
In an 11-hour hearing, prosecutors painted a picture of Lt. Irian Woodley, the ship's surface warfare coordinator, and Lt. Natalie Combs, the tactical action officer, as failing at their jobs, not using the tools at their disposal properly and not communicating adequately. They became complacent with faulty equipment and did not seek to get it fixed, and they failed to communicate with the bridge, the prosecution argued. Had they done those things, the government contended, they would have been able to avert the collision.

That two of the officers — Coppock and Combs — involved in this fatal incident were female suggests that discipline and training standards have been lowered for the sake of "gender integration," which was a major policy push at the Pentagon during the Obama administration. It could be that senior officers, knowing their promotions may hinge on enthusiastic support for "gender integration," are reluctant to enforce standards for the women under their command.

This was the story of Kara Hultgreen, the Navy pilot who died in a 1994 F-14 crash. Investigation showed that Hultgreen had been allowed to proceed in her training after errors that would have meant a washout for any male pilot. But the Clinton administration was pushing for female fighter pilots, which resulted in a competition between the Navy and Air Force to put women into these combat roles. It is not necessary to believe that:

a) women shouldn't be fighter pilots, in order to believe
b) lowering standards for the sake of quotas is a bad idea.

Of course, you may believe both (a) and (b), but it is (b) that gets people killed.

It seems obvious that the Pentagon (and the liberal media) sought to suppress full knowledge of what happened to the Fitzgerald in the immediate aftermath of the June 2017 incident that killed seven sailors, in the same way the details of Kara Hultgreen's death were suppressed. It took investigative reporters like Rowan Scarborough of the Washington Times a lot of hard work to find out what actually happened to Hultgreen. Let's hope other reporters will dig into what's happening in our military with the "gender intergration" agenda at the Pentagon now.

AND!


Miranda Devine

You'd think the staggering $1 trillion Australian taxpayers will fork out in defence spending over the next 20 years might be about building the most combat-effective, strongest, best trained fighting force. But, no, the new priority in the Australian Defence Force is gender "diversity", potentially at the expense of war-fighting capability.

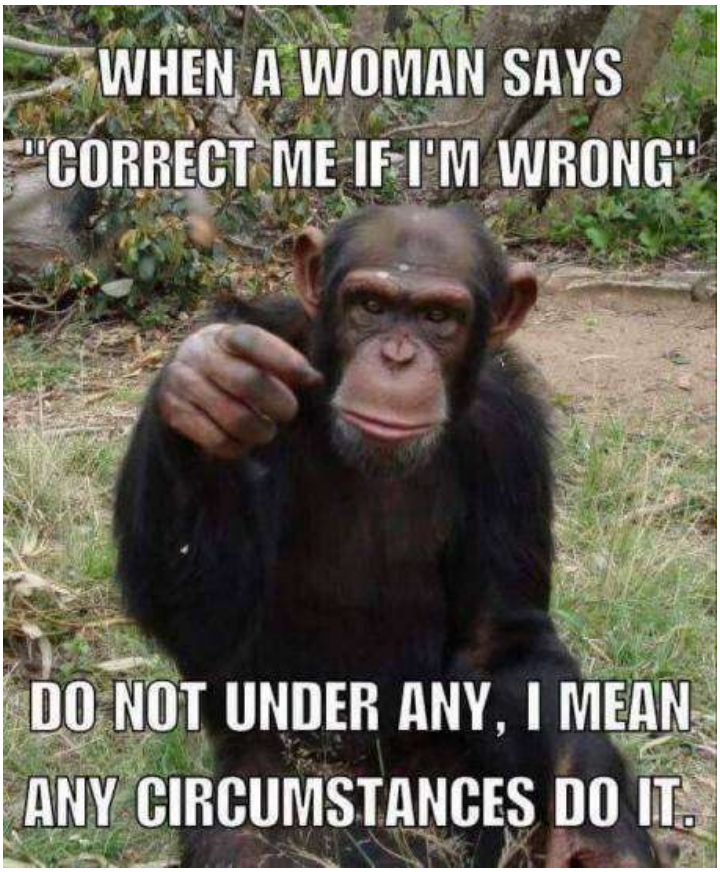
The ADF denies this, but how else do you explain the Defence Recruiting Priorities spreadsheet for 7 August, 2017, leaked by patriots dismayed at the demand for gender quotas. Here you see that, of 50 jobs available in the Army, just 14 are open to males in the next six months. Of 18 jobs in the Navy just one is for men. And of seven jobs in the air force, not one is for men.

This includes frontline combat roles. For the next 12 months there is no place in the Army for a male Artilleryman, ironically enough. The role of Rifleman, likewise, has to be a woman. Nor can men become combat engineers or armoured cavalry. Only women are to be recruited. Nor is there a place for men as carpenter trainee, aircraft structural fitter, trainee plumber, air dispatcher, firefighter emergency responder, marine specialist, artillery air defender, artillery observer, driver, military police officer or parachute rigger. Women only need apply.

In a classic case of Orwellian doublespeak, according to an ADF press release titled “A diverse ADF is a capable ADF”, men are perfectly free to apply. They just won’t get the job.

Similar recruitment targets apply across Navy and air force, with concession made for some jobs, such as Navy Clearance Diver, in which “ATSI (Aboriginal and Torres Strait Islander) male candidates may still apply”.

For the rest of the rejected men maybe they could turn political correctness back on the recruiters by claiming to be gender fluid to get the job. These days you don’t have to wear a dress or shave your beard. Identifying as a women should be quite enough.



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National Defence? – no, Notional Defence!

Nuclear submarines re-engineered as diesel-electrics, plus fighter planes that are a credible threat only in Lockheed salesmen's brochures -- this is the alleged backbone of our future defence. If being a spendthrift slow learner were an advantage, Australia's security would be guaranteed

So says David Archibald who writes for the Spectator Magazine and is the author of *American Gripen: The Solution to the F-35 Nightmare*

If you're interested you can read his report HERE.

Australian Defence Force misfires over PC gender campaign.

On the 1st August, the West Australian Newspaper ran an excellent article written by Gemma Tognini. The article describes the way the absurd and insidious PC juggernaut has, like a Triffid, infiltrated the ADF and continues to do so.

(And it looks like the ADF is on the way out too, DEFENCE is too strong a word for the puritans running the game these days, Army vehicle number plates now call it the "Australian Defence Organisation")

Recently those fearsome warriors in the Navy decided to paint the nail on their little finger pink in support of the 100 Days for Change campaign.

The Defence Department sent out a tweet that the navy had recently become involved in the campaign, to encourage gender equality and diversity within its ranks. It described the part manicure as a visual indication of support.

Click HERE to read the article - turns your stomach.

As a follow-up to that article, I felt compelled to submit a letter to the editor (see below). To my mind, during my time in the Australian military, nobody gave a rat's as to which side you batted, the colour of your skin or which God you worshipped. We had a commitment to the job and to support those with whom we served.

I am saddened to see a once-proud institution being swept along in the tide of "social engineering".

R. Thomas, Quinns Rocks

A sad defence force

With regards the excellent piece by Gemma Tognini (Defence misfires over gender, *Opinion*, 1/8), I write as a proud ex-member of the RAAF with 20 years of service, including a government sponsored trip to Vietnam in 1967/68.

I've been attempting to think of words which express how I feel in regards our current Defence Force and their misguided diversity policy. One word springs to my mind — sad.

Ted McEvoy, Bull Creek

Australian Defence Force denies it has banned employees using 'he' and 'she.'

THE Australian Defence Force has denied soldiers would be banned from addressing each other as "he" or "she" in an effort to reduce bullying. THE Australian Defence Force has denied reports that an army document suggests banning soldiers from addressing each other as "he" or "she" in an effort to reduce bullying.

It all stems from the 22 Page "LGBTI Guide" issued in 2017 for the Australian Defence Force Academy (ADFA) which attempts to ensure staff are "better informed when making decisions regarding the lesbian, gay, bisexual, transgender, and/or intersex (LGBTI) community".

"To meet the challenge of leadership and military professionalism the learning environment and culture at ADFA must be inclusive and diverse," the document reads. "It is my intent to ensure that all ADFA staff are provided with the knowledge and skills required to manage, train and support an increasingly diverse workforce."

It then breaks down terms associated with a range of sexual and gender identities, and even provides a diagram to help staff understand the differing terms, however, under the guidance section, a topic labelled "Language and Behaviour" has sparked reports that gender-specific terms have been "banned" within the framework of the organisation — which employs 80,000 Australians.

"It is important to be mindful of respectful and disrespectful behaviours or language in relation to LGBTI members," it reads. "In the event that you make a mistake, the best course of action is to apologise, listen to anything the member's wishes to say in response, and then move on with the conversation. "Considerations for staff include: Avoiding stereotyping, using the correct pronouns and preferred name of sex or gender diverse members wherever possible, and using the gender neutral language when referring to relationships or gender identities.

"All ADFA personnel need to appreciate that the deliberate use of non-inclusive language, exclusion and bullying due to gender diversity are some of the behaviours which can affect LGBTI members."

But the ADF has denied this means that using "he" or "she" would be considered "bullying".

The document appears to suggest rather that the gendered pronouns shouldn't be used by a staff member, only if the person they are referring to specifically asks them not to. "Misgendering can have a significant effect on transgender individuals as it is often an expression of a lack of understanding of acceptance of that person's identity," the guide says.

The ADF later released a statement saying it had not issued a "directive" on gender-neutral language. "ADFA Cadets are not being told that they should not use terms like him or her. The Department has not, and is not intending, to issue a directive on the use of gender-neutral language," the statement said. The ADF states there are examples of its 80,000 employees using gender-specific language every day. "For example, every day ADFA cadets address their seniors as Sir and Ma'am. This has not, and is not, changing," he said.

"There are around 80,000 personnel in the Australian Defence Force. Supervisors and commanders are required to lead teams from all walks of life, who often work, eat and sleep in proximity for extended periods. "Commanders must be skilled in harnessing these diverse backgrounds and experiences in their teams to deliver what is required. "Effective teamwork is at the centre of ADF capability and it is built on respect and cohesion.

Members of the Australian Defence Force are required to work with each other, and address each other, in a respectful manner. "This includes members addressing each other by rank and using the customary military compliments."

There is definitely something wrong!!!

DVA online services now available through MYGOV.

VETERANS and their families will join millions of Australians transacting with government online through myGov. As part of its program to modernise and streamline services, the Department of Veterans' Affairs (DVA), in partnership with the Department of Human Services has made it simpler for clients to do their online transactions with government by linking all of their DVA online services with myGov. You can see more HERE.

Changes to process for allied health referrals.

The way that GPs refer DVA cardholders to allied health professionals is set to change from July 2019 following adjustments foreshadowed in the May 2018–19 Budget.

Under current DVA arrangements, a GP may refer a client to allied health services for up to a year at DVA's expense (except for dental and optical, for which no referral is required). For chronic conditions, the GP can make an ongoing referral.

Under the new arrangements, which will be in place from 1 July 2019, GPs will only be able to make a referral to allied health services at DVA's expense for up to 12 sessions or one year, whichever comes sooner. This new arrangement will also apply to those clients with a chronic condition. Dental and optical services will still not need a GP referral.

The new arrangements will be called the 'treatment cycle'. The treatment cycle is designed to improve quality of care for DVA cardholders.

At the end of the treatment cycle, the allied health provider will report back to the GP who will assess whether further treatment is required. If it is needed, the GP may refer the client for a further treatment cycle at DVA's expense of up to 12 sessions, or may refer them to another provider if that better suits the patient's needs, or may consider another type of treatment.

The treatment cycle will not impose any hard 'cap' or limit on the number of clinically required services. DVA clients will receive as many services as determined to be clinically necessary by their GP.

DVA clients attend their GP on average 12 times per year. Seeking a referral for allied health services can be done as part of any GP visit.

DVA will consult with allied health providers, medical associations and ex-service organisations on the treatment cycle changes in the lead-up to their implementation, and evaluate their impact during the first year.

The referral changes will allow GPs to ensure that veterans are receiving the best possible care. This is to make sure that veterans are benefiting from their treatment, and to examine whether there may be better treatment options available.

Subject to the success of the new treatment cycle, from February 2021, DVA plans to update key parts of the allied health schedules to help meet future health needs.

Treacherous Fonda

As a proud Vietnam veteran, I was extremely disappointed to see Jane Fonda featured in the Seven Days supplement to *The Weekend West* recently. To my veteran colleagues and me she will always be known as Hanoi Jane for her actions in giving succour to our enemy during the war in Vietnam. Her actions are an insult to the 521 killed and more than 3000 Australians who were wounded during the war. Lest We Forget.

Ted McEvoy, Bull Creek

My Story.

MY SERVICE YEARS.

Jock Cassels.
RAF - 1941-1966
RAAF - 1966-1979

RAAF Time.

About 2 weeks into my retirement in the UK I was reading the Sunday Express when I saw an advert about the Royal Australian Air Force "wanting pilots up to the age of 43" and offering them a 4 year Short Service Commission. I discussed this with Maureen and as she had no objection I replied and 2 weeks later I was at Australian House in London being interviewed. I had previously given the RAAF permission to access my RAF Service documents, so the interview panel knew my Service history. They advised me that should I be accepted I might have to serve a tour of duty in Viet Nam. I replied that while I would not volunteer, if I was posted there I would of course go.

About 3 weeks later I was advised that I had been accepted and given the choice of proceeding to Australia by air or by sea. I chose the latter. In the meantime I had received a 'phone call from the Flight Training School at Hamble offering me the flying instructors job which, of course, I couldn't accept.

With the gratuity from my Service in the RAF I settled the loan on the house and had no trouble in selling it, making a slight profit in the process. We sold some of our furniture and the remainder of our possessions were packed for uplift and transportation to Australia by the RAAF. All our travel costs were provided by the RAAF. After our farewells to all the family in Scotland we left Glasgow on 31 October 1966 for Southampton via London. I had to report to Australia House to officially join the RAAF and on 1 November I became Flight Lieutenant Cassels, RAAF (O316966). and was posted to RAAF Base Richmond. That afternoon we travelled to Southampton and sailed on the P & O liner ORIANA.

Voyage to Australia.

As a family we were no strangers to a long sea voyage and we soon settled down to life aboard. Maureen and I shared a large two room cabin with Anne and Charles and Carol was in a separate cabin with another girl. The voyage took 3 weeks calling at Naples, thought the Suez Canal to Colombo then onto Australia calling at Freemantle, Melbourne and disembarking in Sydney. After 3 weeks by boat and 90 minutes by car we finally arrived at our destination, Richmond, a town 70 kilometres NW of Sydney where the RAAF had booked us into a hotel.

RAAF Base Richmond - 38 Squadron

I was posted to the training flight of No. 38 Squadron for conversion onto Caribou aircraft which was a twin engined, short takeoff and landing aircraft built by de Havilland of Canada.

After conversion I began operational duties with 38 Squadron which mainly involved tactical air support to Army operations within Australia. The Squadron also had a detachment based in Port Moresby in New Guinea which provided air support for the Government of New Guinea. I spent 2 months in New Guinea, which, because of the mountainous terrain and weather conditions in that part of the world, I considered it to be a very dangerous place to fly. With the limited radio aids on the Caribou at that time, we avoided clouds like the plague.

Flying in 38 Squadron was never dull or routine, there were many detachments to various parts of Australia, the downside being the many weeks spent away from home. In April 1970 there

was one 3 month detachment overseas which I enjoyed. This was to West Kalimantan, the Indonesian part of Borneo, and at a place called Pontianic which was located right on the equator. The task was to support the Australian Army Survey team which was mapping the area for the Indonesian Government and involved us making frequent trips to Singapore, a 3 hour flight away to the RAF base at Changi. Our living conditions were rather spartan (Army style), being a tented camp near the airfield, so the trips to Singapore were a welcome break and I must confess that we contrived, as much as possible, to make them a night stop, staying at RAF Changi and exploring Singapore. An interesting detachment

When Prince Charles and his sister Anne visited Australia in 1970 he wanted to pay a visit to his old school at Mansfield and 38 Sqn had to fly them from Melbourne to a small airstrip near his school (30 min flight) As on these occasions everything has to have back-ups so two aircraft were tasked so that in the event of the lead aircraft having engine problems and failing to start the passengers are immediately transferred to the back-up aircraft. Both aircraft were provisioned with identical refreshments - sandwiches, drinks etc. I was flying the back-up aircraft but as there was no problem I didn't get to fly the Royals. On return to Melbourne the catering staff removed all the drinks from the aircraft (lots of miniature bottles of alcohol) but left the sandwiches. On the way back to Richmond the other aircraft called me to ask how we were doing and we told them that we were having a great time eating the royal sandwiches.

35 Squadron – Vietnam.

In August 1968 my posting to No. 35 Sqn in Vietnam came through but the CO told me that if I wished he would arrange for someone else to go. I told him what I had said at my interview in London, i.e. that if I was posted I would go. Fortunately, in July I had bought a block of land and was having a house built so Maureen and the children would be settled in a permanent home before I left. Up to this point I think Maureen had been a bit unsettled with our move to Australia

but was happy now that she was in her own home. We moved into the house in mid September and I only had 2 weeks to clear away the builders' rubble and make some sort of garden before I left for Vietnam. While leaving the family was a bit of a wrench, I was happy that Maureen had her new home to organise and that the children were settled in their new schools.

I mentioned the making of a garden, in fact there was little I did and it was Maureen who undertook that task and she did a great job of it all on her own.

C

The Cassels' domain - 176 Francis St, Richmond.

My appointment on the squadron was as Flight Commander and I soon settled into the job. The Squadron operated as part of a United States Air Force Transport Wing and we were tasked by that formation. The tasks involved flying set routes carrying military personnel and supplies to various units throughout the Mekong Delta and other parts of southern Vietnam. A lot of our time was spent carrying fuel for helicopters operating in the more remote operational areas. The fuel was carried in 44 gallon drums and while this was a highly volatile load when they were full, it was even more so when they were empty and we were conveying the drums back to source. I didn't like flying with a load of empty drums full of fuel vapour!

While there was no enemy aircraft to contend with, care had to be taken when flying into and out of remote air strips, for the VietCong (VC), the enemy, would often target low flying aircraft with rifle fire. While on the ground the aircraft were particularly vulnerable to VC attack. One aircraft was totally destroyed when hit by a mortar attack. Another received a near miss and although damaged managed to immediately take off, however the damage to the hydraulic lines meant that the wheels could not be retracted and finding more damage when airborne the aircraft had to land at the nearest major airfield.

It wasn't uncommon for the aircraft to return to Vung Tau with the odd bullet hole somewhere in the fuselage.

On another occasion a pilot was wounded when just after take off a rifle bullet entered the cockpit ricocheted off the nose wheel steering control and struck the pilot on the cheek.

The tour of duty in Vietnam was 12 months with one weeks leave back in Australia, half way through the tour. This was a welcome break and most appreciated by all. We also had the opportunity to occasionally take a Caribou to the RAAF Base at Butterworth in Malaya (a 4 hour flight) to perform a Compass Swing on the aircraft. This provided a week-end break of 4 days to relax in a pleasant environment and I managed to do this twice.

It was during my tour in Vietnam that I applied to transfer to the Administrative Branch for I knew that when my 4 year Short Service Commission in the General Duties (Flying) Branch ended in August 1970 my flying days would be over and I would be retired at the age of 47. I had no desire to seek employment in civilian life and wished to remain in the service, using the experience I had gained in my Administrative appointments in the RAF. Much to my relief I was granted a Permanent Commission in the Administration Branch wef 12 August 1970.

While in Vietnam I flew 880 hours (1499 Operational Sorties) without incident, which was in complete contrast to my previous period in a war zone when I flew 31 hours (30 Operational Sorties) on Spitfires in Italy with 1 very major incident (described earlier). My tour of duty in Vietnam ended in August when I was posted back to No. 38 Squadron at Richmond, much to

the relief of myself and my family. Later, in March 1970, I was awarded a Mention-In-Despatches for my service in Vietnam. This came as a bit of a surprise for as far as I was concerned all I did was my job.

No. 38 Squadron.

On return to Richmond and after a spot of leave I resumed normal flying duties in September and spent the next 10 months on routine tasks and various detachments including the 3 months overseas detachment to Indonesia in April – June 1970. But my flying days were coming to a close and my final flight was from Broken Hill to Richmond on 10 August 1970. On 11 August, my 47th Birthday, I took up my new appointment as Admin 1 at No. 2 Aircraft Depot and my flying days were over.

No. 2 Aircraft Depot, Richmond

No 2 AD was a unit which provided major technical support to the flying squadrons based at Richmond. The senior Administration Officer was a Wing Commander who was my boss. My job of Admin 1 was akin to that of an Adjutant and it didn't take long to settle in although I found the job a bit boring, particularly compared to my previous flying appointments. However, it was a job and I had a family to support. At that stage I still had not returned my flying clothing, so one morning I donned my flying overalls, my flying gloves and flying helmet (Bone Dome) and sat at my desk to await the arrival of the Wing Commander. To his question “What the bloody hell are you doing Jock”, I replied that I was “flying my desk”. Being ex aircrew himself (Navigator) he saw the funny side and after a good laugh suggested that maybe it was now time to return my flying gear to the Equipment Store. As I said the job was somewhat boring and routine and I was glad when nearly a year later, and quite out of the blue, on 19 July 1971, I was posted to Base Squadron Richmond

Base Squadron, Richmond.

My appointment was Admin 1, with duties similar to those I had at 2 AD but with a little more variety, so it didn't take much effort to settle in. The good point about this posting was that, like

my move from 38 Sqn, I remained at Richmond so there was no disruption to my family and the children's schooling. While at Base Squadron I sat the 'C' examination which was a requirement for promotion to Squadron Leader. This bore fruits for on 27 November 1972 I was promoted to SqnLdr and posted to Headquarters Support Command in Melbourne to take up an appointment in the Air Force Recruiting Office.

Headquarters Support Command, Melbourne.

My task within the Recruiting Office was to run a small team responsible for visiting Secondary Schools, to give lectures and presentations on life in the RAAF and the many opportunities available in the various trades, both on the ground and in the air. It was an interesting job, but still a desk job, although I did have the opportunity to get out of the office quite often. The big snag was that I had to leave my family in Richmond because of the childrens' schooling, and I found the separation from my family quite trying. I lived in the Officers Mess at RAAF base Tottenham, a non flying base about 20 minutes drive from my office in HQ Support Command, and commuted daily by a bus provided by the Service.

I decided that I would go home every week-end, in spite of the distance involved (600 miles), rather than live a complete bachelor's existence. It was an overnight journey, leaving Melbourne by a COBB & CO coach at 19 00 hours, but I didn't travel all the way to Sydney; I got off the bus a Camden, (30 minutes drive from Richmond) where Maureen would meet me in the car. I would arrive home about 10 o'clock, have Saturday night at home and on Sunday afternoon Maureen would drive me back to Camden where I would catch the overnight bus to Melbourne. While sleeping at the back of a bus, or trying to, for 2 nights every week was hardly an ideal situation, I accepted it, for my week-ends at home were important to me. Occasionally I managed to get a lift to Richmond by a Service aircraft on a Friday afternoon, but not very often and never from Richmond back to Melbourne.

I can't say I enjoyed my time at HQSC, mainly because of the separation, and it was with great relief that in April 1974, and after 17 months in Recruiting, I was posted to RAAF Headquarters in Canberra to take up the post of Commanding Officer Headquarters Support Unit.

Department of Air, Canberra (DEFAIR)

Being posted to Canberra was a great relief as it meant that I was only a 3 hour drive from home and I could spend every week-end with my family without having to endure two 12 hour bus journeys to do so. The adjacent RAAF station at Fairbairn provided accommodation for unaccompanied members at DEFAIR so I moved into the Officers Mess at Fairbairn and continued my separation. My duties were similar to the ones I had when I was OC Administration Wing at RAF Kia Tak in Hong Kong so I had no difficulty in settling in. While at Canberra I was attached to RAAF base Point Cook for 5 days to attend a short course in Air

Force Law. At this stage, having spent over 32 years in the Air Force, and having served in command positions in the RAF, I considered this unnecessary. I didn't learn anything new but it was a break from routine. After I had been in the job for 12 months I found out that a friend of mine, who was the CO of the Operational Command Headquarters Unit at RAAF Glenbrook, near Penrith, was shortly retiring from the RAAF. RAAF Glenbrook was only 20 minute's drive from my home. so I took advantage of the fact that I worked adjacent to the Officers Postings Branch at DEPAIR and let it be known (unofficially) that I would love that job. My lobbying paid off, for in July 1975 I was posted to RAAF Glenbrook to be CO of the Operational Headquarters Unit. At last the separation from my family was over.

Headquarters Operational Command, RAAF Glenbrook.

As I have said, HQOC at RAAF Glenbrook was only 20 minutes drive from Richmond, so after nearly 3 years I could at last live at home and drive daily to work. Needless to say, I was delighted with this posting and the prospect of living a more normal life, particularly as I was approaching retirement. The job was similar to that which I had in Canberra in that I was CO of a unit providing Administrative support to a Command Headquarters which in this case commanded all the Operational aircraft in the RAAF ie. Fighter, Bomber, Maritime and Transport aircraft.

The Headquarters was located in a large building which had in previous years been a Hotel (The Lapstone Hotel) and the rooms had been converted into offices. My unit was housed in huts adjacent to the main building. While serving at Department of Air in Canberra civilian clothes were worn but at OPCOM Headquarters I felt I was back in a Service environment, as uniform was worn while on duty and I held a unit colour hoisting parade once every month. I enjoyed my time at OPCOM Unit, for while the work was fairly routine it had its interesting moments but the big bonus was being able to live at home. While at Glenbrook the Air Officer Commanding Air Vice Marshal Robey visited Lord Howe Island to open a memorial to the crew of a Catalina Flying Boat which just after the war, crashed into a hill when attempting a landing in the islands lagoon. He himself had previously flown Catalina's and knowing I had been a flying boat pilot he gave favourable

consideration to my request to accompany him. We flew to Lord Howe by a Caribou aircraft and over the week-end, when the Ceremony was over, I had the opportunity to explore this isolated island in the Pacific.

During my time at HQ OPCOM Unit there was a change of the Air Officer Commanding and AVM Robey was replaced by AVM Adams known in the Air Force as "Bay Adams". This was the second time I had served under Bay Adams when, as a Group Captain, he was the Base Commander at Vung Tau in Vietnam while I was on 35 Squadron. He flew fighter aircraft during the 2nd World War so we had something in common and we spent many evenings chatting over a beer. At that time, if my memory serves me correctly, I think we were the only RAAF pilots at Vung Tau who had served during the second world war. I was the Flight Commander

on 35 Sqn. and quite often had to make sure that I included “Bay” on the flying programme. On one trip I made to Butterworth (Malaya) he insisted being on the crew as co-pilot but it was he who did all the piloting while I did the navigating. He was being treated for Gout at that time but it didn't deter him and we had a very pleasant time in Penang.

It was while I was at HQ OPCOM that my daughter Anne got married and I requested permission from the President of the Officers Mess Committee (PMC) to hold the reception in the Officers Mess. It was on 10th September 1978 and being a Saturday there was little normal activity in the Mess so the PMC gave me approval to liaise with the Mess Sergeant to arrange the function, with the stipulation that there was to be no confetti showers at the Mess entrance when the married couple departed. The Mess Sergeant and staff provided a first class function, with band, and the guests, including the PMC, were most impressed. It was with pleasure that I settled the bill, making sure that Confetti was not on the menu. No doubt when the Mess was the Lapstone Hotel it was the scene of many similar functions.

Prior to discharge in the RAAF members were given 28 days resettlement leave during which they could attend a course of training to facilitate their transition to civilian life. As I planned to do some renovations to my home and to gain some building experience I elected to work with the builder who had built my house in Richmond. He of course was only too pleased to have an “apprentice” for a month at no cost. I was due to retire from the RAAF on my 55th Birthday (11 Aug 1978) but was asked to delay my retirement until January 1979 to fit in with the RAAF promotions and postings schedule, which normally took place at the end of the year. I agreed to this and I was formally discharged on retirement on 15 January 1979.

Thus ended my Air Force career which had begun on 9th September 1941. A career of 37years and 4 months.

Retirement

While I had been serving in Vietnam I had saved a bit of money and on return I purchased the adjacent block of land and extended the house. Later, when I did retire, I had a further extension built by my builder, and under his supervision I worked on this extension.

Boldened by my building activities I went solo and added two verandas to the house and my final effort was when I designed and built a family room with the help of Carol’s husband Derek.

The garden of course took up a fair time of my retirement and under the supervision of Maureen, a knowledgeable gardener, we did quite a bit of landscaping. However, grass cutting and digging holes was my main contribution.

Travel was high on the retirement agenda and we made several trips to the UK (mainly Scotland) and Europe. On one visit to Germany I managed to visit Stalag 7 at Luckenwald, the

camp which the Russians over-ran and from where I ended my POW days. Unfortunately, I had to view it from a distance and only managed to see a few of the huts but little of the camp as I knew it. Our travels also took us to many other parts of the world – North and South America, China and several countries in South East Asia and the Pacific. Needless to say, we have spent quite some time exploring Australia by train, plane, bus and caravan and still have many parts to see.

Conclusion

I'm ashamed to say that this narrative of the events in my life had taken several years to complete. Originally my only intention was to put on record my knowledge of the family tree for the benefit of future generations but I then realised that as I was the link between the old family in Scotland and the new family in Australia a more detailed explanation would be required. That link was of course the Air Force, or rather two Air Forces. When finished in June 2015, it was time to investigate how I could get it turned into a small book before the 92 year old computer between my ears gives up.

Finally, let me say that my career in the two Air Forces was one of fulfilment, travel and excitement, with both good times and bad times, but a career I am glad I experienced and over which I have no regrets.

The other day a friend asked me how much I spent on a bottle of wine.
I replied – about 45 minutes.

The People I meet.

The other weekend I was luxuriating at the Sandstone Point Hotel which is just before and on the right hand side of the Bribie Island bridge. If you haven't been there put it on your bucket list, it's a great Sunday out.

I generally sneak up there on a Sunday as it's usually crowded and it's far enough from Brisbane for me to slip in and mix with the crowd and remain incognito and not be adorned or worshipped as is the norm. I always wear my lead lined Pilatus cap as this restricts that elusive Radtechitis from escaping and causing mayhem amongst the populous.

Apart from having wonderful facilities and heaps of open space on which to sit and admire the view, on weekends the hotel provides live entertainment and has plenty of good and well-priced food. For those that were around Sydney in the mid 60's, it's just like a Millers Pub, only bigger.

There I was, sitting at a table outside on the grass, minding my own business, enjoying the music, being sheltered from the Queensland sun by a big blue Shelta, sipping a Sars on the rocks and tucking into crumbed whiting and chips and thinking to myself that it doesn't get much better than this. Suddenly, an energetic young bloke kicked his three quarter size Sherrin straight at me and knocked my cap right off my head.

I panicked. Not wishing to cause chaos amongst the innocent people in my vicinity, I reached down and grabbed the cap off the grass and jammed it back on my head as quickly as I could, but not before a minute wiff of Radtechitis escaped, most of which floated off over the water towards Bribie Island. A small amount must have wafted amongst the patrons as everything went instantly quiet, the music stopped, people stood and swivelled their heads trying to detect the source but luckily none could. I sat there with arms folded, looking straight ahead and melded.

However, I wasn't to know that two lovely girls were about 5 klms away, walking along the surf beach at Bribie and were directly in the flight path of that little wiff of Radtechitis. Some of it settled on their personage and being only human they were unable to resist. Swiping a couple of skateboards from two startled young blokes, they roared down First Avenue, covering the 5 clicks in record time, swooped over the bridge and burst into the hotel seeking out the source of the Radtechitis in order to obtain more. They were well and truly hooked.

Kylie Turner, exulted one, Lisa Greig.

Perhaps their female intuition had been heightened by the influx because somehow they had no trouble locating me, even though I was sitting rock still and staring into the distance. They ran through the patrons, scattering food and drinks and draped themselves upon my person, purring like contented kittens and soaked up some of that alluring Radtechitis.

Being the big-hearted and congenial person that I am, I suffered in silence for 78 minutes before I was forced to extricate myself from those lovely ladies.

A Radtech's life is so demanding!!

I'm reading a book about anti-gravity. I just can't put it down.

CAC CA-31 Operational Trainer project:

In March 1964, with the Mirage fighter being delivered to the RAAF, the Melbourne based Commonwealth Aircraft Corporation presented its idea for a locally designed and manufactured, advanced supersonic aircraft designed to meet both flying and weapons training needs.

The basis of the project was that there was no type with this dual capability available anywhere in the world. In the 1960s, it was also seen that there was a huge gap between flying jet trainers and modern high speed fighters. This difference involved more than just speed; the flying characteristics of supersonic delta wing fighters were quite different to the subsonic trainers then available.

The original design featured a double delta wing powered by a single GE – J85 engine, and the design was advanced to the stage of constructing this full size mockup, and then revised to incorporate the Rolls Royce RB172 Adour engine. The aircraft was to feature Martin Baker ejection seats and be capable of carrying a load of 1815 kg on four wing and two fuselage hardpoints.

But there were problems with the design

Landing speed was intended to be 120kts and it had a range of up to a 1000nm. Take off distance was little over a thousand feet, and landing distance twice that number, all good, but the location of the engine intakes would have made FOD an issue at some airfields and its location relative

to the nose landing gear could have made operating from wet airstrips risky. It offered little forward visibility for an instructor in the backseat and judging from the mock-up which sits at the museum at Moorabbin Airport, cockpit ergonomics would have left a lot to be desired – there wasn't a terrible lot of space on the dash for controls and instruments, much less elbow room in the rest of the cockpit for the pilots. Tall pilots would have hard a hard time easing themselves into the front seat.

Noting Australia's subsequent export history with second-hand Sabres along with the Nomad, it wouldn't be hard to imagine a few CA-31s finding service with Indonesia, Malaysia, Thailand, and maybe even Singapore. The CA-31 was intended to be a cheap and inexpensive means of training pilots for advanced aircraft types, which could have made it an attractive option for Air Forces seeking a jet trainer/strike aircraft. That being said, there's few existing contemporaries for the CA-31 to suggest a dedicated supersonic Lead-In Fighter trainer was a good idea – the jet trainer/strike jet market has been largely dominated by more traditional designs like the Hawk, Alpha Jet, and numerous generations of Macchis.

The RAAF jet trainer requirement was eventually fulfilled in 1967 by Macchi Trainers licence built by CAC, and a number of 2 seat Mirages built by GAF in Melbourne, resulting in the CA-31 project being cancelled, effectively ending CAC's indigenous designs.

Giant solar drone breaks record for longest continuous flight.

Airbus has set a world record for the longest continuously-flying aircraft, thanks to their new solar-powered drone. That drone recently spent just three minutes shy of 26 days in the air without taking a single break for refuelling. Airbus wants its solar drones to eventually be used as a cheaper replacement for satellites.

Airbus has been working on its Zephyr S drone since at least 2015 with the goal of providing a cheaper and more versatile replacement for satellites. The drone weighs only 75 Kg, about as much as a single person and is powered by an 80-foot wingspan covered in solar panels. At high altitudes, Zephyr is uninterrupted by cloud cover or other air traffic, and can fly for months at a time.

Zephyr launched on its maiden voyage on July 11 and only recently touched down again and Airbus says this long-duration flight is only the beginning. In the future, Airbus hopes to run much longer missions, starting later this year.

With this technology, plenty of governments, companies, and organizations have a cheaper option than satellites. Airbus envisions Zephyr used for airborne monitoring of disaster zones, long-term environmental studies and even bringing wireless internet to underserved areas. The company is also developing a more advanced version of the Zephyr that's twice the size and capable of carrying larger payloads.

I stayed up all night to see where the sun went, and then it dawned on me.

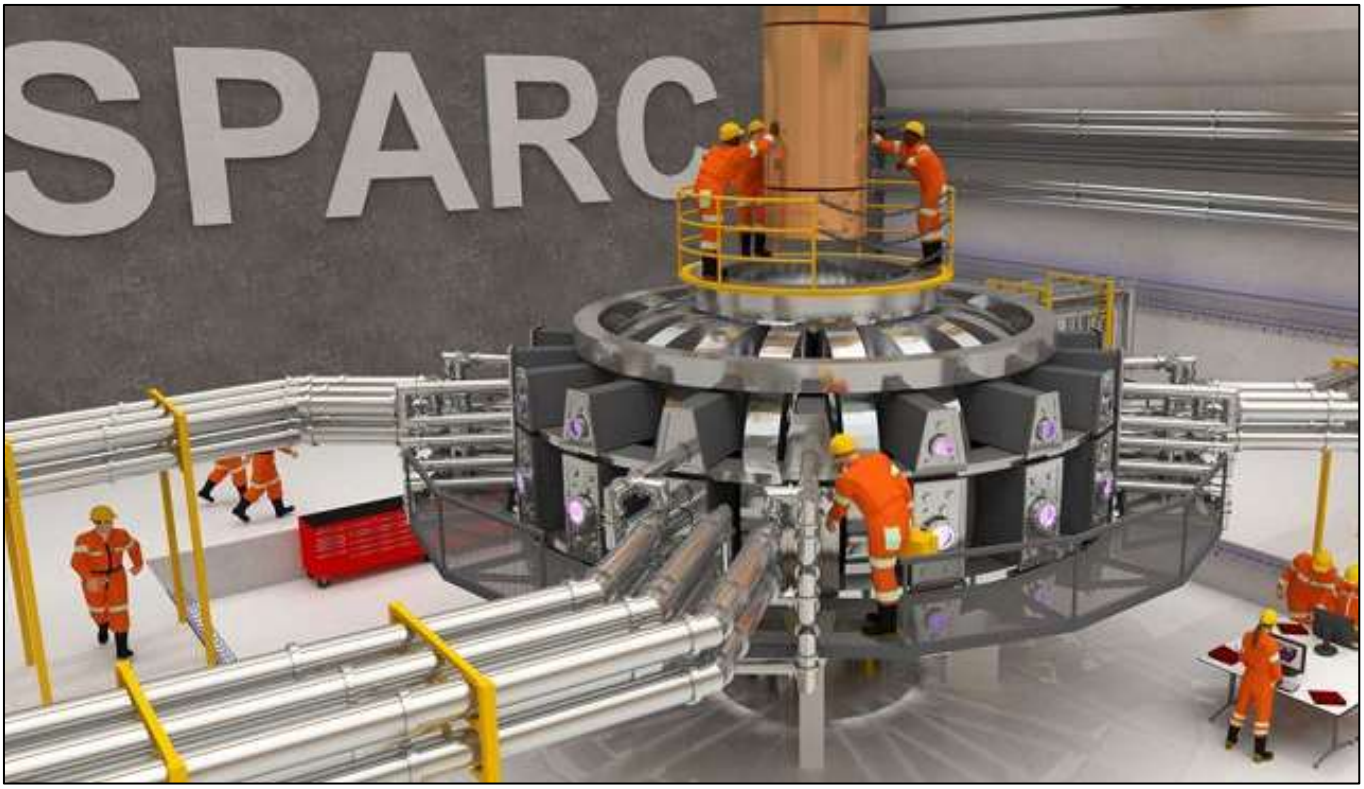
The next source of Power??

Fusion Power could be on the grid in 15 years

A new superconducting material and ridiculously powerful magnets are potentially the key to a power revolution. It's no exaggeration to say that functional fusion reactors, ones that generate more energy than they require to operate them, would change the world. While hundreds of scientists have been working on a handful of different approaches for decades, a new partnership between MIT and Commonwealth Fusion Systems (CFS) is claiming it will be able to finish the job. The goal? Fusion power on the grid in 15 years.

While fusion energy is simple in theory, it's ridiculously difficult in practice. Not only is it challenging to maintain the precise magnetic field required to contain plasma heated to millions of degrees, you also need to protect the inside of the reactor from destructive bubbles of helium, all while ensuring that the reaction can be sustained and actually generate more energy than it needs. MIT and CFS are hoping to facilitate a leap forward on several of these problems at once with a new superconducting material that will help make more efficient magnets to control the plasma.

The superconductor in question is a steel ribbon, coated with yttrium-barium-copper oxide, or YBCO. These superconductors can operate at particularly high temperatures of around 200^0C, as opposed to most superconductors which must be kept at temperatures closer to absolute zero in order to function. This allows for the creation of smaller, higher-powered, and more efficient magnets which could make all the difference in developing a reactor with net-positive energy generation.

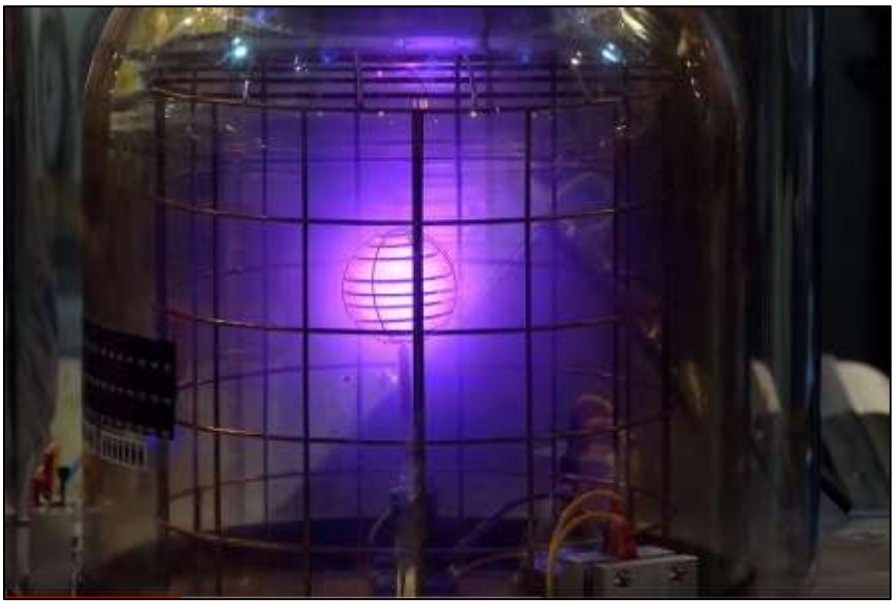


The tech will be initially tested in an experiment called 'Sparc.' Instead of taking the project directly to its natural conclusion of generating electricity, Sparc will stop one step short and simply generate heat, but if successful, it will have done something more important than turn on some light bulbs. It will illustrate we've found a way use fusion as a power source.

Bob Mumgaard, CEO of Commonwealth Fusion Systems, claims this success will lead to imminent fusion power, and not a moment too soon. "We think we have the science, speed and scale to put carbon-free fusion power on the grid in 15 years." The timeline might be a bit optimistic, as one scientist on a different fusion project said, but if the test succeeds, we'll most certainly be at least one step closer to a fusion future.

So? What is Nuclear Fusion?
The Sun may engage in nuclear fusion like it's no big deal, but attempting to make it happen here on Earth is perhaps one of the largest challenges that faces scientists today. On Earth, you can't rely on the mass of a giant star to help you out, and you also have to worry about creating, maintaining, and sustaining streams of super hot plasma without letting them die out or destroy everything around them.

Because plasma is an incredibly hot and high-energy state of matter, physical materials aren't fit to contain it. Instead, fusion reactors rely on magnetic fields to manipulate the plasma and keep it in check. This awesome little demonstration below shows exactly what that kind of manipulation looks like:



Click the pic at right

This trick is obviously useful to keep hot plasma away from the surface of the structure that is containing it, but maintaining a useful fusion reaction is much more complicated than just that. As plasma courses through a reactor, it churns under the effect of several kinds of turbulence that acts on different scales. This churning is so complicated that scientists are only just starting to understand and predict it by using powerful supercomputer models.

Controlling the churn is yet another challenge, one that's lead to the development of nightmarish tangles of tech that are custom made using these calculations. They hold promise, but they're complicated, expensive, and need to be tuned just right.

To me it seems a fair bet to say that we'll no longer need coal and/or oil as a source of power long before we use all of them up.

I got some batteries that were given out free of charge.

Curragh – the war's most bizarre POW camp

During World War II, a Canadian bomber flying from a base in Scotland crashed in what the crew thought was the vicinity of their airfield. Spotting a pub, they entered to celebrate their survival with a quick drink but were stunned to see a group of soldiers wearing Nazi uniforms and singing in German. Even more confusingly, the Germans responded to their entry by shouting at them to "go to their own bar." The crew was soon given an explanation: after getting lost they had crashed in the Republic of Ireland… and now they were captured, just like the Jerries.

German prisoners in Ireland having a drink at a local pub

Having negligible military power, Ireland was a neutral nation during the war; Prime Minister Éamon de Valera went to great lengths to maintain that neutrality. As part of this policy, he made a deal with both the British and German governments, combatants of either country could be detained if found in Ireland and interned there for the duration of the war. Technically, the men were not prisoners of war but "guests of the State," with an obligation on the state to prevent them from returning to the war.

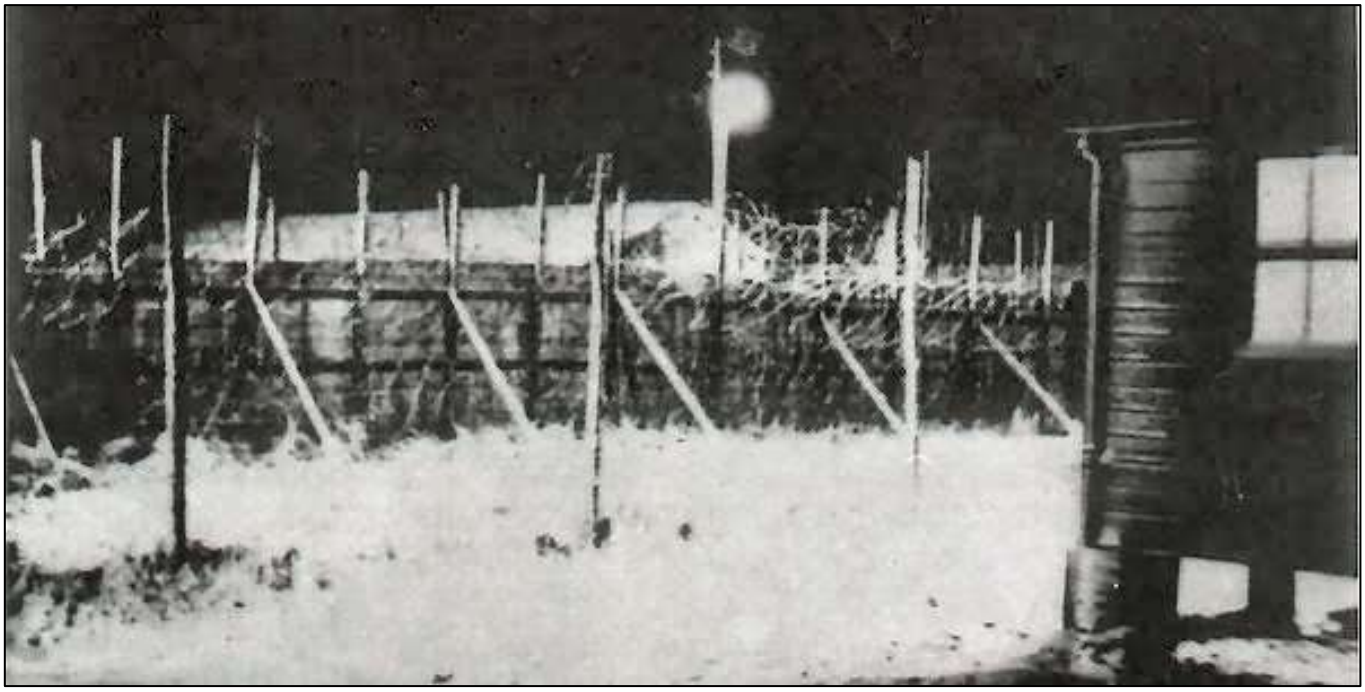
A 19th century military camp named Curragh Camp or "K-Lines" was designated to hold "guests" of both nationalities, along with a much higher number of Irish citizens who were imprisoned because they were considered a threat to the country's neutrality, such as IRA men and pro-Nazi activists.

At first, authorities looked the other way when British aircraft crashed or emergency landed in Ireland, allowing the crews to make their way home. The appearance of a German aircrew in 1940, however, forced them to start taking their job seriously. Lieutenant Kurt Mollenhauer's Focke-Wulf Fw 200 Condor aircraft was taking meteorological readings off the Irish coast when they got lost in the mist and hit a mountain, with two crewmen suffering injuries.

They were captured and taken to Curragh. They experienced some harsh treatment at first but the Department of External Affairs quickly requested the army to improve their living conditions. With some Germans in actual custody, it was now also necessary to detain British pilots who landed in Ireland to maintain neutrality and the two sides had to be given the same treatment, preferably a lenient one to avoid angering Britain.

Models crafted by a German airman during internment at Curragh

Between 1940 and 1943, some 40 British and 200 German military personnel were taken to K-Lines, mainly air crews and men from shipwrecked U-boats. In appearance, the camp was a regular POW camp with guard towers, barbed wire and huts built on short stilts to prevent tunnelling to freedom, though the fence separating the British and German sides was a mere four feet tall. Unlike in most camps, however, the guards had blank rounds in their rifles and the prisoners were allowed to run their own bars with duty-free alcohol.



Exterior view of K-Lines. Being neutral, Ireland had no night-time blackouts and spotlights made it much harder to escape at night.

The British bar was run on an honour system, with everyone pouring for themselves and recording their consumption in a book. Prisoners were also allowed to borrow bicycles and leave the camp, provided they signed a parole paper at the guardhouse, giving their word of honour not to escape and to return in time. Pub visits, with separate bars for groups of different nationalities, evening dances with the locals, fishing and golfing trips and fox hunts were the norm, with one English officer even having his horse transported there from home and others having their families join them in Ireland for the duration of the war. Some prisoners ended up marrying local girls and one German prisoner, Georg Fleischmann, stayed and became an important figure in Irish film industry.

Former German soldier Kurt Kyck with his Irish wife, Lilian White, after the war. Kyck spent most of his post-war life in Ireland.

While both sides enjoyed the chance to sit out the war in reasonable comfort and without dishonourable behaviour such as desertion, the Germans were generally more uptight about their situation. Despite being given some money to buy themselves civilian clothes for trips to nearby towns, the preferred to stay in uniform inside the camp, planted gardens, made tennis courts, held exercise classes. On one occasion, they even set up a court to convict a comrade for treason, though the defendant couldn't be executed, as the Irish refused to furnish

the Germans with a rifle and a single bullet. Sometimes, German prisoners sang Nazi songs just to piss off of their British co-internees. The two nations held boxing and soccer matches, with a historical record noting a German victory of 8-2 at one.

Some of the camp's German inhabitants

Escape attempts were rare. The Germans had no easy way of reaching continental Europe and the British had their own special problem, best demonstrated through the story of Roland "Bud" Wolfe. An American citizen, Wolfe signed up with the RAF before the U.S. entered the war, getting stripped of his American citizenship as a consequence. After flying cover for a ship convoy off Ireland, his Spitfire's engine overheated and he had to land in the Republic of Ireland, where he was taken to the Curragh. Unwilling to sit out the war, he made his move two weeks after his capture, in December 1941.

One day he walked out of the camp, deliberately "forgetting" his gloves. He quickly went back for them and left again without signing a new parole paper, so he now considered his escape to be a legitimate one. He had lunch at a nearby hotel, left without paying and made his way to nearby Dublin, where he boarded the first train to Belfast in Northern Ireland. To his surprise, his superiors were far from pleased when he reported at his base and he was quickly sent back across the border to the internment camp.

The reason was that Ireland's neutrality was important not only to the Irish but to Great Britain as well. Though Churchill considered Ireland's refusal to fight a betrayal, he understood that a pro-Nazi Ireland would have allowed the Kriegsmarine to use its Atlantic ports and wreak havoc on vital convoys from America. In order to guarantee Ireland's neutrality, however, the British also had to play fair and prevent K-Line internees from jeopardizing the diplomatic status quo by escaping whenever they pleased.

Roland "Bud" Wolfe

As a result, attempts were sparse: Wolfe tried to escape again only to be captured this time around as well, finally settling into the relaxed life of the camp. There was an aborted tunnelling attempt and a successful mass rush on the gate, which the Irish decided was a "legal" escape and the men who made it back to British territory were not returned.

British prisoners at the camp

In 1943 it became clear that the Allies were slowly winning, British airmen were moved to a separate camp and secretly freed, while 20 Germans were allowed to rent residences in Dublin and attend the local colleges. All remaining German prisoners were repatriated after the war, ending the history of what might well have been history's strangest, and possibly most comfortable, POW camp.

Inmates making use of the camp's gym

The story of the British and German prisoners living together in Ireland, hushed up during and after the war, only came to light in the 1980s, when English novelist John Clive heard the story from a taxi driver who had served as a guard at Curragh, and decided to research the matter for a novel.

Those who get too big for their pants will be totally exposed in the end.

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Power Steering – how does it work?

Once found only in luxury vehicles, these days, power steering is as common in cars as is having seats.

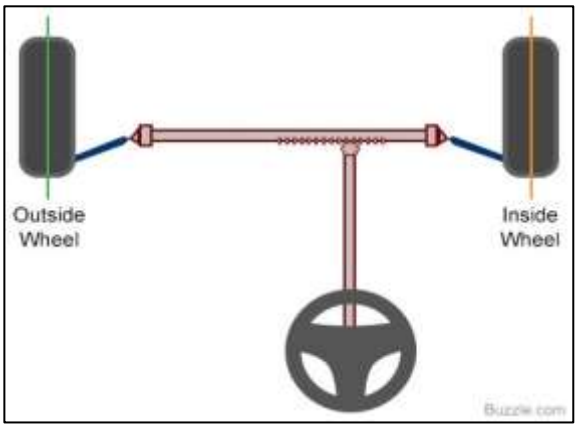
The first power steering system was invented way back in 1876 but it wasn't until 1926 that a Francis Davis from the truck company, Pierce Arrow, demonstrated the first power steering system. Davis left Pearce-Arrow and after working with GM for a while, which refused to take up the steering system as it considered it too expensive, went to work for Bendix. When WW2 broke out, the US and British armies were looking for a system to make steering their heavy vehicles easier and adopted the Davis/Bendix system.

The Chrysler Corporation introduced the first commercially available passenger car power steering system on the 1951 Chrysler Imperial under the name "Hydraguide" The Chrysler system was based on some of Davis' expired patents. General Motors introduced the 1952 Cadillac with a power steering system using the work Davis had done for the company almost twenty years earlier.

Today it's common – but how does it work?

The term power steering is derived from 'power assisted steering system'. Although electric steering systems have become common in most vehicles today, initially, the basic system for power steering was hydraulic, which worked thanks to the precise functioning of a number of small and large mechanical parts. But before we delve into how power steering works, we should take a look at how the steering in a vehicle functions.

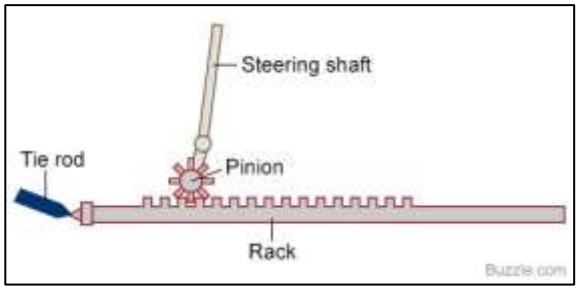
Steering a vehicle involves getting its front wheels to turn synchronously, either to the left or to the right. This is achieved with the help of different gear systems. The two main types of steering gear systems are the rack and pinion and the recirculating ball type, the former is found in most cars today. The following is a description of the rack and pinion gear system.



Compared to other systems, rack and pinion provides a better feedback (road feel) to the driver, which makes it suitable for difficult terrains.

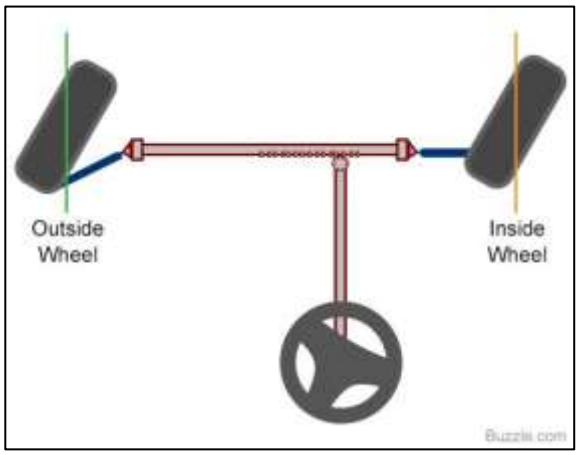
The rack and pinion mechanism comprises the following main components, which are located within the steering gear housing: rack, pinion gear, and tie rods.

The rack is a linear gear with straight cut teeth on it, while the pinion is the normal round gear which is set at an angle over it. Typically, the pinion has a helical cut on it, designed to provide a smoother meshing between it and the rack.



The car's steering wheel is attached to the pinion gear via a steering shaft. When you turn the steering wheel, the pinion spins and drags the rack along, moving it to the left or right, depending on the direction of the turn. The rack attaches to the steering arms of the wheels via tie rods. When the rack moves, it pushes one wheel while pulling on the other, making the car turn.

Thus, the rack and pinion arrangement is able to convert the rotational motion of the steering wheel into a linear motion, allowing the wheels to turn. This gear mechanism is also designed to provide a gear reduction, which makes it possible to turn the wheels with much less effort, considering the weight of the vehicle.



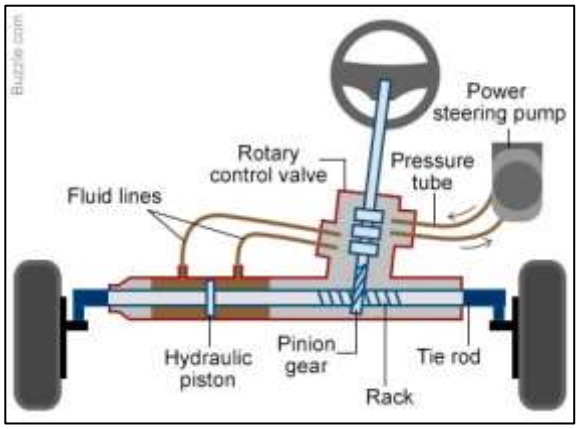
Typically, the gear ratio is so chosen that it requires you to make up to four complete revolutions of the steering wheel to make the wheels turn from lock to lock.

Working of Basic Power Steering System

A typical power steering system utilizes the same mechanism as the normal steering, with the addition of a hydraulic system that generates the 'power' needed to assist in the steering effort. The following describes how a basic power rack and pinion steering system works.

Power steering parts.

For providing hydraulic power assistance, a slight modification is made to the typical rack and pinion system described in the previous section.



As can be seen from the diagram at right, part of the rack is modified to form a hydraulic piston and cylinder arrangement. The cylinder is fed on two sides by openings to which fluid lines are attached. The piston is connected to the rack and moves between these two openings.

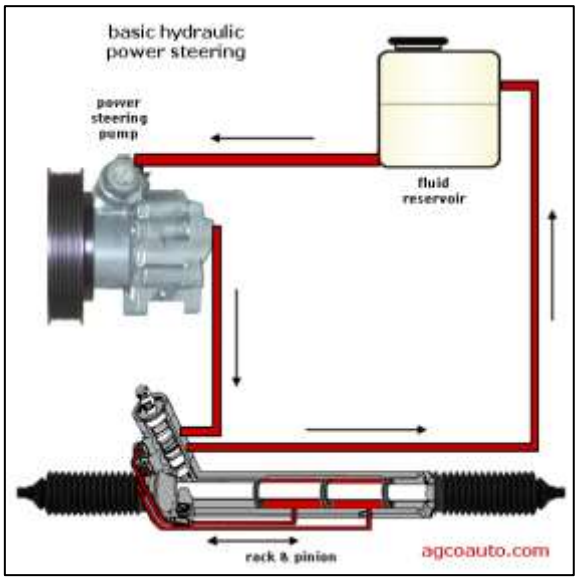
When the wheel is turned, as well as moving the rack, it opens a valve and allows pressurized fluid to be fed to one of the openings, the piston gets pressure applied to one side and assists the turning moment of the pinion. At the same time, the

other opening on the other side of the piston returns low pressure fluid back to the reservoir. This is how power is provided, which significantly minimizes the effort needed to steer the vehicle. The fluid, which is stored in a reservoir, is pressurized with the help of a rotary vane pump, driven by the car's engine through a belt and pulley arrangement. It pulls the low-pressure fluid from the rack back to the reservoir and pressurizes it before supplying it to the cylinder in the hydraulic steering system.

Thus, effectively, the fluid pressure does most of the steering work, while the driver controls the direction of the turn with the help of a very precise valve system.

Important Practical Design Aspects

There are a few important design aspects that are most essential for this system to be practically usable.



Pressure Release Valve

Since the rotary vane pump is driven by the car's engine, it continues to pump pressurized fluid into the system, irrespective of whether it is required or not. Also, since the amount of pressure generated is directly proportional to the engine speed, a large quantity of fluid is pumped at high speeds. To prevent a blowout from occurring, the pump comprises a pressure-release valve which opens up when the pressure gets too high.

Variable Steering Assist

Typically, more steering effort is needed to turn a car when it is at rest or moving at slow speeds, as compared to higher speeds. The power steering system should therefore assist the driver only when assistance is needed. For this purpose, one of the following methods are employed.

Torsion Bar System: This method employs a mechanical element, known as the torsion bar, to sense the amount of torque applied by the driver to the steering wheel. The torsion bar is present at the lower end of the steering column and is coupled to the pinion system. When the steering wheel rotates, so does the steering column along with the end of the torsion bar that is attached to it, however, since the torsion bar is relatively thin and flexible, its end attached to the pinion system resists being rotated. Thus, one end of the torsion bar rotates, while the other doesn't, effectively causing it to twist. The difference between the positions of the ends of the torsion bar is used to control an accurate rotary valve system, which directs the flow of pressurized fluid into the cylinder. The greater the twist, the greater will be the flow, and thus, the steering assistance that is provided.

Progressive Power Steering System (PPS):

The PPS comprises a sensor that detects the speed of the vehicle and accordingly adjusts the fluid pressure, Thus, when the vehicle is moving at slow speeds or is at rest, the fluid pressure is

increased to lighten the steering, and when it is moving at higher speeds, the fluid pressure is decreased to lessen the amount of assistance generated.

Electric Pumping

Considering the practical aspects of the hydraulic system, it has been observed that driving the rotary vane pump by coupling it to the engine uses up a significant amount of the car's fuel, making the system inefficient. To improve on this, a hybrid system has been designed, which uses an electric motor instead to pressurize the fluid, while the rest of the hydraulic system functions as it is.

Thus, the basic power steering system in a vehicle utilizes hydraulic power to provide the assistance needed for turning the vehicle. Using this system, it is possible to smoothly and comfortably manoeuvre the vehicle, regardless of its size or weight. Today, this system has been upgraded a great deal, with the addition of numerous sensors that increase its accuracy and efficiency. A complete electric power assist steering system too has been developed, that comprises an on-board computer module to detect the magnitude and direction of the torque applied by the driver on the steering column, and accordingly use an electric motor to provide the needed steering assistance.

The most common problems with steering gears and rack and pinions are leaks and slack in the steering. The pump, pressure and return lines also leak and are replaceable. Leaking from the gear box or rack and pinion, most often is repaired by installing a rebuilt part.

Steering gears are often damaged by out of round and out of balance tyres

When a vehicle shakes or shimmies, the force is absorbed by the steering gear. Out of round tires or tires that were improperly mounted and balanced cause damaging shimmy. This force will damage bearings that support the gears and slack develops. Slack is free play in the steering wheel and is very annoying to the driver. It makes the vehicle far more difficult to control.

Many things other than the steering box can also cause slack in the steering. Properly checking tie rods and steering linkages helps prevent mis-diagnosis. Slack in the steering box is when the input shaft can be moved back and forth and the output gear does not immediately turn.

Many people have been mislead into thinking the adjusting nut on top of the steering gear is to remove slack. This adjustment is meant to set the initial lash, between the gears, when the box is built. This adjustment will NOT remove slack. Tightening this adjustment will force the gears together and cause them to bind. Ironically, binding gears make steering far more difficult and actually feel even more loose. (If you've ever owned an FJ you'll know what we're talking about). Steering valves can also be worn or damaged. Lack of power assist in one or both directions can result. Often the steering will start to turn normally and then become very difficult.
Steering death wobble

Steering death wobble can also be caused by a damaged steering gear. Death wobble is when the steering wheel turns violently back and forth, often after hitting a bump. Death wobble is more common on vehicles that have been modified, such as larger tires and offset wheels, but can occur on stock vehicles also.

Death wobble quickly destroys suspension components. It is not unusual to find tie rods and axle mountings badly worn, on vehicles with this problem. Many times worn parts are mistaken for the problem, rather than the symptom. All parts are replaced and the wobble continues. A worn or damaged power steering control valve, no longer able to center, floats from side to side and creates the wobble. The affect is like turning the steering wheel back and forth, at highway speed. The steering box is causing the problem, but is usually also a symptom of other issues. Proper repair involves correcting the root cause as well as replacing the worn components and the steering gear.

Cleaning and removing air when repairing hydraulic steering.

As with any hydraulic system, cleanliness is imperative. Routinely replacing power steering fluid may prevent many problems. When a steering component fails, it is necessary to remove any debris from the system. Filtering machines are often used by mechanics for this purpose. If no such machine is available, removing the return hose and continuously pouring fluid into the reservoir is better than nothing.

Hydraulic steering will not operate properly if air is caught in the system. Air most often enters when there is a leak, allowing the reservoir to empty. Air may also enter through weak seals on the input side or during part replacement. With air in the system, there is often a characteristic whine or moan when the steering wheel is turned. Some systems will self-bleed when the fluid is replenished. It may be very difficult to remove the air from other systems. The following procedure gives good results in most instances, without special equipment.

Power steering bleeding procedure
Fill the power steering reservoir with the proper fluid and leave the cap off. Raise the front wheels off the ground and support them. Without starting the engine, grasp one wheel and slowly turn it in until it stops. Wait a few seconds and turn out until the wheel stops. Repeat this procedure about ten times, waiting several seconds between cycles. Top off the reservoir, replace the cap and start the engine. If noise is still present, repeat the procedure.

Power steering is like most things, prevention is the best policy. Regularly replacing power steering fluid and repairing leaks immediately will prevent most major problems. Selecting quality

tires also has a big affect on steering components. Low quality tires are simply too expensive when the cost of damage they cause is considered.

Why the Ford flathead V8 succeeded—and why it had to die.

A simple cylinder head helped bring V8s to the people. And made it obsolete after the war.

The Ford Flathead V8 wasn't the first V8, but when it debuted in the 1932 Model 18, it brought this brilliant engine configuration to the American masses. With a simple design featuring a flat cylinder head (hence the name) that placed intake and exhaust valves in the block, next to the cylinder, this V8 was incredibly cheap to mass produce. And it was this same cylinder head design that forced it out of production in 1953.

The 1932 DeLuxe V-8 Ford Model 18 sedan enjoyed a production run of 20,471 units. It sold for $645.

This engine was perfect for its day but ultimately, its big problem was airflow.

By placing the valves next to the cylinder, air has to make two 90-degree turns in a complete cycle. Making things worse, intake and exhaust airflow are in opposite directions, further impeding efficiency.

The Flathead was also a very low compression engine, with the earliest 65-hp 3.6-liter variant having a compression ratio of just 5:1. Increasing compression could help boost power, but the flat cylinder head design meant doing so would restrict airflow further.

In the 1930s, the Flathead's low power and lack of efficiency weren't huge issues, but the rise of the overhead valve V8 (valves in head) after the war quickly magnified those problems. But, credit the Flathead for kickstarting America's love affair with the V8, leading Chevy to design the next great version, the legendary small block.

Click HERE to see a video on why the engine was eventually scrapped.

A Boeing 777 was lumbering along at 800km/hour at 31,000 feet when a cocky F-18 flashed by at Mach 2. The F18 pilot decided to show off. On his state of the art radio that is part of his state of the art 3D and million dollar headset, the F18 youngster said to the 777 pilot, “Hey Captain, watch this.” He promptly went into a barrel roll, followed by a steep, unimaginable, vertical climb. He then finished with a sonic boom as the F18 screamed down at impossible G’s before levelling at almost sea level. The F-18 pilot asked the 777 pilot what he thought of that?

The 777 pilot said, “That was truly impressive, but watch this.” The 777 chugged along for about 5 minutes at the steady 800km/hour and then the 777 pilot came back on and said, “What did you think of that?” Puzzled, the cocky F-18 pilot asked, “What the heck did you do?”
The 777 pilot chuckled and said, "I stood up, stretched my legs, walked to the back, used the toilet, then got a cup of coffee and a cinnamon roll and secured a date with the flight attendant for the next 3 nights in a five star hotel paid for by the company."

THE MORAL OF THE STORY IS:

When you are young and foolish, speed and flash may seem like a good thing. When you get older and smarter, comfort and dullness is not such a bad thing. It's called S.O.S. Slower, Older and Smarter.

All about those weird “numbers” stations used to talk to spies

Obscure radio stations reciting weird strings of words and numbers allow spy agencies to talk to their spies in broad daylight.

For more than a hundred years, innocent radio operators have occasionally stumbled upon a seemingly sinister secret: Radio stations set up by spy agencies. These stations, known as “numbers stations,” are meant to send coded messages to undercover agents. Since they broadcast in the clear, anyone can listen to them—but very few understand what the messages actually mean.

Numbers stations started in World War I and have likely been in continuous operation ever since, operating in more or less the same way. A particular station will broadcast at a particular frequency, typically on the shortwave band. It may play music, or static, and at a predetermined time a voice—recorded or synthesized—will butt in to recite a series of number groups.

These number groups are actually an encrypted message. Before an agent is dispatched abroad, both the agent and the number station have a matching set of “one time” pads—sheets of paper on which words are assigned random strings of numbers, usually only good once, on specific dates. Once in the field, the agent then listens to the numbers station, writes down a broadcast string of numbers, and turns to the one-time pad to decipher the message.

For example, you and I agree that for any message sent today—and today only—the number group 03591 means the word “chocolate,” 03492 means “fudge,” and 94341 means “sundae.” 03591 03492 94341 thus has an obvious meaning to both of us, but on this day only. To everyone else, those fifteen digits are totally unfathomable, written in an uncrackable code. The message can only be understood by a third party if they gain access to the one-time pads and figure out on which day to use them.

Number stations are weird and unsettling. They’re proof that someone, somewhere is doing something mysterious, that might actually be bad. They’re a call to action to someone who is not what he or she claims to be and may coincide with tensions between countries—or not. Does a numbers message mean someone is supposed to gather certain information, explode a bomb, or warn an agent of enemy action? Nobody knows, and that adds to the mystery.

You can read more about this HERE

FACs in Vietnam.

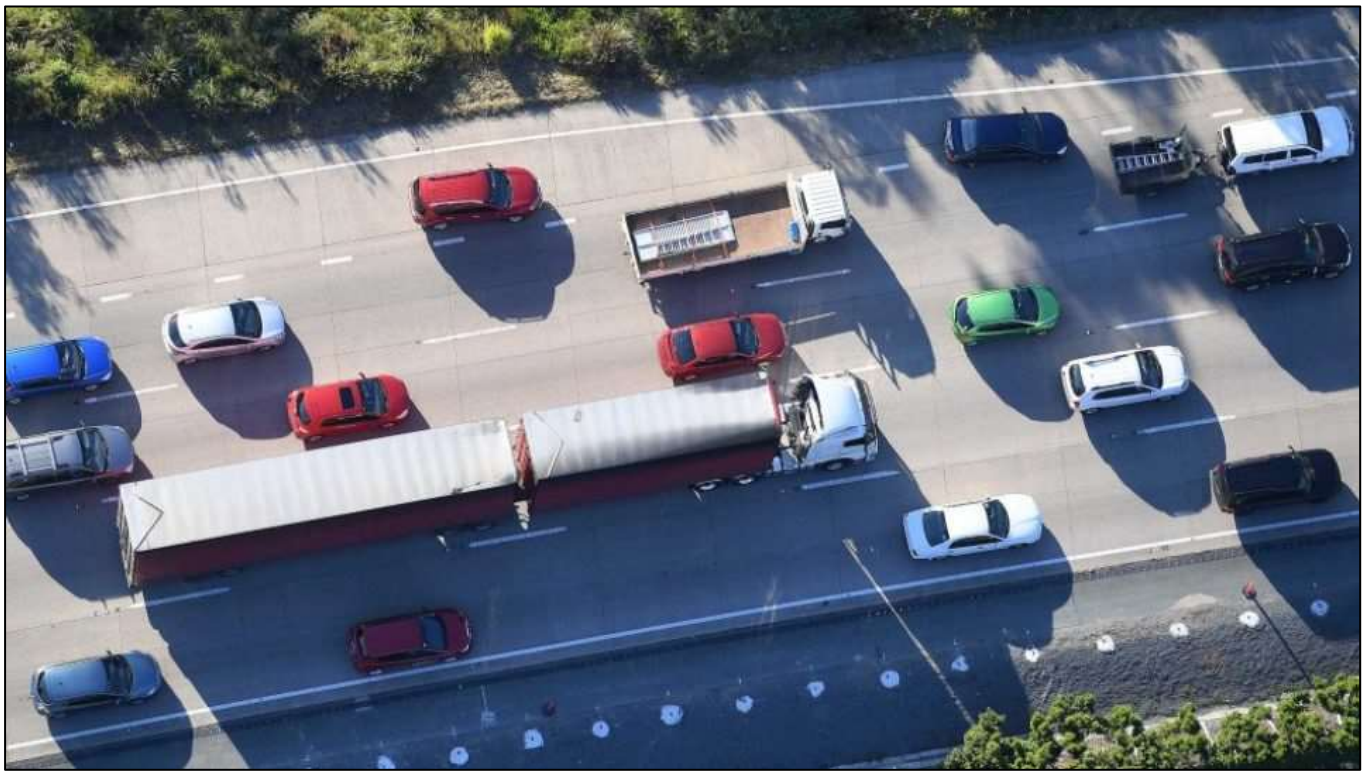
Pete Condon, who was on 52 Pilots Course, was a former Mirage and Phantom pilot and was interviewed regarding his time as a Forward Air Controller (FAC) in Vietnam. Peter, served in Vietnam from April 1969 to Dec 1969, after which he was posted to 1 Sqn to fly the Phantom.

Then it was off to 75 Sqn in Butterworth which had the Mirage. After Butterworth he became the CO of Base Sqn at Darwin and when 75 Sqn returned to Australia in 1983 he was promoted as its CO.

After retiring from the RAAF, he settled on the south coast of NSW flying Lear jets out of Nowra and when it was time to hang up the bone-dome, he moved to warmer climes and now lives on Qld's Gold Coast.

DVA has released an interview with Peter talking about his time in Vietnam flying the Cessna bird dog – you can see it HERE.

E10 petrol may not be driving your car, or your dollar, further



At least 40 per cent of Australian vehicles will not derive any benefit from using E10.

If you are one of the growing numbers of Australians looking to reduce your petrol bills by filling up with E10, you might be in for a surprise.

Unless the price difference between "regular" unleaded fuel (also known as 91 RON) and E10 is 4 cents per litre or greater, refuelling with E10 is probably costing you more.

(RON stands for research octane number. In modern vehicles, under certain operating conditions, higher RON can provide improved fuel efficiency.)

The relationship between fuel types and vehicle efficiency is complex and depends on factors such as the energy content of the fuel, the specific technologies installed in individual vehicles, the temperature, the humidity, as well as how and where a motorist drives. Ethanol has a lower energy content than petrol, so generally speaking it provides “less bang for your buck”. This means that you probably won’t drive quite as far on a tank of E10 as you would on a tank of 91 RON or 95 RON or “premium” unleaded fuel.

This is fine if the price of E10 is low enough, but this is often not the case.

The RACV is quoting a 3 cent per litre price differential across Victoria, which means that refuelling with E10 is a false economy for the average motorist. But here’s where things get a bit more complicated: ethanol increases the octane rating of fuels. Modern vehicles might be able to take advantage of higher octane fuels, but older cars cannot. Higher octane can enable the engine management system on modern vehicles to optimise spark timing to suit the engine load and fuel grade, which will increase power and improve fuel efficiency in some circumstances.

For those driving modern vehicles, the small performance benefit provided by E10’s higher octane will help make up for the fuel’s lower energy content and, on average, their driving costs could end up the same as with regular unleaded.

NSW and Queensland have mandates for the sale of E10, however, a large percentage of Australian vehicles cannot take advantage of this fuel. About 10.7 million Australian vehicles require 91 RON fuel as a minimum. At least 40 per cent of these will not derive any benefit from the higher octane provided by E10 at current prices.

Global studies show that ethanol blended fuels can lower well-to-wheel CO2 emissions, but the environmental benefit varies. Sifting through the scientific literature to try to find a definitive answer on the benefits of ethanol in fuels can be frustrating, as there is some dispute about the overall benefits of biofuels – ranging from their performance benefits and actual “well-to-wheel” environmental impacts, through to changes in land use and impacts on poverty.

You can find a study and anecdotal evidence to support pretty much any position you want to take, which can make life difficult for analysts and policy-makers. It appears that the EU is evaluating its renewable fuels policies, particularly with regard to first-generation biofuels, and Australia may benefit from its learnings. Generally speaking, global studies show that ethanol blended fuels lower well-to-wheel carbon dioxide emissions, but the environmental benefit varies significantly depending on the feedstock, the production process and the source of electricity that powers ethanol’s production (most particularly when that electricity is produced by coal).

Presently, the sustainability certification of Australian produced ethanol is not transparent. We know from studies conducted by organisations, including the European Commission, that when coal is used to produce ethanol, it can result in “little or no greenhouse gas emissions saving for

ethanol compared to gasoline" on a well-to-wheel basis. This is a significant consideration for Australia, given our reliance on fossil fuels.

Servos may need help selling the E10 message.

NSW has the most stringent ethanol mandate in Australia and has seen a strong swing towards premium fuels. It is true that motorists could save significant amounts of money by refuelling with E10 in NSW as opposed to the premium 95 RON, but clearly many NSW motorists don't want to. Unfortunately, in many states without an ethanol mandate, those using E10 might be those who can least afford any extra costs. Market research conducted by ABMARC in 2013 indicated that a large percentage of E10 users had vehicles significantly older than the national average, which was considered to be an indicator of socioeconomic disadvantage.

So, is there any reason to consider an ethanol mandate? Yes. Energy security.

At the moment, Australia is not meeting our emergency fuel reserve obligations as required under the International Energy Agency program treaty. This treaty requires us to hold oil reserves equivalent to at least 90 days of our previous year's daily oil imports. Recent reports indicate that we are holding only 50 days' reserve. Biofuels, including ethanol, can provide a small but meaningful improvement to our energy security by displacing imported oil, and helping to extend existing reserves, however, the challenges of integrating biofuels into the supply and distribution network should not be underestimated, and assistance may need to be provided to fuel distributors and retailers to help them manage the costs associated with providing E10 at all of the nation's service stations.

Any biofuels mandate should ensure a minimum price difference so consumers can achieve a cost saving, although this must be applied carefully to avoid unintended consequences. Consumers should not be forced to use particular fuels unless there is full transparency on their well-to-wheel environmental credentials, as well as their long-term community and industry benefits. Further, any mandate should be accompanied by policies that encourage innovation within the biofuels sector, with obligations around R&D expenditure to enable development of new generation biofuel production and fuel-efficient technologies.
In setting new policies, it is important to ensure that the policy goals can be achieved, and that individuals and the community are not disadvantaged. This poses a very real problem for policymakers that is likely to be difficult to solve.

Saturn V Moon Rocket.

For anyone interested in the moon landings this (rather long) article on the development of the Saturn V rocket is a fascinating read. You can read it or download it HERE

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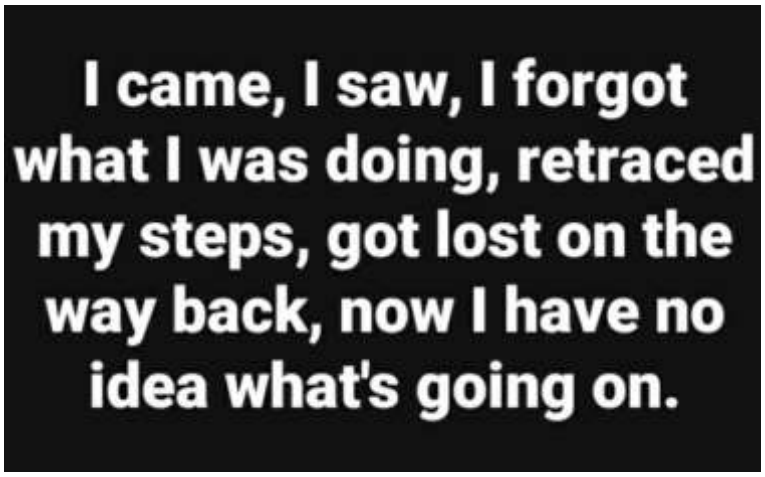


The forgotten Fighter
The Hawker Hurricane

The Hawker Hurricane was a British single-seat fighter aircraft of the 1930s–1940s that was designed and predominantly built by Hawker Aircraft Ltd. for service with the Royal Air Force (RAF). Although overshadowed in the public consciousness by the Supermarine Spitfire's role during Battle of Britain in 1940, the Hurricane actually inflicted 60 percent of the losses sustained by the Luftwaffe in the engagement. The Hurricane went on to fight in all the major theatres of The Second World War.

The Hurricane originated from discussions during the early 1930s between RAF officials and British aircraft designer Sir Sydney Camm on the topic of a proposed monoplane derivative of the Hawker Fury biplane. Despite an institutional preference at the time for biplanes and repeated lack of interest by the Air Ministry, Hawker chose to continue refining their monoplane proposal, which resulted in the incorporation of several innovations that would become critical to wartime fighter aircraft, including retractable undercarriage and a more powerful engine in the form of the newly developed Rolls-Royce Merlin engine. In late 1934, the Air Ministry placed an order for Hawker's "Interceptor Monoplane". On 6 November 1935, the prototype Hurricane, K5083, performed its maiden flight.

In June 1936, the Hurricane was ordered into production by the Air Ministry; it entered squadron service on 25 December 1937. The manufacture and maintenance of the aircraft was eased by its use of conventional construction methods, which enabled squadrons to perform many major repairs themselves without external support. The Hurricane was rapidly procured prior to the outbreak of the Second World War in September 1939, when the RAF had 18 Hurricane-equipped squadrons in service. The aircraft was relied upon to defend against the numerous and

varied German aircraft operated by the Luftwaffe, including dogfighting with the capable Messerschmitt Bf 109, across multiple theatres of action.

The Hurricane evolved through several versions and adaptations, as bomber-interceptors, fighter-bombers and ground support aircraft in addition to fighters. Further navalised versions, which were popularly known as the Sea Hurricane, had modifications enabling their operation from ships. Some were converted to be used as catapult-launched convoy escorts. By the end of production in July 1944, 14,487 Hurricanes had been completed in Britain and Canada.

You can see an excellent video on the origin and use of the Hurricane HERE.

Richmond – Sept 1969

HERE are some good ideas.

My grandpa started walking five miles a day when he was 60.
Now he's 97 years old and we have no idea where the hell he is.

77 Sqn Open Day.

We think this would have been at Williamtown, but we don't know when, can anyone help??

Bread is like the sun.
It rises in the yeast and sets in the waist.

Click HERE to read an interview with Paul Tibbets, the pilot of Enola Gay, the aircraft that dropped the A Bomb.

The Gramophone Needle.

In the 1920s the gramophone needle was made in Sheffield, England. Every needle took a month to make yet its working life was at most five minutes. Experts worked out that a gramophone needle travels a track along a record 720 feet long and that it carries a load of 3½ ounces. As the area of the point is three-thousands of an inch, this means that pressure on the point of a gramophone needle is 12 tons to the square inch.

They were made of specially tested and hardened steel and were the smallest item made at the factory.

O

Here's how VW's Diesel Defeat Device works

It’s old news now, nearly everyone in the universe knows that VW tried to hoodwink everyone with their clean diesel scam, but not many know how they did it.

In 2015, a group of researchers at West Virginia University found that VW was cheating diesel emissions regulations. While these cars passed the EPA tests with flying colours, on the move, it was a different story.

At speed, the emissions system would change, emitting 40 times more NOx than the law allowed, making Clean Diesel a marketing term, and a marketing term alone. Additionally, VW and other German brands were testing diesel emissions on live monkeys, and there was even talk of testing on humans.

In the video below, Engineering Explained goes in to detail about how VW's emissions cheat was discovered, how VW's defeat device worked, and the seriously screwed up tests on live monkeys.

You can see it HERE.

Click HERE to see a funny advert

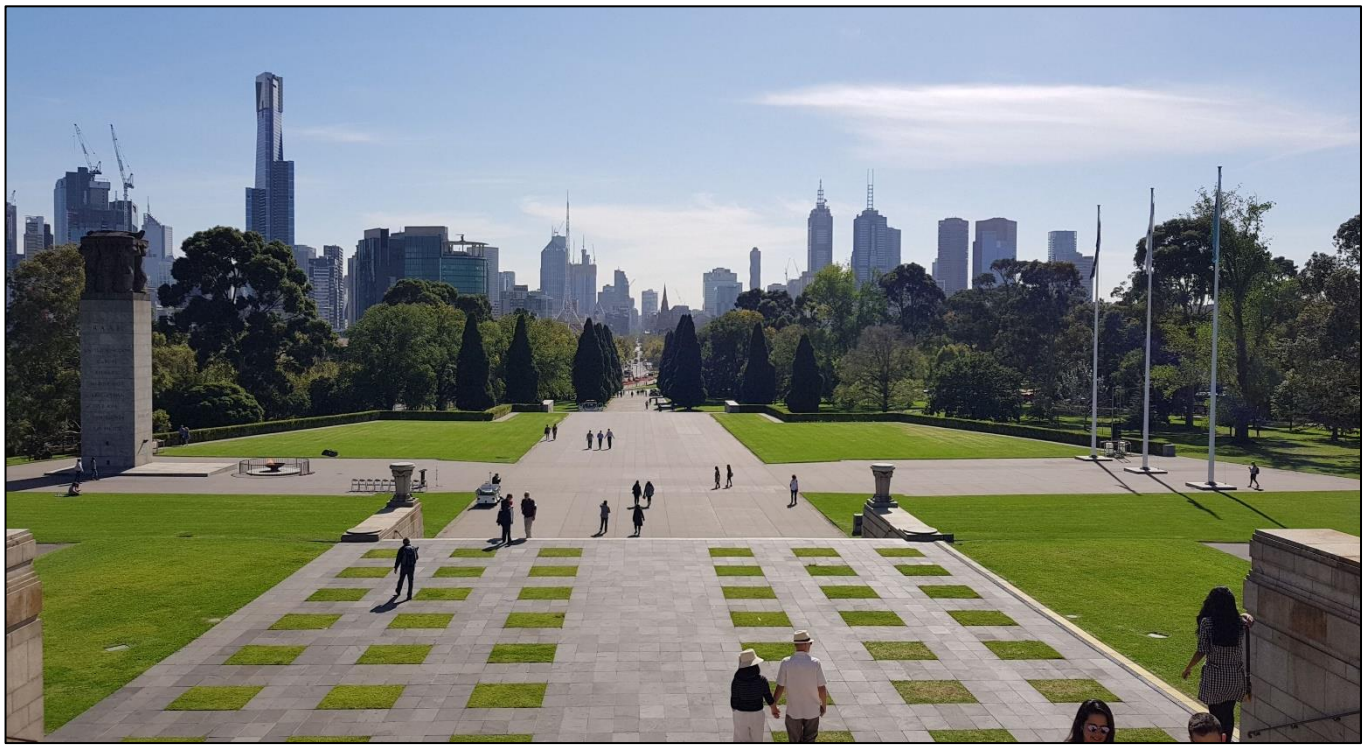
The Shrine of Remembrance.
Melbourne.

The Shrine of Remembrance is a war memorial located in Kings Domain on St Kilda Road, Melbourne.

It was built to honour the men and women of Victoria who served in World War I, but is now a memorial to all Australians who have served in all wars. It is a site of annual observances of ANZAC Day and Remembrance Day and is one of the largest war memorials in Australia.

Designed by architects Phillip Hudson and James Wardrop who were both World War I veterans, it is built from granite mined from the small Gippsland town of Tynong and originally consisted only of the central sanctuary surrounded by the ambulatory. The sanctuary contains the marble Stone of Remembrance upon which is engraved the words "Greater love hath no man". Once a year, on 11 November at 11 a.m. (Remembrance Day), a ray of sunlight shines through an aperture in the roof to light up the word "Love" in the inscription. (Doesn't happen now due to daylight saving – click the pic for a bigger view). Beneath the sanctuary lies the crypt, which contains a bronze statue of a soldier father and son and panels listing every unit of the Australian Imperial Force.

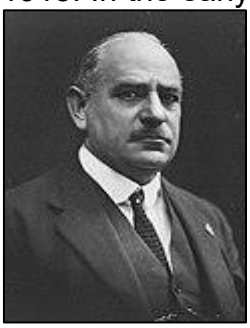
The Shrine went through a prolonged process of development which began in 1918 with the initial proposal to build a Victorian memorial. Two committees were formed, the second of which ran a competition for the memorial's design. The winner was announced in 1922, however, opposition to the proposal (led by Keith Murdoch and The Herald) forced the governments of the day to rethink the design and a number of alternatives were proposed, the most significant of which was the ANZAC Square and cenotaph proposal of 1926. In response, General Sir John Monash used the 1927 ANZAC Day march to garner support for the Shrine and finally won the support of the Victorian government later that year. The foundation stone was laid on 11 November 1927, and the Shrine was officially dedicated on 11 November 1934.



Ceremonial Avenue, looking back towards the city from the steps into the Shrine.

Conception: 1918–1922

A war memorial in Melbourne was proposed as soon as the First World War ended in November 1918. In the early 1920s the Victorian state government appointed the War Memorials Advisory



Committee, chaired by Sir Baldwin Spencer, which recommended an "arch of victory" over St Kilda Road. In August 1921 an executive committee was formed with the former commander of the Australian forces in the war, General Sir John Monash, (left) as its driving force. The committee soon abandoned the idea of an arch and proposed a large monumental memorial to the east of St Kilda Road, a position which would make it clearly visible from the centre of the city. A competition was launched in March 1922 to find a design for the new memorial, open both to British subjects residing in Australia and any Australian citizens who were residing overseas. A total of 83 entries were submitted and in December 1923 the design offered by two Melbourne architects Phillip Hudson and James Wardrop, was announced as the winner.

Opposition and response: 1922–1927

The winning design had a number of supporters, including publications such as The Age nevertheless, the design was also fiercely criticised in some quarters—especially by Keith Murdoch's Herald. As part of the campaign against the Shrine proposal, the Herald searched for alternative concepts, arguing that the funds could be better spent on more practical projects such as a hospital or a war widows' home. Furthermore, some Christian churches also attacked the design as pagan for having no cross or other Christian element.

The new Victorian Labor government of 1924 supported the Herald's view and pushed for a memorial hospital instead of the Shrine. When the Labor government was replaced with a Country/National coalition, the plan changed once again, leaning towards the earlier suggestion of an arch of victory to be built over St. Kilda Road. As a result of the debate, significant delays postponed the construction of the new memorial, so a temporary wood-and-plaster cenotaph was raised for the 1926 ANZAC Day march. The success of the temporary cenotaph led the Victorian government to abandon the earlier project in 1926 and propose instead to build a permanent cenotaph in a large "ANZAC Square" at the top of Bourke St in front of Parliament House. While this would have involved demolishing the Windsor Hotel, one of Melbourne's favourite hotels, the new plan won the support of the Herald, the Returned Soldiers League (RSL) and the Melbourne City Council.

Nevertheless, both Monash and Legacy still supported the Shrine. After a vote in favour of the Shrine by their executive council, Legacy started a public relations campaign, gaining the support of much of the media—although the council, state government and the Herald continued to oppose it. In 1927, with the then Duke of York, Prince Albert, visiting the country, Monash spoke on the eve of ANZAC Day at the RSL dinner, arguing for the Shrine. The audience had been

seeded with supporters, who provided a standing ovation at the conclusion of his speech, which helped to produce a groundswell of support. When a vote was called for, the majority voted in favour of the Shrine proposal. The next day, with Monash leading 30,000 veterans in the 1927 ANZAC Day march and with the new support of the RSL, The Age, and the Argus, the Shrine proposal had gained "new momentum". Faced with such support, and with Monash's arguments that the ANZAC Square would be prohibitively expensive, Edmond Hogan's new Labor government decided in favour of the Shrine.

Another early point of contention (although not explicitly related to the nature of the memorial) concerned the possibility of incorporating a "Tomb of the Unknown Soldier" into the memorial, an approach that was championed by the St. Kilda RSL, who revealed plans to bury a soldier from either Gallipoli or France on ANZAC Day, 25 April 1922. This proposal received considerable debate, and was countered by the argument that the Unknown Warrior in Westminster Abbey represented all of the dead of the British Empire. Monash was on the side of those against such a burial, as while he could see a place for an Unknown Soldier in a national memorial, he did not feel that it would be suitable at the Victorian Shrine. The Stone of Remembrance was later placed in the position where an Unknown Soldier might have been laid. An Australian Unknown Soldier was eventually interred at the Australian War Memorial by Prime Minister Paul Keating on 11 November 1993.

The dedication ceremony for the Shrine of Remembrance. Over 300,000 people were in attendance, approximately a third of Melbourne's population at the time.

Construction and dedication: 1927–1934.

The foundation stone was laid on 11 November 1927, by the Governor of Victoria, Lord Somers. Although both the Victorian and Commonwealth governments made contributions, most of the cost of the Shrine ($320,000 out of a total of $5000,000; equating to about $17 million out of $27

million in 2018's money) was raised in less than six months by public contributions, with Monash as chief fundraiser.

Monash, who was also an engineer, took personal charge of the construction, which began in 1928 and was handled by the contractors Vaughan & Lodge. Monash died in 1931, before the Shrine was finished, but the Shrine was the cause "closest to his heart" in his later years. Work was finally completed in September 1934, and the Shrine was formally dedicated on 11 November 1934 by the Duke of Gloucester, witnessed by a crowd of over 300,000 people, a "massive turnout" given that Melbourne's population at the time was approximately 1 million and, was the "largest crowd ever to assemble in Australia to that date".

The Shrine in the 1930s showing the reflecting pool in front of the north face, where the World War II Forecourt is now located

Post World War II: 1945–1985

After World War II it was felt necessary to add to the Shrine an element commemorating the Australian war dead of the second great conflict. Once again a competition was run, with A. S. Fall and E. E. Milston as the joint winners. Milston's design was eventually chosen as the one to go ahead and the result was the World War II Forecourt, a wide expanse of stone in front of the Shrine's north face; the Eternal Flame, a permanent gas flame set just to the west of the north face; and the World War II Memorial, a 12.5-metre-high (41 ft) cenotaph a little further west. The Forecourt replaced a reflecting pool that had previously stood in front of the Shrine. These enlargements were dedicated by Queen Elizabeth II on 28 February 1954. Australia's involvements in later wars, such as the Korean War, the Borneo campaign (1945), the Malayan

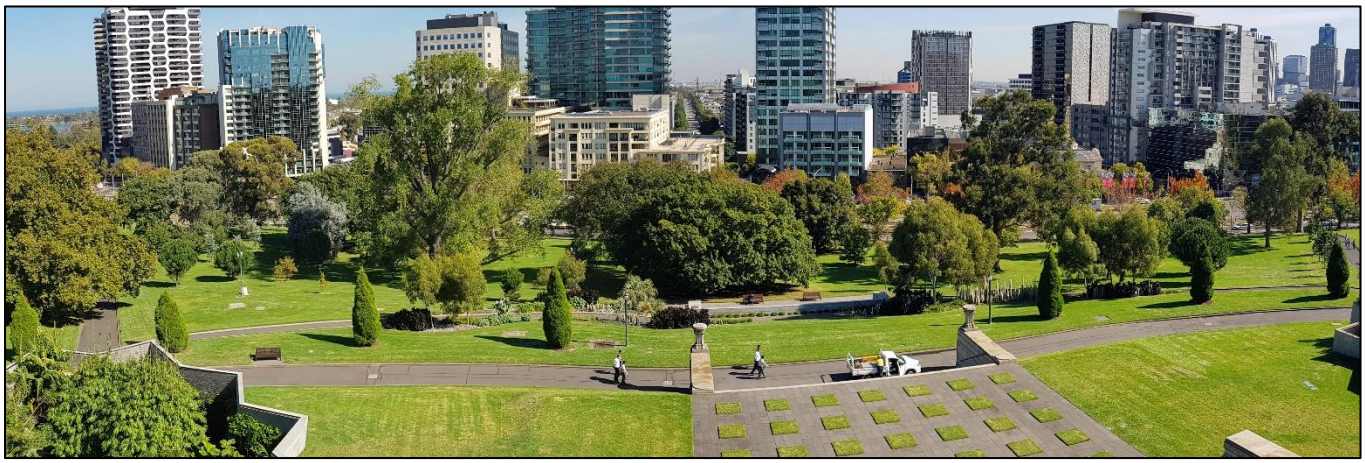
Emergency, the Indonesian Confrontation in North Borneo and Sarawak, the Vietnam War and the Gulf War, are commemorated by inscriptions.

Australia's first eternal flame was lit in Brisbane on Armistice Day in 1930 and is similar in appearance to the eternal flame in Antwerp, Belgium. A press clipping of the time described the flame as "strikingly typical of the Anzac spirit and … while offering a tribute of thankfulness and pride, it should ever remain a beacon of light and inspiration to rising and future generations."

A second Australian eternal flame was lit in the Shrine of Remembrance in Melbourne by the Queen in 1954 and commemorates the dead of the Second World War. The flame was described as a symbol of sacrifice and of the perpetuity of remembrance.

In 1951 the body of Field Marshal Sir Thomas Blamey, Australia's military commander during World War II, was held at the Shrine for three days for public viewing followed by a State funeral on site. 20,000 people visited the Shrine as he lay in state.

During the Vietnam War the Shrine became a centre of conflict when anti-war demonstrators protested during ANZAC Day services against Australia's involvement in the war. In 1971 the Shrine was defaced when the word PEACE! was painted in large white letters on the pillars of the north portico.



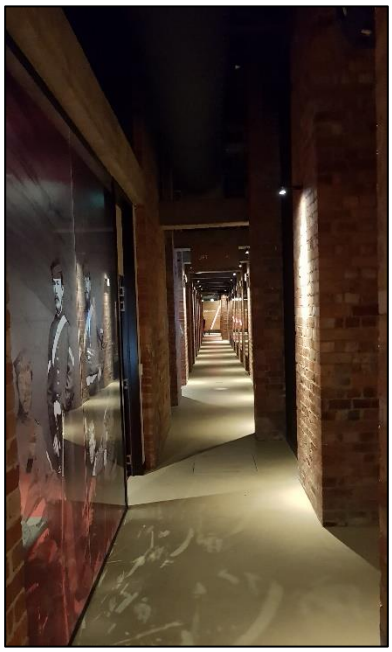
In 1985 the Remembrance Garden was added beneath the western face of the Shrine to honour those who served during post-World War II conflicts.

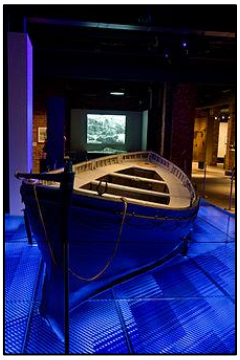
Redevelopment: 2002 – present.

Restoration work on the terraces surrounding the Shrine during the 1990s raised once again the possibility of taking advantage of the space under the Shrine: as the Shrine had been built on a hollow artificial hill, the underground chamber (although at the time filled with rubble from the construction) provided a large space for development. At a planned cost of $5.5 million, the new development was intended to provide a visitor's centre, administration facilities and an improved access to the Shrine's crypt, as many of the remaining veterans and their families found the stairs at the traditional ceremonial entrance difficult to climb.

In redeveloping the site, special consideration was given to the positioning of the new entrance. The original plan was to use a tunnel from the east, but this was discarded as it had "no sense of ceremony". Instead it was decided to develop two new courtyards and place the new gallery under the northern steps. Construction commenced in 2002, with the design by Melbourne architects Ashton Raggatt McDougall and the new areas were opened in August 2003. The completed project was awarded the Victorian Architecture Medal by the Royal Australian Institute of Architects in 2004.

After this construction was complete, there were still more calls to further develop the site, and especially to provide facilities for education about the wars. A $62 million proposal was presented in 2006, incorporating a museum and an underground carpark. Designed once again by Ashton Raggatt McDougall, the proposal was opposed by local residents and some council members and ran into significant funding problems when the Federal Government decided not to provide funding.





In 2012 the Victorian Government announced that $22.5 million would be allocated to redevelop the Shrine's underground chamber and extend it to the south. The new exhibition space, known as the "Galleries of Remembrance", was opened on Remembrance Day in 2014. A lifeboat from the ship SS Devanha, deployed during the landing at Anzac Cove at the start of the Gallipoli Campaign in 1915, is a centrepiece of the new development.

Management.

The Shrine is managed by the Shrine of Remembrance Trustees, ten individuals appointed by the Governor in Council, on the advice of the Minister for Veterans' Affairs in the Victorian Government. The Trustees are responsible for the care, management, maintenance and preservation of the Shrine and Shrine Reserve.

Traditionally, security for the Shrine has been provided by the Shrine Guard, whose members were men with a military background. All of the original twelve members of the Shrine Guard had won bravery medals during World War I. When the Shrine Guard merged with the Victoria Police Protective Service, some civilians began to serve. During the hours the Shrine is open to the public or in use for any ceremony, they wear a uniform representing an Australian Light Horseman of World War I, with Victoria Police Force insignia.

Roof top.

There is a large open air walkway on the roof top which is reached by quite a number of steep stairs and from which you get a wonderful unerupted 360 degree view.

Looking towards the east you over look the 155 year old Melbourne Observatory which sits in the adjacent Royal Botanic Gardens.

The Melbourne Observatory – with Government House in the background.

The Melbourne Observatory was founded in 1862 to serve as a scientific research institution for the rapidly growing city. It was tasked by the Victorian government with maintaining an accurate time reference for the colony through observations of stars using a transit telescope as well as general astronomical research.

The idea for a Melbourne Observatory was first proposed by English astronomer William Parkinson Wilson in a paper read before The Philosophical Institute of Victoria in 1856; and soon after a committee was formed to "achieve Wilson's 'noble object'". The site chosen was a gentle hill adjacent to the Royal Botanic Gardens.

Shortly after founding, a 48-inch (120 cm) telescope was installed at the observatory for astronomical research and for a while it was the largest fully steerable telescope in the world. This instrument was referred to as the "Great Melbourne Telescope".

In 1874 the observatory took part in the worldwide effort to observe the Transit of Venus in order to better determine the distance of Earth to the Sun. Towards the end of the 1880s the observatory took part in the international "Carte du Ciel" project to map the heavens using the, then novel, technique of photography. Being the most southerly of the sites taking part, Melbourne was assigned the region around the south celestial pole south of declination -65°.

With the coming of federation in 1901 the Commonwealth government was assigned the responsibility for astronomy and time-keeping and control of the observatory was gradually handed over by the state government. At the same time, the encroaching light pollution from the growing city of Melbourne gradually made quality astronomical observations increasingly difficult. Then, in 1933 the flood-lit Shrine of Remembrance was completed in the parkland adjacent to the observatory impacting its skies further, until the observatory was finally closed in 1945. Most of the scientific equipment and instruments, including the Great Melbourne Telescope, were sold or moved elsewhere.

Today, while most of the original buildings still stand on the site, only two of the original instruments remain. Both were installed in 1874 to observe the transit of Venus. One is an 8-inch (20 cm) refracting telescope and the other is a fully restored 4-inch (10 cm) Photoheliograph. The Photoheliograph is privately owned and on indefinite loan to the Astronomical Society of Victoria. The building which was used by the 13-inch (330 mm) astrograph telescope for the "Carte du Ciel" survey now houses a 12-inch (300 mm) Newtonian reflector telescope owned by the Astronomical Society of Victoria.

The Great Melbourne Telescope was eventually moved to the Mount Stromlo Observatory where it was badly damaged in the 2003 Canberra bushfires and a project is underway to restore the telescope to working order so that it may be used for educational and public viewing in its original home at the Melbourne Observatory. This is a joint undertaking of Museum Victoria, the Astronomical Society of Victoria and the Royal Botanic Gardens. The restoration project will incorporate bringing the telescope's optical, mechanical and electrical systems into line with current best practice. After more than five years weighing up different proposals, engineering work commenced in late 2013 thanks to a $70,000 grant from the Copland Foundation.

If you’re ever in Melbourne and you’ve got a free afternoon, we would strongly suggest you grab the tram and visit the Shrine – it is definitely worth a visit. The Observatory is not open to the public during the day, it caters for organised group tours only.

WORDS THAT ARE DOWNRIGHT IMPOSSIBLE TO SAY WHEN DRUNK:

No thanks, I’m married.

Former Ballarat Base

The former Base at Ballarat was 7 km northwest of Ballarat city centre and was constructed in 1940, at the outset of the Second World War, as a training school for Wireless Air Gunners under

the Empire Air Training Scheme (EATS). The Scheme was established by the British with Canada, Australia and New Zealand in order to rapidly train air crews for the British Bomber Command to fight the then far superior German Air Force. Under EATS which operated from 1939-1945 the RAAF was committed to training 28,000 aircrew over three years including navigators, wireless operators, air gunners and pilots, equating to around 900 aircrew every four weeks.

To achieve this the RAAF embarked on a rapid and extensive program establishing a network of 28 EATS schools in eastern Australia by the end of 1941, each specialising in specific skill sets required of air crew members. The former Ballarat Base was Australia's No.1 Wireless Air Gunners School (WAGS), the first of three WAGS created under the Scheme and the only one in Victoria. (Click HERE for the full list)

By 1941 there were nearly 800 personnel on the former Ballarat Base and by the end of March 1942 a total of 1,238 airmen had been trained in the operation of radio equipment and guns using Avro Anson and Wackett aircraft. A radar training wing was also established in 1945. Basic training for wireless operators ceased in May 1945 by which time 5025 trainees has been through the school.

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

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

The existing Second World War structures associated with the WAGS are primarily 'P-Type Huts' and Bellman Hangars neither of which were originally intended to be permanent structures, having been prefabricated and erected on military sites throughout Australia in response to the sudden and urgent need for semi-permanent accommodation for service personnel and for aircraft hangars at the beginning of the Second World War. The P-Type Huts, consisting of a simple timber and corrugated iron box with a gabled roof usually with doors at each end could be easily modified as required for particular functions. By 1941 approximately 160 standard P-Type Huts had been erected on the Ballarat site in two distinct functional precincts.

In the northern aerodrome precinct around fifteen huts, of which twelve survive, were arranged on the outside of a group of four Bellman hangars arranged in pairs a few metres apart. Bellman hangars had been designed in Britain immediately prior to the Second World War to provide a fast, economical solution to the need for aircraft facilities. The surrounding P-Type Huts were used for equipment and clothing storage, maintenance and administrative functions associated with the operation of the aircraft. At the centre of the base was the administrative, domestic and teaching precinct where over 140 huts were erected in rows, singly or in combination with additional roofs to create larger buildings. They were adapted for various uses including sleeping quarters, recreation rooms and messes, lecture halls, radio huts, stores, offices, workshops and ablution blocks. Thirty four huts remain in the central precinct. These include the former Officers' and Sergeants' Messes, sleeping quarters, ablution blocks, Headquarters, the maintenance and transport depot, stores, the gymnasium and several ablution blocks.

Other remaining fabric associated with the Second World War includes an elevated water tower, the foundations of demolished P-Type Huts and other structures and in the southern part of the site, the archaeological remains of the United States Air Force camp and the 'Liberator Air Strip'. Landscape features associated with the former Ballarat RAAF Base include road layout and the playing fields and parade ground with its border of Monterey Cypress (Cupressus Macrocarpa)

that separate the aerodrome precinct to the north from the central domestic and administrative precinct.

The former Base is now of historical and social significance to the State of Victoria for its ability to demonstrate the importance of military aviation to the defence of Australia and its Allies during the Second World War, the first conflict in which aircraft played a major role in combat for the Australian military.

It also has historical significance for its association with the technical training aspects of the wartime development and operation of the RAAF. The former Base is a representative example of the bases constructed to train aircrew under the Empire Air Training Scheme that included a contingent suite of temporary and semi temporary buildings that in their layout and surviving the Second World War fabric reflect both the training and domestic functions of the bases and the hierarchical nature of the military and domestic life on the Second World War bases. This contingent planning is clearly reflected in the two precincts of the former Base - the aerodrome itself with the large prefabricated Bellman hangars and workshop huts, and the domestic and administrative precinct of standard P-Type Huts.

RAAF Ballarat is the most intact surviving Victorian example of the training schools that were rapidly constructed across Australia specifically to train aircrews under the Empire Air Training Scheme in the early years of the Second World War and representative of the inventive ways in which functional requirements of the military were satisfied during the war. It was the first of three Wireless Air Gunnery Schools established nationally under the Scheme and the only such school in Victoria.

It is of social significance, providing an opportunity to educate about the operations of the Air Force throughout the Second World War, in particular the relationship of the Commonwealth allies against the German forces, particularly later in the war when personnel trained here were dispersed with others to serve with the RAF in Europe, and subsequently the increasing

importance of the United States and Australian alliance during the Pacific campaign against the Japanese.

Click HERE to see other photos of the old Base.

Sorry, but you're really not my type.

Chevy Collection.

If you're an American Car buff, you'll like this collection. Dennis Albaugh, who lives in Ankeny, Iowa, in the good old USA, has a personal and private collection of 110 plus Chevrolet convertibles, all years from 1912 to 1975 and Corvette convertibles from 1953 to 1975.

That is a Chevy convertible from every year of manufacture except 1939, the reason? - Chevy didn't make a convertible in '39 -- and ended its convertible line in '75!.

He made his fortune selling farm chemicals - and you can see the cars HERE.

Camp Victoria park https://www.ozatwar.com/locations/campvictoriapark.htm

http://www.chermsidedistrict.org.au/01_cms/details.asp?ID=295

Vitamin supplements – are they worth taking?

THE NEWDAILY

The billions of dollars almost half of Australians are now spending on vitamin supplements may as well be flushed down the toilet, as experts warn there is little evidence they have any health benefits.

New research by Roy Morgan has found about 43 per cent of Australians are taking supplements, the most popular brands being Nature's Own, Swisse, Blackmores, Berocca and Cenovis. Some of the current trends include vitamin D, fish oil, vitamin C and multivitamins but nutritional epidemiology expert Dr Amanda Patterson, of the University of Newcastle, said consumers are being "ripped off".

"We have very expensive urine," she said, a reference to supplements passing straight through the body. Australians spend about $5 to $20 for a month's supply of supplements and the complementary medicine industry in Australia, which generated $4.7 billion in revenue in 2016, is growing. Dr Patterson said the figures were "concerning" because there are no proven benefits for most supplements. "There are usually no proven benefits unless treating a deficiency, and sometimes there are negative effects," she said. There are a few exceptions including for those

who have certain health deficiencies such as iron and folate supplementation for women who are pregnant.

“High dose supplements of single nutrients can affect absorption and metabolism of other nutrients and potentially add stress to vital organs such as kidneys, particularly protein supplements. We can definitely get what we need from food in most cases.”

Molecular pharmacologist Ian Musgrave said fat-soluble, antioxidant vitamins may also cause more harm than good. “Most notably beta-carotene and vitamin A are associated with slightly increased rates of cancer and heart disease,” he said.

‘Too good to be true’

Health supplements have become a huge business in Australia, with many companies seeking a slice of the profits by investing heavily in marketing. Rachael Dunlop, vice president of Australian Skeptics, said supplement manufacturers are not required to provide scientific evidence that their products work. “The fact that many supplements – lacking good quality scientific evidence to support their claims – are sold in pharmacies alongside science-based medicine lends them legitimacy and makes it more confusing for the consumer. Australians are inundated with glossy marketing and advertising featuring beautiful celebrities and pretty images, and these figures are evidence that these campaigns are working.

“People take supplements because they buy into the advertising that promises you will look younger, feel sharper, think quicker or lose weight. If it looks too good to be true, it probably is”.

There is no silver bullet.”

Dr Patterson said regulation in the supplement industry differs from that of the food industry. “Food manufacturers would be prosecuted for such misleading behaviour.” Consumer group CHOICE recently called on politicians to block proposed legislation which it says will legalise “dangerous claims” on complementary medicine. The legislation, which arose from the 2015 Sansom Review into medicines, lists more than 1000 claims that therapeutic goods companies can use when making product claims, 86 per cent of which are not backed by scientific evidence.

“We are concerned that allowing complementary medicine and supplement companies to make unfounded claims will lead to people paying for products that won’t work, rather than those that could help improve their health. From claiming to help with heart function to providing anxiety relief, people stand to be tricked into thinking these products will help with a medical condition. At a minimum, we’d like to see these companies display a clear warning on the pack informing people that these claims are based solely on traditional use and have no scientific basis.

I told myself that I should stop drinking,
but I’m not about to listen to a drunk who talks to himself.

God's Plan for Aging!

Most seniors (read us) never get enough exercise. In His wisdom God decreed that seniors become forgetful so they would have to search for their glasses, keys and other things thus doing more walking. And God looked down and saw that it was good.

Then God saw there was another need. In His wisdom He made seniors lose coordination so they would drop things requiring them to bend, reach and stretch. And God looked down and saw that it was good.

Then God considered the function of bladders and decided seniors would have additional calls of nature requiring more trips to the toilet, thus providing more exercise. And God looked down and saw that it was good.

So if you find as you age, you are, walking from room to room more, getting up and down more, getting excited more, deep breathing more, remember: it's God's will. It is all in your best interest even though you continually mutter under your breath.

Important facts to remember as we grow older:

- Death is the number 1 killer in the world.
- Life is sexually transmitted.
- Good health is merely the slowest possible rate at which one can die.
- Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years unless you give them your email address.
- Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.
- All of us could take a lesson from the weather. It pays no attention to criticism.
- In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.
- Life is like a jar of jalapeno peppers. What you do today may be a burning issue tomorrow.

Please share this wisdom with others while I look for my glasses.

How accurate are wrist blood pressure monitors?

Some wrist blood pressure monitors may be accurate if used exactly as directed. However, the American Heart Association recommends using a home blood pressure monitor that measures blood pressure in your upper arm and not using wrist or finger blood pressure monitors.

MAYO CLINIC

Wrist blood pressure monitors are extremely sensitive to body position. To get an accurate reading when taking your blood pressure with a wrist monitor, your arm and wrist must be at heart level. Even then, blood pressure measurements taken at the wrist are usually higher and

less accurate than those taken at your upper arm. That's because the wrist arteries are narrower and not as deep under your skin as those of the upper arm.

Some people can't have their blood pressure measured at the upper arm because they have a very large arm or find blood pressure measurements painful. In these cases, measuring blood pressure at the wrist is acceptable.

It's common for blood pressure readings taken at home on any type of monitor to be different from those taken at your doctor's office. If you have a wrist blood pressure monitor, it's a good idea to take your monitor to a doctor's appointment. Your doctor can then check your blood pressure with both a standard upper arm monitor and a wrist monitor in the correct position in the same arm to check your wrist blood pressure monitor's accuracy. Also make sure to use a validated device.

Forget the health food. I need all the preservatives I can get.

The truth behind the most popular diet trends.

Thinking about jumping on the Whole30, ketogenic diet, anti-inflammatory diet or intermittent fasting bandwagon? Read this first.

Is skipping meals a bad idea, or a secret weight-loss weapon? Should you eat low fat, or high fat? You probably could eat less added sugar, so should you eliminate it completely?

With so many competing, and often contradictory, diet trends, it can be tough to cut through the hype to find a healthy-eating plan that works for you. Check out the evidence behind each of these four increasingly popular eating styles to uncover the real deal.

Whole30.

How it works: For 30 days, no sugar, alcohol, grains, legumes, dairy or treats in general are allowed. What's on the menu? Moderate amounts of meat, seafood and eggs; vegetables aplenty; some fruit; and natural fats such as nuts and avocado. Herbs and seasonings are A-OK.

What it promises: A reboot for your eating habits and your cravings, plus, the founders say that eliminating these food groups may help with a number of ailments they blame on food sensitivities, such as skin problems, digestive issues, low energy and chronic pain.

The upsides: No doubt the Whole30 is strict, but for some people, a black-and-white list of rules stating what you can and can't eat, makes it easier to follow (at least for 30 days). Plus, the growing popularity makes recipes and meal plans easy to find. Cutting out snacks and processed foods such as chips and crackers is part of the plan.

The downsides: Though the internet is full of anecdotal success stories, there's no scientific evidence of health benefits — particularly in the long term. Most people return to their previous eating habits after completing the challenge.

Verdict: Not only does it cut out foods that most people should eat less of, like added sugars, but it also eliminates healthy foods, including whole grains, dairy and legumes. A more sustainable approach: Don't cut out food groups. Enjoy the variety, including dessert — as long as it's occasional.

Ketogenic diet.

How it works: Bring on the bacon. This high-fat, very low carbohydrate diet typically means eating fewer than 50 grams of carbs a day — less than four slices of bread's worth.

What it promises: Getting most of your calories from fat forces your body to use different energy pathways. Instead of carbs for energy, the body burns fat, entering a state called ketosis.

The upsides: While the precise mechanisms are unclear, ketosis is thought to have brain-protecting benefits: As many as half of young people with epilepsy had fewer seizures after following the diet. And some early research suggests it may have benefits for blood sugar control among people with diabetes. An upcoming study will look at the ketogenic diet as a weight maintenance strategy.

The downsides: While the research is exciting, there's very little evidence to show that this type of eating is effective, or safe, over the long term for anything other than epilepsy. Plus, very low carbohydrate diets tend to have higher rates of side effects, including constipation, headaches, bad breath and more. Also, meeting the diet's requirements means cutting out many healthy foods, making it difficult to meet your micronutrient needs.

Verdict: While the ketogenic diet may be recommended for some people with uncontrolled epilepsy, the high fat content and especially the high level of unhealthy saturated fat, combined with limits on nutrient-rich fruits, veggies and grains is a concern for long-term heart health.

Anti-inflammatory diet.

How it works: While there is no single anti-inflammatory diet, the general approach is a balanced diet full of fresh, wholesome foods. The diet calls for lots of colourful fruits and vegetables, whole grains, fish, tea (instead of coffee), and even dark chocolate and red wine. Fast food? Off the menu.

What it promises: Eating whole, unprocessed, largely plant-based foods is thought to fight chronic inflammation and help counteract stress and environmental toxins. In turn, this may lower your risk of heart disease, cancer and Alzheimer's.

The upsides: Fresh fruits and vegetables? Check. Whole grains? Check. Healthy omega-3 fats? Check. Chocolate and wine? Double check.

The downsides: Learning to prepare fresh, plant-based foods can be more time-consuming than relying on pre-packaged or fast food.

Verdict: Just like the Mediterranean diet it's based on, this approach to eating is nutritionally sound and not overly restrictive like some other diet trends.

Intermittent fasting.

How it works: There are two common approaches to fasting: One is to eat very few calories on certain days, then eat normally the rest of the time. The other involves eating only during certain hours, and skipping meals for the rest of each day.

What it promises: Even with free eating periods, fasters tend to take in fewer calories overall, resulting in weight loss. In addition, advocates believe that intentionally depriving your cells of calories may slow the progression of certain age-related diseases.

The upsides: Some people find it easier to have bulletproof willpower for just part of the time than to eat more moderately all of the time. Several small studies have found lower blood sugar, blood pressure and cholesterol levels with fasting.

The downsides: Larger, long-term studies are still lacking, so most of the proposed benefits are theoretical or based on animal research.

Verdict: There's simply not enough research (yet) to support or debunk this trend and shortening your eating window may make it difficult to get the vitamins and minerals you need. Athletes especially may find it difficult to fuel and refuel appropriately for an active lifestyle.

Is sunscreen from last year still good?

When does sunscreen expire?

Spring is here with summer not far away and “Slip, Slop, Slap” will soon be on everyone’s mind again. Our sunscreens are designed to remain at original strength for up to three years which means that you can use leftover sunscreen from one year to the next.

Some sunscreens include an expiration date — a date indicating when they're no longer effective. Discard sunscreen that is past its expiration date. If you buy sunscreen that doesn't have an expiration date, write the date of purchase on the bottle and be sure to throw it out within three years. Also, discard sunscreen that has any obvious changes in colour or consistency.

Keep in mind that if you use sunscreen generously and frequently, a bottle of sunscreen shouldn't last long. Generally, a liberal application is 1 ounce (30 milliliters), the amount in a shot glass, to cover exposed parts of the body. You might need to apply more, depending on your body size.

To maximize protection, use a broad-spectrum sunscreen with an SPF of at least 30. Apply sunscreen generously, and reapply every two hours — or more often if you're swimming or perspiring

Water: How much should you drink every day?

Water is essential to good health, yet needs vary by individual. These guidelines can help ensure you drink enough fluids.

How much water should you drink each day? It's a simple question with no easy answer. Studies have produced varying recommendations over the years, but your individual water needs depend on many factors, including your health, how active you are and where you live.

No single formula fits everyone. But knowing more about your body's need for fluids will help you estimate how much water to drink each day.

Health benefits of water.

Water is your body's principal chemical component and makes up about 60 percent of your body weight. Your body depends on water to survive. Every cell, tissue and organ in your body needs water to work properly. For example, water:

- Gets rid of wastes through urination, perspiration and bowel movements.
- Keeps your temperature normal.

- Lubricates and cushions joints.
- Protects sensitive tissues.

Lack of water can lead to dehydration — a condition that occurs when you don't have enough water in your body to carry out normal functions. Even mild dehydration can drain your energy and make you tired.

How much water do you need?

Every day you lose water through your breath, perspiration, urine and bowel movements. For your body to function properly, you must replenish its water supply by consuming beverages and foods that contain water.

So how much fluid does the average, healthy adult living in a temperate climate need? The US National Academies of Sciences, Engineering, and Medicine determined that an adequate daily fluid intake is:

- About 3.5 litres of fluids for men
- About 2.5 litres of fluids a day for women

These recommendations cover fluids from water and other beverages and food. About 20 percent of daily fluid intake usually comes from food and the rest from drinks.

What about the advice to drink 8 glasses a day?

You've probably heard the advice, "Drink eight 8-ounce glasses of water a day." That's easy to remember, and it's a reasonable goal. Most healthy people can stay hydrated by drinking water and other fluids whenever they feel thirsty. For some people, fewer than eight glasses a day might be enough. But other people might need more.

Factors that influence water needs.

You might need to modify your total fluid intake based on several factors:

- **Exercise**. If you do any activity that makes you sweat, you need to drink extra water to cover the fluid loss. It's important to drink water before, during and after a workout. If exercise is intense and lasts more than an hour, a sports drink can replace minerals in your blood (electrolytes) lost through sweat.
- **Environment**. Hot or humid weather can make you sweat and requires additional fluid intake. Dehydration also can occur at high altitudes.
- **Overall health**. Your body loses fluids when you have a fever, vomiting or diarrhea. Drink more water or follow a doctor's recommendation to drink oral rehydration solutions. Other conditions that might require increased fluid intake include bladder infections and urinary tract stones.
- **Pregnancy or breast-feeding**. Women who are pregnant or breast-feeding need additional fluids to stay hydrated. The US Office on Women's Health recommends that

pregnant women drink about 10 cups (2.4 liters) of fluids daily and women who breast-feed consume about 13 cups (3.1 liters) of fluids a day.

Beyond the tap: Other sources of water.

You don't need to rely only on what you drink to meet your fluid needs, what you eat also provides a significant portion. For example, many fruits and vegetables, such as watermelon and spinach, are almost 100 percent water by weight. In addition, beverages such as milk, juice and herbal teas are composed mostly of water. Even caffeinated drinks, such as coffee and soft drink can contribute to your daily water intake, but water is your best bet because it's calorie-free, inexpensive and readily available.

Sports drinks should be used only when you're exercising intensely for more than an hour. These drinks help replace electrolytes lost through perspiration and sugar needed for energy during longer bouts of exercise.

Energy drinks are different from sports drinks. Energy drinks generally aren't formulated to replace electrolytes. Energy drinks also usually contain large amounts of caffeine or other stimulants, sugar, and other additives.

Staying safely hydrated, your fluid intake is probably adequate if:

- You rarely feel thirsty.
- Your urine is colourless or light yellow.

A doctor or registered dietitian can help you determine the amount of water that's right for you every day.

To prevent dehydration and make sure your body has the fluids it needs, make water your beverage of choice. It's also a good idea to:

- Drink a glass of water or other calorie-free or low-calorie beverage with each meal and between each meal.
- Drink water before, during and after exercise.
- Drink water if you're feeling hungry. Thirst is often confused with hunger.

Although uncommon, it's possible to drink too much water. When your kidneys can't excrete the excess water, the sodium content of your blood is diluted (hyponatremia) which can be life-threatening.

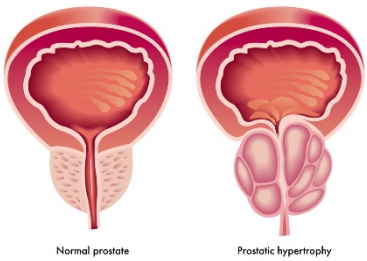
Athletes, especially if they participate in long or intense workouts or endurance events, are at higher risk of hyponatremia. In general, though, drinking too much water is rare in healthy adults who eat an average diet.

During labour, the pain is so great
that a woman can almost imagine what a man feels like when he has a cold.

Can diet help with symptoms of an enlarged prostate?

The risk of an enlarged prostate, also called benign prostatic hyperplasia (BPH), increases with age. By age 60, half of men will have BPH and yes, making some healthy changes to your diet and exercise habits may help you manage BPH symptoms such as increased urinary frequency and urgency.

Studies suggest that the following factors may lessen BPH symptoms in men:



- A low-fat diet
- Four or more servings of vegetables a day
- A high level of physical activity and no "belly fat"

Looking at diet specifically, the following nutrients appear helpful:

- **Vitamin C**. Vegetables highest in vitamin C include capsicum, broccoli, Brussels sprouts, snow or snap peas, cauliflower, kale, and tomato or vegetable juices.
- **Zinc**. Foods higher in zinc include oysters, crab, baked beans, duck, lamb and beef (lean). Interestingly, there's little evidence that supplements are useful for BPH.

And the role of total protein is unclear. Some studies have demonstrated an increased risk in men who ate red meat every day compared with men who only ate it once a week, but other studies found a decreased risk in men with a high total protein intake.

Take note: Healthy habits such as regular exercise, watching your waistline, eating your vegetables and limiting dietary fat may help with BPH as well as lower your risk of erectile dysfunction, diabetes and heart disease.

Laughing is good exercise. It's like jogging on the inside.

What is MSG? - Is it bad for you?

Monosodium glutamate (MSG) is a flavour enhancer commonly added to Chinese food, canned vegetables, soups and processed meats. The US Food and Drug Administration (FDA) has classified MSG as a food ingredient that's "generally recognized as safe," but its use remains controversial. For this reason, when MSG is added to food, the US FDA requires that it be listed on the label.

MSG has been used as a food additive for decades. Over the years, the FDA has received many anecdotal reports of adverse reactions to foods containing MSG. These reactions, known as MSG symptom complex, include:

- Headache
- Flushing
- Sweating
- Facial pressure or tightness
- Numbness, tingling or burning in the face, neck and other areas
- Rapid, fluttering heartbeats (heart palpitations)
- Chest pain
- Nausea
- Weakness

However, researchers have found no definitive evidence of a link between MSG and these symptoms. Researchers acknowledge, though, that a small percentage of people may have short-term reactions to MSG. Symptoms are usually mild and don't require treatment. The only way to prevent a reaction is to avoid foods containing MSG.

Why don’t humans have a Mating Season.

howstuffworks

Some mammals have specific times of year when they mate and reproduce. That's not the case for us primates, though.

Most animals have a mating season, and it's usually a time when food, sunlight and fertility are plentiful. But what about humans? We don't hibernate — Netflix and chill doesn't count — and those with access to modern economies don't have to wait for seasonal resources to put food on the table.

"Humans don't have a true 'mating season' simply because sex is had throughout the year, rather than saving it for a specific time," says author and professional matchmaker Dominique Clark. "People want to be together and desire connection most. So, they seek relationship, but not because doing so during this season will produce offspring that can survive the harshest winter, but simply because the desire for intimacy and sex have increased."

We're part of a biologically classified group known as continuous breeders, which means that we mate or breed year-round. Seasonal breeders, like bears or chipmunks, have changes in fertility and sexual activity depending on the time of year. The females of these species experience an oestrous cycle only during certain times, which introduces physiological and behavioural changes that lead to increased sexual activity. If conception doesn't take place the endometrial lining in the uterus is reabsorbed.

Most women of childbearing age ovulate regularly and menstruate to shed the uterine lining if an egg is not fertilized and do not require physiological processes to prompt sexual activity. However, people still share some of the same behaviours seen in other primates — even if we don't recognize the vestigial cues.

It is theorized that something that seems inadvertent, like a man at a bar pulling up his sleeve to make a nice watch visible to a female, is a way to indicate wealth and signal that he would be a good provider and mate. While most other primates don't own a Rolex, they can indicate wealth and the ability to support offspring through other ways.

If a disease were to up its chance of spreading to another host through close contact, why don't any diseases encourage human intimacy?

The similarities in courtship patterns between humans and nonhuman primates stems from our shared social behaviour ancestry. We are social creatures that rely on group members for our survival and reproductive success. That means getting along with each other is of paramount importance. Touch and vocal communications help us solidify our bonds as individuals who get along with each other. Humans aren't really different from any other non-human primate on this, we just have different styles and ways of doing things.

Even with plenty of evidence to the contrary, the concept of a mating season may still be in play for humans, although few people would recognize it as such. Among the nomadic Turkana in northwest Kenya, more than half of all births occur in spring, from March to June. It's a phenomenon experts attribute to the harsh environment, when an influx of food leads results in high conception rates.

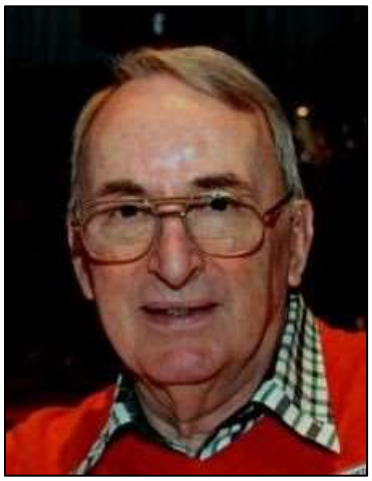
In addition to nutritional peaks, humans' hidden mating seasons may also be influenced by factors as varied as environmental and social factors. According to a study published in the Journal of Reproductive Rhythms, when the sun shines for about 12 hours a day and the temperature stays between 10 and 21 degrees C, women are more likely to ovulate and men tend to produce more sperm.

And findings published in the Journal of Human Reproduction showed that married, educated women aged 25 to 34 in the Czech Republic have strong seasonal ties to reproduction, with most giving birth in the spring. Meanwhile, women in the study who were younger than 19 or older than 35, unmarried and with low education levels, were more likely to give birth at no particular time of year.

Evolutionarily, sometimes we lose the full blown 'need' for something but retain it nonetheless, for example, some scientists argue the small pinky toe is on its way out. True, humans have evolved over time in order to give birth year around — which is the 'highest' evolutionary purpose that sex would serve — however a disproportionate amount of people are born in summer, indicating when most people mate. Our tendencies may not be as obvious as other primates, but they exist on closer inspection.

They say there are 237 reasons why humans have sex, don't believe it, see HERE

Pedro's Patter.



Excerpt from Jeff's book – Wallaby Airlines.

A day off for Christmas, December 1966 – January 1967.

Back at home base the pace was hotting up. I wrote home in early December. Though it's quite late (10.45 pm) I must dash off a few lines as I'm working for the next ten days straight and don't know when I'll next get the chance to write.

December was the busiest month of the tour so far and coincided with a gradual change in the tasking of the squadron. The new 41 mission kept an aircraft operating permanently out of Vung Tau. This aircraft was also available for Task Force air support. This fitted in with two current situations, the greater effort required to support the increased Australian Army presence in Phuoc Tuy Province and the expectation of an upsurge in VC activity in the Delta after the wet season.

In early December 1966, the new airfield at Nui Dat opened. It was named Luscombe Field. On 5 December, Luscombe was included in the daily Saigon courier. John Harris and I, with Keith Bosley as crew chief, took one of the first Wallaby flights into Luscombe two days later. And so began a more active Task Force support role for Wallaby Airlines.

Although we retained those operations that were integrated with the US airlift, we now flew more missions in direct support of the Australian Task Force, carrying men and equipment into Luscombe, or to outlying fields in Phuoc Tuy Province. Although all our operations to date had been air landing of cargo and passengers, we began practising supply and flare dropping. We spent many nights sleeping at the base on the floor of the operations room on 'flare drop standby', waiting to be called out to support a night operation which never eventuated (not in my time anyway). I must say, I was not very enthusiastic about this sort of work since at the height and speed required for dropping, a Caribou would be a sitting duck for sniper fire. I could not help recalling that my own father had been killed by a sniper's bullet in World War II while flying his Hudson bomber on a supply-dropping mission in New Guinea during the Buna-Gona campaign.

As expected the onset of the dry season produced a flurry of activity in the Delta, as the airlift effort focused on building up fuel supplies at MACV (Military Assistance Command, Vietnam) outposts to be used as forward bases for helicopter gunship operations. We were heavily involved in supporting these operations. In the Delta the combination of lush jungle, tall grasses and mangrove swamps provided an ideal sanctuary for the VC, as well as plentiful food supplies from rice-growing areas. However, a high civilian population meant that indiscriminate bombing operations, such as B-52 carpet-bombing, used in the north could not be used here. Hence the reliance on small-scale search and destroy missions.

I saw a lot of Soc Trang, Cao Lanh, My Tho and Binh Thuy during November. We seemed to be aiming to cover them over with drums of POL, so often did we carry this type of cargo. One day, Mick Lewino and I were given the job of carting POL to My Tho for the whole day. To relieve the tedium of the operation, we decided to try to set some kind of record. With the cooperation and hard work of Stew Bonett and Blue Campbell, the other crew members and the support of an enthusiastic forklift driver at Charlie Ramp, we made ten return trips to My Tho, in the middle of the Delta. That day we logged 10 hours 30 minutes, at that stage the most flying time by a squadron crew during daylight hours. The forklift driver shook his head and muttered 'Goddamn Aussies', as we hustled him each time for a quick turnaround. But he made sure we had loading priority and was obviously proud of his part in our little scheme. Our turnarounds at My Tho took only about two minutes as we reversed to the side of the strip and rolled the drums out the back. By the time we had finished there were one hundred more POL drums beside the strip at My Tho.

A few days later Mick and I were on a different kind of task, which I wished had been unnecessary. We picked up seven corpses from Tan Son Nhut. All were the bodies of Australian soldiers killed in recent action in Phuoc Tuy Province. They had been brought from the military mortuary at Saigon to Rebel Ramp. After travelling with us they were scheduled to go home in the cargo compartment of the RAAF C-130 courier from Vung Tau instead of by airline jet as their luckier comrades would. I walked past the aluminium caskets, stacked either side of the cargo compartment on my way to the cockpit, feeling sorry for the occupants and a little unsettled about the trip. I did not even know who they were or how they had died, thousands of miles from home.

Except for a flash of interest by the newspapers, all but a few grieving friends and relatives would remember them only as statistics. Later that same day we shuttled from Xuan Loc to Dat Do, both airfields in Phuoc Tuy Province, with 70 young Vietnamese troops, reinforcements for a big Australian action going on there. I thought again of the caskets. The Vietnamese looked nervous packed like sardines into the Caribou with their weapons. Perhaps it was only fear of air travel. At Dat Do, they jogged away to unknown fates while nearby 150 mm howitzers pounded away, softening up the VC ready to do battle. How many would survive?

There was also a lot of action to the west of Saigon. There was talk of much men and equipment, which had been steadily arriving from the Ho Chi Minh Trail, being poised for a large-scale attack on Saigon. One day, Ian Baldwin and I flew four round trips shuttling ammunition from Tan Son Nhut into Moc Hoa, five miles from the Cambodian border in the so-called 'Parrot's Beak' area west of Saigon. This area jutted out from Cambodia into South Vietnam, the point of the beak being only 20-odd miles from the capital. It was in an ideal position for the enemy to mass forces close to Saigon. There was some kind of airborne assault operation going on even further to the west. We counted 27 C-130s, in a large loose formation, en route.

We had to wait on the Australian newspapers to see pictures of C-130s disgorging men and equipment in a spectacular mass paradrop to realise the significance of what we had seen. Apparently, after several months of secret preparation, the US 173rd Airborne Brigade had conducted a battalion-size parachute assault north of the Parrot's Beak. The drop zone was a wide clearing in the jungle four miles from the border near a crossroads hamlet called Katum, thought to be the site of COSVN, the Central Office for South Vietnam, the top enemy headquarters in South Vietnam. The 778-man jump was successful, with only 11 minor injuries, but the aim of the mission was not. The drop was unopposed and COSVN was not located. The 173rd returned to helicopter-borne operations.

With the dry season upon it, the Delta was now much kinder making the 406 a pleasant run. I felt on top of things. But an unwelcome incident intervened to deflate my sense of wellbeing.

Arriving at Cao Lanh one day, I noticed with some annoyance that the wind was a strong easterly. This meant a landing away from the end of the strip which widened out into the small parking area. A U-turn on the very narrow runway would therefore be required. Normally this was no problem as you could taxi off the gravel onto the dirt and make a wide radius turn. But after the recent rains, the gravel runway was an island, and venturing off it would mean certain bogging. So, I began a short radius turn. Halfway round, I felt a 'graunch' and the steering wheel locked. Alex Martini, the

C

crew chief, jumped out to inspect the nose wheel and brought back some bad news. The nose wheel steering mechanism had overrun a stop, causing it to jam. I shut down the engines, and we tried to free the nose gear by pushing and pulling, all the passengers lending a hand, but to no avail. We were stuck. My jinx again? We got a message through to the squadron and made arrangements for repairs. Because we were obstructing the short 1500-foot strip, there was no hope of getting another Wallaby in. The squadron sent back a message that spare parts and a mechanic would be sent in on a Pilatus Porter, which would arrive in about three hours time.

There was no point in staying at the field, so we bundled crew and passengers inside and on the bonnet of a grossly overloaded half-ton truck belonging to the unloading team and set out for the MACV compound, five miles away. Up to this point I had never travelled more than half a mile outside urban areas. Five miles by road in the countryside can seem like 50, particularly on a minor road in the Delta. The locals along the way did not seem to me nearly as friendly as did the people at Camau. After the driver had finished telling us about recent VC ambushes and terrorist incidents, I was ready to leap into the nearest ditch if any of the innocent-looking peasants we saw suddenly brandished a firearm.

After meeting the Vietnamese province chief, an ARVN colonel, and drinking coffee with the MACV team, I was glad to get back to the airfield to supervise the repair operation. We arrived in time to see the Pilatus Porter with our tool kit on board approach over our aircraft and land in the remaining 500 feet of the strip. This aircraft, I thought, is even more remarkable than the Caribou. With the extra tools and some brute force, the mechanic and Alex soon had the nose wheel back to normal.

The 406 now included a stop at Long Xuyen, just across the Bassac River from Cao Lanh. Civilian Australian doctors and nurses from the Royal Melbourne Hospital worked at the hospital here, adding their surgical and nursing skills to the overworked and understaffed local medical team. It was a pleasant change to see a smiling Australian face waiting for the mail, and to share nostalgically the news from home. A feature in the town was a huge, half-completed Catholic Church begun during the Diem regime, like the one I had seen at Quang Ngai. We were told that, here also, when construction was abandoned many refugee families moved in and made it their home.

Another Australian we often saw at Tra Vinh these days was Tony Powell, who was doing a forward air controllers' course at the USAF FAC School at nearby Binh Thuy. Tony survived many hazardous operational missions controlling air strikes from Cessna Bird Dogs and carrying out visual reconnaissance and other FAC duties. He also assisted No 2 Squadron to work out a system for FAC control of daylight raids by Australian Canberra bombers. For his efforts he was

awarded the Distinguished Service Order (DSO). Tragically, he and his wife were later killed in a car accident back in Australia.

Towards the end of the year, both our squadron and the chopper squadron seemed to be working at full throttle. I remember that I rarely had more than a day a week off, sometimes less. Most of the other pilots were working just as hard. Inevitably, tensions rose. One night, a simple disagreement in the bar led to a fistfight. In this closed male community, even personality traits could grate on people. There were other unpleasant incidents too as the pilots, tired after long working days in trying conditions, and with few outlets for their feelings, unwound in the bar. On reflection I can understand how these things happened. I remember feeling myself getting more impatient and more irritated by some of the people with whom I was continually working and living. They probably felt the same way about me. A few beers under the belt sometimes brought out normally suppressed aggression. Perhaps it was fortunate that, due to some officers moving into other accommodation there was now more room in the Villa. There were now only five instead of seven in our room. As it was a big room this gave everyone quite a bit of extra space.

Some funny things happened in this period too. One night, I woke to the sound of voices in time to see a 9 Squadron pilot climbing into bed with one of our pilots. Aha, I thought, so this is what happens when you've been up here for a while. But the incumbent sleeper's vehement protestations and the other's mumbled apologies told me it was a case of disorientation after a late night binge session in the bar. Another well-known character, this time one of my room-mates, had the disconcerting habit of sleep walking, and was liable to end up anywhere. We found him one morning sound asleep in the bottom of his wardrobe. On another occasion, he stumbled into the CO's room. Now I happen to know the CO kept his .45 handy. Our nocturnal prowler might have been shot as a VC intruder had he not woken himself and everyone else up crashing into a metal wardrobe door.

Another story is about an unfortunate 35 Squadron pilot who suffered badly from what was colloquially called 'the trots' (dysentery). This pilot wore a new type of flying suit, which included a hood. One day he was taxiing along what was known as the high-speed taxiway at Tan Son Nhut, with other aircraft in front of, and behind him, all waiting to take off. This taxiway is designed to speed up the departure of aircraft that are ready to roll without delay. At this point the pilot in question suffered an urgent call of nature which he could not ignore. Closing the cockpit door he unzipped his flying suit, the new design which included a hood. Dropping it around his ankles, he resourcefully positioned an air sickness bag and did what he had to. Suddenly the tower called, 'Wallaby Zero One, clear for immediate take-off'. Witnesses say that there was a blur of green, blue and grey as our intrepid friend whipped up his flying suit, buckled his seat belt, and slammed open the cockpit door. Unfortunately he did not realise the sick bag and its contents had lodged in the hood of his flying suit. I am told it was a pretty 'shitty' take-off.

There were also some unusual flying incidents. One of these occurred when I was sent to a place called Go Cong, just across the river mouth from Vung Tau, for the first time. The so-called airfield at Go Cong was actually a widened section of bituminised highway. As at Camau in the early days, 'White Mice' (Vietnamese policemen) were on duty and held back pedestrians and bullock carts for our arrival. After an uneventful landing, I attempted to turn around. The runway, more accurately roadway, was so narrow that a forward-reverse-forward procedure was necessary. Poking the nose of the aircraft almost into a clump of bamboo at the runway edge I attempted to reverse, but with no result. A second attempt was equally unsuccessful. 'Let me take a look', called Dick De Friskbom, (right) the crew chief, over the intercom. A quick check of the main wheels told him that they were pushing the soft bitumen back behind them like a fold in a carpet. Once he was back on board I tried a new technique. By allowing as much room as I could and suddenly releasing the brakes with a lot of reverse power on, I managed to jump the fold and complete the turn.

Approaching My Tho on another occasion with more drums of POL, I noticed that the airfield seemed strangely deserted. No one on the ground answered our radio calls. I decided to land anyway, and leave the drums beside the strip, as we had done many times before. Late in the approach, two American GIs with rifles slung over their shoulders ran out onto the runway waving their arms in a 'do not land' sign. We overshot rapidly. When I told Dave Marland this story, he claimed he had nightmares for weeks after, with GIs waving him off wherever he went until he ran out of fuel. As with other incidents of this kind, I never found out the explanation. My purpose in relating these various stories is to illustrate that Wallaby pilots were wise always to anticipate the unexpected and be pleasantly surprised by the normal.

For several weeks, I operated only in the Delta, carting POL to just about every MACV outpost in this part of the country. I am sure I knew every canal and rice paddy from Saigon to the south coast. Aside from listening to a fusillade of shots during lunch at An Thoi one day, as trigger-happy guards chased a suspected VC infiltrator past the Officers' Club, nothing out of the ordinary happened. I still seemed to be jinxed. Walking out of TMC at Tan Son Nhut one day, Mick Lewino and I were just in time to see a forklift stick one of its prongs through the side of our Wallaby while taking a short cut to the next door aeroplane. Two weeks later, after a 406, Ian Baldwin and I arrived back at Saigon only to discover a massive oil leak in the starboard engine. It was too late to get another Wallaby over with a repair team in daylight, so we had to find somewhere to spend the night. We had never stayed overnight in Saigon before and had no regular contacts except TMC. I rang RAAF Headquarters only to find that everyone except the Duty Officer had gone home. The best he could do for us was a night sleeping on an office floor. Instead we accepted a lift on the back of the TMC truck and the offer of the night in borrowed beds (the owners were on R&R leave) in an incredibly scruffy room in a house in a Saigon side street. Since all we had with us was what we were wearing, namely sweaty, grimy flying suits, we were grateful for any small comforts.

Next day it was back to normal. We picked up our repaired Wallaby at Tan Son Nhut and headed back to home base. There must have been some letter writing to-and-fro prior to Christmas. One I sent home said: Concerning Christmas, I really need nothing up here—and I mean it. The only possible exception would be one or two cheap (the girls scrub things and wear them out in no

time) short-sleeved shirts, either cotton or golf type, colour anything except blue. I have plenty blue. As it turned out I got my request and quite a few surprise gifts as well.

With 1966 drawing to a close, I finally cracked another Nha Trang detachment. But it was over all too soon. I arrived back to find I was programmed to fly Christmas Eve, Boxing Day and the next three days after that. But I had a day off for Christmas. On Christmas Day, we had a ceremonial opening of Christmas hampers, which had been sent to us by various kindly people and organisations. These well-meaning folk were not to know it, but between us, we had about a month's supply of fruitcake, canned peaches, nuts and sweets. We probably introduced tooth decay into Camau, since the kids there got most of the lollies. One lot of hampers had cards in them, wishing the recipient a Happy Christmas from Fred or Bill or whoever had packed them. My card said: Wishing you a very Happy Christmas, with love from Christine. XXX. Whoever, or wherever, you are Christine, God bless you. But you cannot imagine the explaining I had to do when my wife eventually found your card at the bottom of my cabin trunk.

The catering staff excelled themselves. We feasted on roast turkey with cranberry sauce and baked vegetables, just like home, followed by plum pudding and brandy sauce. There was lots of champagne, as if there really were something to celebrate. The passage of time, perhaps? Everyone ate and drank to excess. Christmas was soon forgotten in the hassle of a New Year. It was back to flying six days a week. Those back at Vung Tau found time to accept an invitation to a New Year's Day cocktail party at a nearby American unit. John Steinbeck, the author, was a special guest. He was doing a tour of South-East Asia and Australia, perhaps doing research for a new book. He looked very old and tired. In no time at all, I was off to Nha Trang again with Stu Spinks, glad of a change of scenery. We had now moved onto the base for security reasons. Since we no longer needed transport, we had given up our faithful Ford 'rust bucket'.

With Tet approaching, there were nightly bunker drills (which we mostly ignored, since we needed the sleep more than the practice), and so-called Dragonships (from 'Puff the Magic Dragon'—DC-3s with infra-red sensors and Gatling guns) nightly scoured the hills to the north of the base. We watched them one night, beers in hand, the tracer from the Gatling making it look more like some kind of Flash Gordon ray gun. When the Gatling guns opened up at their shadowy targets, even trees in their path were chopped to matchwood. Dragons indeed, roaming the night, raining a hot breath of terror and destruction on

their hapless victims. It was a good time for my Rest and Recuperation (R&R) leave. I was also due for another Butterworth trip. I elected to go to Singapore for the R&R, where my wife Robyn would join me. I was very pleased when the CO agreed to give me a Butterworth trip as close as possible to the R&R. No less a person than the Officer Commanding RAAF Vung Tau, Group Captain Peter Raw, (right) was to be my copilot. I relayed the good news to Robyn who bought a ticket from Qantas and flew up to Penang via Singapore. She was waiting for me on the tarmac at Butterworth when we arrived. I could not get over how thin she looked but it was great to be together again, if only for a short time. As before we had to do a compass swing on the aircraft. Although technically the captain, I readied myself to man the compass outside. I was astounded when the group captain said: 'Jump into the aircraft Pedrina. Robyn can keep you company in the right-hand seat. I'll man the compass.'

For the next hour and a half, he stood in the hot sun, lining up and reading the compass and recording the results. Robyn and I agreed he was one of life's true gentlemen. We were grateful too to our friends Craig and Margaret Cousens, who put us up in their house for my four nights at Butterworth and Robyn for another week. It was strange returning to Vietnam knowing I would be flying back to Singapore in a week's time, even stranger facing the hazards of the Delta knowing Robyn was waiting for me to return. But I finished the week in one piece, boarding the R&R special flight to join her in Singapore. We booked into the Cathay, then Singapore's plushest hotel, and lost ourselves in each other, and the market places and nightclubs of this intriguing city. For seven whole days, we pretended that Vietnam did not exist.

Click HERE to see an interview with Rob "Little Chuck" Connor on his experiences in Vietnam.

Humans share 50% of their DNA with Bananas.

Turbulence in the air.

When an aircraft hits turbulence mid-flight, some passengers will tell you the aircraft dropped thousands of feet, others will tell you it was nothing.

What's the real situation.

Recently a Qantas plane believed to have plummeted several thousand feet only ever moved its nose about three-degrees, the airline's chief pilot has revealed. Passengers on Qantas' QF94 from Los Angeles to Melbourne believed they were about to die after the A380 aircraft encountered turbulence at about 30,000 feet above the Pacific Ocean.

"The lady sitting next to me and I screamed and held hands and just waited, but thought with absolute certainty that we were going to crash. It was terrifying," passenger Janelle Wilson told The Australian. Ms Wilson believed the plane entered a "free fall" and was "nosediving".

But this was a common misunderstanding of something which is "routine" in aviation, according to Qantas chief pilot Richard Tobiano. "There was no cause for concern, the plane's nose pitch(ed) up slightly" – about three degrees – after the aircraft hit about 10 seconds of turbulence. This is routine for aircraft that encounter turbulence", he said.

"The 'plunge' that a few passengers have described was actually the A380 immediately returning itself to a steady state." The airplane climbed maybe 100 feet or so and descended back to its cruising altitude and the captain took action to avoid the further exposure to the wake vortex. The situation was handled fully in accordance with procedures and the aircraft performed as designed. Media identity Eddie McGuire who was on board the flight said the aircraft only "slightly" felt like it was "going over the top of a rollercoaster". "There was a little bit of turning of the plane as well and a little bit of downward. It was one of those ones that got your attention. Then it levelled off."

The aircraft was flying 1000 feet below and 37 kilometres behind another A380 Qantas plane when it was met by "some disturbed air", Qantas' Mr Tobiano said. Both planes were "well aware of each other" but "wake turbulence" can be difficult to predict and "often arrives as a sudden jolt when you're otherwise flying smoothly", Mr Tobiano said. He said the captain made an announcement during the flight to "explain what happened" because he "knew how this would have felt to passengers".

Aside for the perceived sudden plunge, the flight was "uneventful" Mr Tobiano said. The concept of turbulence is "one of the most misunderstood elements of flying". It can be caused by large, dense clouds and sudden changes in the wind's direction. "Aircraft are engineered to deal with levels of turbulence well beyond anything you'd realistically encounter. "Turbulence can be unexpected and uncomfortable, but provided you have your seatbelt on whenever you're seated, it's not something to fear."

Every year coconuts kill more people than Sharks ever do.
So do Cows.

Amy Johnson.

Amy Johnson CBE (1903-1941) was one of the most influential and inspirational women of the twentieth century (and a damn good sort too – tb). She was the first woman to fly solo from England to Australia in 1930 and set a string of other records throughout her career.

Amy was the eldest of four sisters and grew up in Hull in the UK, where her father ran a fish export and import business. She studied at Sheffield University, before a failed love affair persuaded her to try a new life in London. She worked as a typist for a firm of solicitors until, at a loose end one Sunday afternoon, she boarded a bus that took her to Stag Lane Aerodrome in North London. She was immediately captivated by the primitive biplanes she watched taking off and landing. Soon she started to spend all her spare time at the aerodrome.

During the 1920s and 1930s aviation was dominated by the rich and famous and most female pilots were titled women such as Lady Heath, the Duchess of Bedford and Lady Bailey. But Amy gained a ground engineer's "C" licence and, with the financial help of her father, took flying lessons. In 1929 she was awarded her pilot's licence.

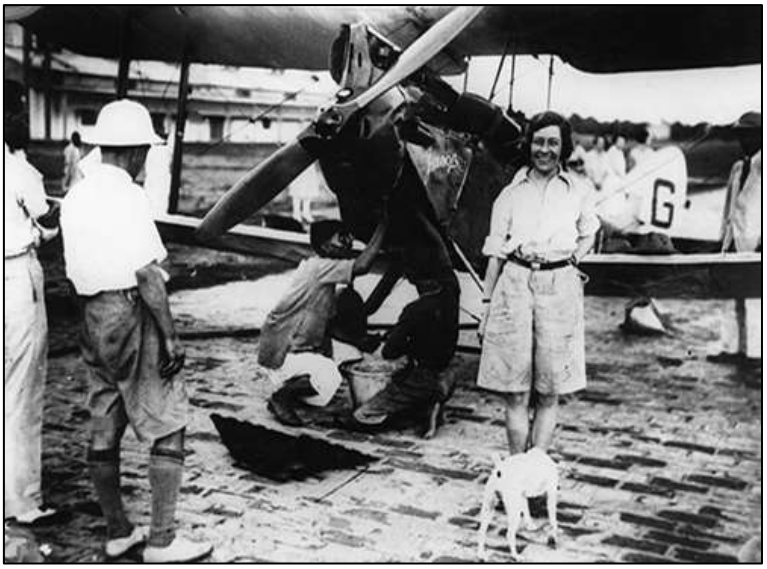
Although her flight was meticulously planned her gender remained the main point of interest for the Daily Mail, whose headline mistakenly announced, that she had set off with a, "Cupboard Full of Frocks".

Amy left Croydon Airport for Australia on the 5th May, 1930 in a second-hand Gipsy Moth called Jason. Unlike today's pilots, Amy had no radio link with the ground and no reliable information about the weather. Her maps were basic and, on some stretches of the route, she would be flying over uncharted land. Until her Australia trip, her longest solo flight had been from London to Hull.

Daringly, Amy had plotted the most direct route – simply by placing a ruler on the map. This took her over some of the world's most inhospitable terrain and meant she had to fly the open-cockpit for at least eight hours at a time. It was essential that she kept to her route because fuel was waiting for her at each stop.

Despite a forced landing in a sandstorm in the Iraq desert she reached India in a record six days and the world's press suddenly started to pay attention. She became the "British Girl Lindbergh", "Wonderful Miss Johnson" and "The Lone Girl Flyer".

In India she surprised an army garrison by landing on a parade ground and, when she reached Burma (modern-day Myanmar), she faced her biggest challenge: the monsoon. Outside Rangoon a bumpy landing ripped a hole in Jason's wing and damaged its propeller. A local technical institute repaired the wing by unpicking shirts made from aeroplane fabric salvaged from the First World War.



Although the monsoon robbed her of her chance to beat Hinkler's record, Amy landed in Australia on Saturday, 24 May to tumultuous crowds. Over the next six weeks she was treated like a superstar. Women asked their hairdressers for an "Amy Johnson wave" and the affectionate way in which she described Jason – "But the engine was wonderful" became a catchphrase.

At least ten songs were written about her, the most famous, "Amy, Wonderful Amy" performed by Jack Hylton. Fan mail poured in and such was her fame that an envelope addressed to "Amy wat flies in England" reached its destination.

She was exhausted by the physical and mental strain of her flight and found it impossible to return to normal life. In July 1931 she flew to Tokyo with her mentor and mechanic, Jack Humphreys, as co-pilot. They set record times to both Moscow and Japan.

After a short courtship, Amy married Scottish pilot Jim Mollison in 1932, and they became known as the "flying sweethearts". Later that year Amy set a solo record from London to Cape Town and in 1933 she and her husband crossed the Atlantic – a journey made more dangerous by the need to carry large amounts of fuel and by the fact that for most of the journey they were out of reach of land. Although they crashed in Connecticut they nevertheless established another world record and America took them to their hearts. They were given a ticker tape parade in New York and entertained by President Roosevelt.

The following year the couple flew the revolutionary new de Havilland DH.88 Comet in the Britain to Australia MacRobertson Air Race. Although they achieved a record time to India they were forced to retire due to engine trouble. Amy's last major flight took place in May 1936 when she regained her England to South Africa record.

It was becoming harder to break records, Amy turned her attention to business ventures, journalism and fashion. She modelled clothes for Elsa Schiaparelli and created her own travelling bag, until the outbreak of the war in 1939 made her reconsider her public role.

In 1940 she joined the Air Transport Auxiliary, an organisation set up to ferry planes around the country for the Royal Air Force. On Sunday 5 January 1941 she left Blackpool in an Airspeed Oxford, which she had been ordered to deliver to RAF Kidlington, near Oxford.

At about 3.30pm a convoy of ships was approaching Knock John Buoy on Tizard Bank, off Herne Bay when a seaman spotted an aeroplane and then a parachute floating down through the snow. Several sailors then reported seeing two bodies in the water. One was described as fresh-faced and wearing a helmet. This figure called out for help in a high-pitched voice as it drifted dangerously close to the ship's propellers.

Once it became clear that there was no hope of saving the helmeted pilot Lieutenant Commander Walter Fletcher, captain of the HMS Haslemere, dived into the icy water to try to save what he took to be a passenger. He was seen to reach the spot and rest beside a floating object, before attempting to return to the ship. He was rescued from the water but died later from exposure and shock at the Royal Naval Hospital at Gillingham and is buried in Woodlands Cemetery. Neither the so-called "second body", nor Amy's body were ever recovered. Parts of her plane and some of her possessions, including a travelling bag, a cheque book and her logbook, later washed up nearby.

Speculation about what exactly happened that afternoon and why she was so far off course has ranged from rumours that she was on a secret mission to the more mundane theory that she got lost and simply ran out of fuel. The idea of a secret mission was probably sparked by a statement issued by the Admiralty which mentioned two bodies. Although this was later corrected, other newspapers picked up the idea of "Mr X". In 1999 a former member of the 58th (Kent) Heavy Anti-Aircraft Regiment expressed a fear that Amy may have been shot down by "friendly fire". This theory, however, seems unlikely, given the unit's distance from the plane.

The mystery surrounding Amy's final hours has only added to the mystique attached to her life. However, while the exact details of her death may never be known Amy's bravery and pluck continue to inspire.

Click HERE to see her arrival in Brisbane.

The probability of you drinking a glass of water that contains a molecule of water that also passed through a Dinosaur is almost 100%.

The Shuttleworth Collection.

If you're interested in old aircraft – have a look at THIS, there are some amazing old machines here, all flying too.

B2 Spirit bomber.

The Northrop B-2 Spirit, also known as the Stealth Bomber, is a US heavy penetration strategic bomber, featuring low observable stealth technology designed for penetrating dense anti-aircraft defences. It is a flying wing design with a crew of two and can deploy both conventional and thermonuclear weapons, such as eighty 500 lb (230 kg) class (Mk 82) JDAM Global Positioning System-guided bombs, or sixteen 2,400 lb (1,100 kg) B83 nuclear bombs. The B-2 is the only acknowledged aircraft that can carry large air-to-surface standoff weapons in a stealth configuration.

Development started under the "Advanced Technology Bomber" (ATB) project during the Carter administration; its expected performance was one of his reasons for the cancellation of the supersonic B-1A bomber. The ATB project continued during the Reagan administration, but worries about delays in its introduction led to the reinstatement of the B-1 program. Program

costs rose throughout development. Designed and manufactured by Northrop, later Northrop Grumman, the cost of each aircraft averaged US$737 million (in 1997 dollars). Total procurement costs averaged $929 million per aircraft, which includes spare parts, equipment, retrofitting, and software support. The total program cost, which included development, engineering and testing, averaged $2.1 billion per aircraft in 1997.

Because of its considerable capital and operating costs, the project was controversial in the U.S. Congress. The winding-down of the Cold War in the latter portion of the 1980s dramatically reduced the need for the aircraft, which was designed with the intention of penetrating Soviet airspace and attacking high-value targets. During the late 1980s and 1990s, Congress slashed plans to purchase 132 bombers to 21. In 2008, a B-2 was destroyed in a crash shortly after takeoff, though the crew ejected safely. There are now 20 B-2s in service with the United States Air Force, which plans to operate them until 2032.

The B-2 is capable of all-altitude attack missions up to 50,000 feet (15,000 m), with a range of more than 6,000 nautical miles on internal fuel and over 10,000 nautical miles with one mid-air refuelling. It entered service in 1997 as the second aircraft designed to have advanced stealth technology after the Lockheed F-117 Nighthawk attack aircraft. Though designed originally as primarily a nuclear bomber, the B-2 was first used in combat dropping conventional, non-nuclear ordnance in the Kosovo War in 1999. It later served in Iraq, Afghanistan, and Libya.

Click HERE to see the B2 being refuelled mid-air. Note how the refueling door opens and closes

McDonald's sells 75 Hamburgers every second of every day.

The Short Belfast.

The Short Belfast (or Shorts Belfast) is a heavy lift turboprop freighter that was built by British manufacturer Short Brothers at Belfast. Only 10 aircraft were constructed, all of which entered service with the Royal Air Force (RAF), who operated it under the designation Short Belfast C.1.

Upon its entry into service, the Belfast held the distinction of becoming the largest aircraft that the British military had ever operated. It was also notable for being the first aircraft to be designed from the onset to be equipped with full 'blind landing' automatic landing system equipment. Following the formation of RAF Strike Command and a reorganisation of transport assets, the RAF decided to retire all of its Belfast transports by the end of 1976.

Shortly after the type had been retired by the RAF, a total of five Belfasts were sold and placed into civilian service with the cargo airline HeavyLift Cargo Airlines. These civilian aircraft were used for the charter transport of various goods, including to the RAF. One Belfast is on display at the RAF Museum Cosford. A Belfast formerly operated by Heavylift is lying abandoned at Cairns Airport in Australia and is the subject of a legal dispute for fees between the airport and the current owner of the aircraft, Flying Tigers.

The airport lodged documents in the Cairns Supreme Court calling for the Sydney-based company, which owns the white Short Belfast cargo plane, to be wound up and for it to pay more than $100,000 in outstanding rental fees.

The application shows the airport's solicitor wrote to the owner, Flying Tiger Oversize Cargo, in early August 2016 and issued a statutory demand warning they had 21 days to pay the debt.

"A failure to respond to a statutory demand can have very serious consequences for a company," the letter said. "It may result in the company being placed in liquidation and control of the company passing to the liquidator ..."

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The Cairns Post revealed in July 2016 the plane, nicknamed “Hector” by airport workers, has been the subject of an ongoing dispute between the airport, Flying Tiger and the Civil Aviation Safety Authority (CASA) and has been parked at the airport for about four years. It is “unregistered, uncertified and unairworthy”, according to CASA who said a notice had been issued to prevent it from flying until it passes testing.

The Belfast at Cairns.

The huge aircraft (twice as big as a C-130) is regarded as the last of its kind in the world and aviation experts have said it would be nearly impossible to source spare parts or sell it in its current state, but the airport wants Hector gone and a letter penned by their solicitor to Flying Tiger warns they may be also seeking further compensation.

“Please note that in addition to the amount claimed in the demand, my client has suffered damages on account of the aircraft being left on its apron,” the letter said.

Apples, like Pears and Plums, belong to the rose family.

The Civvy Herc wows a Global Audience at Farnborough Airshow.

Civilian versions of the C-130 have been around almost as long as the C-130 has, with the first LM-100 flying in 1964 and 114 aircraft delivered before production ended in 1992. The new LM-100J, with a list price somewhere upwards of $60 million, has the same Rolls-Royce AE 2100 D3 turboprop engines and six-blade Dowty R391 propellers as its military C-130J counterpart,

along with features like Full Authority Digital Engine Control (FADEC) so that civilian fliers don't need to worry about having a flight engineer. Oh, also it can do loops, not that you or your cargo are likely to need that.

https://youtu.be/DFNABZFoTF8

Flying Officer Bob May's landing of A4-233 on nosewheel and ramp, 38SQN Richmond, 1968. Two contiguous film clips; the first shows the landing from ground level, and the second from Richmond Tower. I believe these clips are RAAF official.

Our Air Force - one of the Best!!

Back in April this year, Air Vice-Marshal Bob. Richardson, AO AFC RAAF (Ret'd) gave a presentation at Australian Aviation Club in Canberra.

Bob argued that today's RAAF, although not the biggest is certainly one of the best equipped Air Forces in the world - and he should know! Bob flew over 5000 hours in 25 different RAAF, Army and foreign military aircraft and has 250 hours in sailplanes. In 1995 he was appointed as a Fellow of the international Society of Experimental Test Pilots and he was also made an Officer in the Order of Australia in that year. He was Australia's most experienced test pilot.

Born in Victoria and brought up on soft fruit, dairy and poultry farms, Bob started his working life as a laboratory assistant and although he gained a Diploma in Chemistry, he only had eyes for the sky and constantly poured all his spare money into learning to fly. He joined the RAAF and was selected for No. 43 Pilots Course in 1961 and after 15 months of training he was given his wings and was selected to go to Newcastle for fighter training. He went on to fly Sabres with 77 and 79 Squadrons, spending a total of 3 years in Malaysia, Singapore, Thailand and Borneo during the Indonesian Confrontation crisis.

Returning to Australia, he completed a tour as flying instructor at No. 1 BFTS at Point Cook, then in 1968 he was selected to attend the famous Empire Test pilots School in England after which followed four separate periods totalling nearly 14 years at ARDU at Laverton as an experimental test pilot. He was Chief Test Pilot for five years and later commanded the Unit in 1986-87.

Highlights during his test flying career included:

- all Macchi weapon clearances and erect and inverted spinning trials,
- being seconded to Commonwealth Aircraft Corporation for new Macchi production testing and to the Government Aircraft Factories for Sabre overhaul and Mirage conversions to the ground attack role, mainly flown from Avalon Victoria.
- many fast jet weapons development and heavy weight take-off trials in the Mirage fighter.

On one test flight in August 1972, Bob was forced to eject from a Mirage following engine failure. He says he's a bloke with 9 lives, the Mirage was only at 600 feet when he had to leave it and he readily agrees that he owes his life to the Martin-Baker company. He did suffer some injuries during the landing, there was a 35 knot wind blowing and he hit the ground at about 75 kph – a forward rate equivalent to a fall off a 25 metre building.

Later while in command of ARDU's Flight Test Squadron, Bob was attached to Air Force Headquarters for lengthy periods between 1979 and 1981 as the chief test pilot on the evaluation

of new fighter aircraft, culminating in the selection of the F/A-18. He evaluated the Mirage 2000, F16A/B, Northrop F-18L and several early F/A-18 prototypes and was later awarded the Air Force Cross for this work.

Over the next 15 years Bob spent periods in Defence Strategic and International Policy formulation, attended the Royal College of Defence Studies in London in 1991 and was appointed RAAF Training Commander 1992-93. He was then appointed as the military co-author of the 1994 Government Defence White Paper 'Defending Australia', following which he was promoted to Air Vice-Marshal in February 1995 and appointed Chief of Air Force Personnel and Budget. After a period as Deputy Chief of Air Force he transferred to the RAAF Reserve in June 1997.

He then spent two years carrying out a major review of the three Service arms of the ADF Cadet Scheme, with a civilian colleague for the Minister for Defence Personnel. The major recommendations of this review, including re-naming the three organisations and greatly improved administration and funding were fully accepted and implemented. He also spent several years working as a Consultant with British Aerospace PLC.

Flying runs in the family, his father was a highly decorated RAAF Beaufighter pilot who completed two operational tours in 254 Squadron RAF in the Second World War. Bob developed his love of flying in his teenage years and began gliding when he was 16. He went solo long before he could drive a car.

These days he farms alpacas on a 48 hectare property near Yass in NSW and is actively involved in alpaca fleece industry development and local Legacy and RSL activities.

I read that, by law, you have to turn on your headlights when it's raining in Sweden.
How the hell and I supposed to know if it's raining in Sweden?

With such a background, Bob was supremely qualified to propose such a presentation subject.

He says:

"I make that bold claim and I'm going to try to convince you that it's valid. I never imagined that in retirement I would one day stand before my peers and claim that the Royal Australian Air Force, approaching 100 years old, now has the best air combat and supporting capabilities in the world – and I include the USAF and USN in that comparison.

So, drawing on my other privilege of being invited over many years, with some others here, to visit RAAF bases annually for briefings on current capabilities, I'll now remind you of some of them. And I'm going to skip over my favourite aircraft, the Classic Hornet – with its incredible record of 33 years in service with no loss due to technical cause: all four we've lost have been through operator mishap - a unique operational record!

The Air Force has 24 F/A-18F Super Hornets, all at 1 Sqn Amberley. Their last combat deployment to Operation OKRA in the Middle East which ended in December 2017.

The twin seat F/A-18F Super Hornet can undertake:

- air interception;
- air combat;
- close air support of ground troops; and
- interception of enemy supply lines including shipping.

It has 11 external hardpoints: 2 wingtips, 6 under-wing, and 3 under-fuselage, allowing 8 tonnes of external fuel and ordnance.

In the last 3 years the RAAF has spent $534m on some of its weapons, including:

- the latest AIM9X-2 Sidewinder missiles and associated equipment with associated training and logistical support.
- 450 AIM-120D AMRAAM missiles and support for the Super Hornet, Growler fleets, and the Lockheed Martin F-35 Lightning II. This networked, beyond-visual-range 120D AMRAAM missile introduces satnav, a two-way datalink and new guidance software for improved kinematic performance and weapon effectiveness.
- The JDAM Joint Direct Attack Munition which is a guidance kit that converts dumb bombs into all-weather smart weapons and is the main strike weapon used in the Middle-East. JDAM bombs are guided by integrated INS coupled to a GPS receiver, giving them a

range of up to 15 miles for 500lb or 2000lb bombs. Targeting is networked between other allied aircraft – each can designate for others. The enhanced Laser targeted LJDAM can also engage moving targets. (The RAAF is also getting Australian-designed and built JDAM Extended Range Wing Kits. These extend weapon range by more than 3 times to over 35nm with an accuracy of 3 – 7 metres. (10,000 of these are being exported!)

- The new AGM154-C1 joint stand-off weapon which includes a Link-16 datalink and moving target capability against sea and high value land targets at launch ranges of up to 70 nautical miles from Super Hornets and the F35. The Link 16 datalink allows the launcher, or another controller, to provide real-time target updates to the weapon.
- The AGM-84L Harpoon Block II+, jet-powered at 0.7 Mach for up to 67nm with a big 488lb warhead, now includes new GPS guidance, a new data link interface for in-flight updates, improved target selectivity, an abort option and enhanced resistance to electronic countermeasures.
- The RAAF has also recently bought 110 AGM-88B and E HARM Hi-Speed Anti-Radiation missiles. Many years ago, I was responsible for clearing the earlier very impressive HARM on our F111C while at ARDU and recently we applied an ER (Extended Range) upgrade to the current Advanced HARM which will soon provide much greater range, offering significantly expanded abilities for Destruction of Enemy Air Defence missions. Most importantly HARM fits into the F-35 internal weapons bay.

Finally, the Super Hornets have the M61 6-barrel cannon, firing 20mm HE at 6000 rounds per minute.

12 EA-18G Growlers entered RAAF service last year with 6 Sqn Amberley. Australia is the only country outside of the US to be granted access to this aircraft. It is very similar to the Super Hornet, with a 90% compatibility but for greater EW mission stability Boeing modified leading edge and wing fold fairings and added wing fences and aileron "tripper strips". Most of the airborne electronic attack equipment is mounted in the former internal cannon compartment.

The Electronic Warfare systems include ALQ-218 wideband receivers on the wingtips and ALQ-99 high and low-band tactical jamming pods. These two systems form a full spectrum electronic warfare suite to provide detection and jamming against all known surface-to-air threats. But, more importantly, the Growler is the first fighter to use its active APG-79 AESA electronically scanned array radar for electronic attack, with a software upgrade to allow the array of transmitter modules to be used as a powerful directional jammer. Under sensor integration, the radar is linked to the ALR-67 radar warning receiver via the Growler's fibre-optic network and the radar's ground mapping capability is then used to pinpoint detected emitters.

The ALQ-214 ECM suite is also integrated so the aircraft can jam emitters through its AESA radar. (An active electronically scanned array (**AESA**), is a type of phased array antenna, that is a computer-controlled array antenna in which the beam of radio waves can be electronically steered to point in different directions without moving the antenna.)

The Growler can be fitted with up to five jamming pods programmed for different threats and will typically add two AIM-120 AMRAAM self defence missiles and two HARM attack missiles.

Lastly, very important is the INCANS Interference Cancellation system that allows voice communication while jamming enemy comms!

We've committed to 72 F-35A aircraft for three operational squadrons at Williamtown and Tindal and No. 2 Operational Conversion Unit at Williamtown. 3 Sqn be the first to receive the aircraft next January (2019), the others each following year. It's hoped a fourth operational squadron will be considered next decade for Amberley, for a total of 100 F-35As.

3 squadron pilots, who will bring the aircraft to WLM in December or January 2019 are now flying the first 6 F-35As with a US training squadron. 3 Squadron will be fully operational in 2021 and all 72 aircraft will be operational by 2023.

The F-35A is characterised by its low profile design, internal weapons and fuel carriage, APG-81 AESA radar, electro-optical and infrared sensors, advanced voice and data link communications, and the ability to employ nearly all the air-to-surface and air-to-air weapons mentioned previously, most in its internal weapon bay. It's capable of supersonic flight without afterburner and has excellent acceleration and 9G manoeuvrability.

But it's the SYSTEMS that provide the Lightning's real combat capability! For example - the AAS-37 electro-optical Distributed Aperture System provides F-35 pilots with a unique protective sphere around the aircraft for missile warning, navigation support and night operations. This unique 360 degree, spherical situational awareness system, has six high resolution IR (infra-red) sensors mounted around the airframe to provide unobstructed spherical coverage and functions around the aircraft without any pilot input or aiming required. It warns the pilot of incoming aircraft and missile threats, as well as providing day/night vision, fire control capability and precision tracking of wingmen and friendly aircraft for tactical manoeuvring. It also supports the navigation function of the Lightning's forward-looking infrared sensor.

So, the key Lightning features are its advanced sensors:

- Networking and Data Fusion Capabilities,
- Helmet Mounted Night Vision Weapon Sight, and
- its Low Observation Stealth – not to mention its eye-watering cost!

The C-17A Globemaster III now provides the Air Force with a world-wide capability for strategic airlift. It allows Australia to rapidly deploy troops, supplies, combat vehicles, heavy equipment and helicopters anywhere.

Based at Amberley, all eight C-17As are operated by No. 36 Squadron and provide a logistics backbone for Australian Defence Force operations overseas. It can operate from unsurfaced runways as short as 3500 feet/1100m.

With a max take of weight (MTOW) of 265 tonnes, the C-17A can carry up to 77 tonnes of cargo, and carry loads ranging from an Abrams Tank, four Bushmasters, or three Black Hawk helicopters for ranges from 2,400 to 5,600 nautical miles unrefuelled. It can also be converted for medical rescue.

36 Squadron has delivered large loads to our Antarctic airfield near Casey Station, and has also air-dropped a load there in winter.

Our C-17s have the latest LAIRCM Large Aircraft Infrared Countermeasures system, AAR-47 missile warning system and ALE-47 flare dispenser.

There's not much more to say about our last squadron of Hercs, the great workhorse that transformed RAAF transport capability from the Dakota era in the 1960s.

Most of us will have flown in it, some more times than we care to remember, others perhaps when 86 Wing provided a memorable airline service Australia-wide for a period.

Of my many trips in it, I'll always remember an overnight Joint Staff College return from Bangkok to Canberra via the South Australian Bite, cruise-climbing with all the floor heating unserviceable…!

H

The KC-30A Multi-Role Tanker Transport is a heavily modified Airbus A330-200 airliner for air-to-air refuelling and strategic air lift. It has advanced communication and navigation systems, and EW self-protection against missile threats.

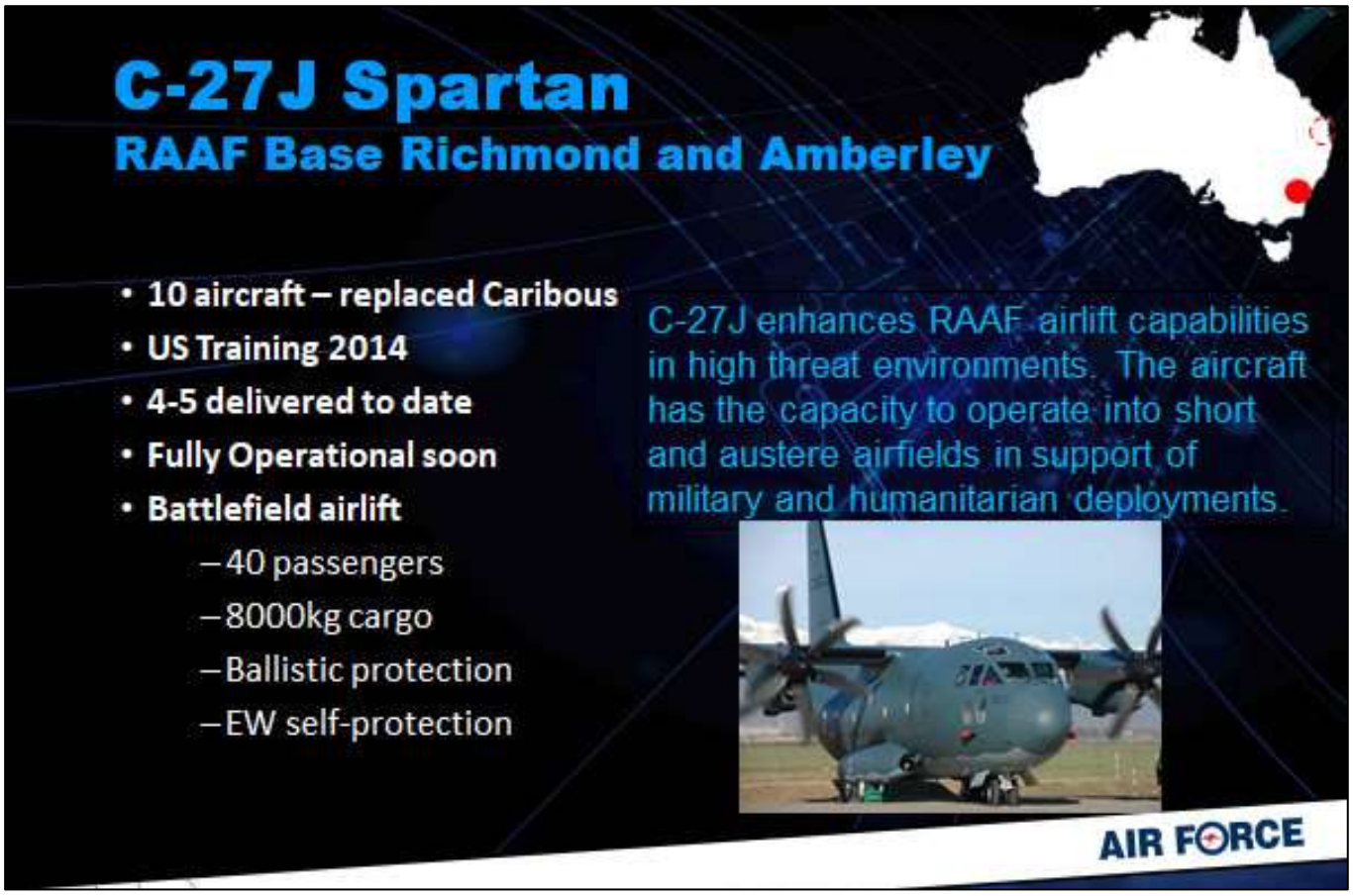
Two more KC-30s are being delivered this year, bringing the fleet to seven at 33 Sqn Amberley. These two are former Qantas A330-200s, now being converted to tankers and one of them will have a VIP fit-out with meeting room and VIP comms facilities in the forward Business section - but will primarily remain as a tanker. The last White Paper planned to increase the KC-30 fleet to nine to support new RAAF aircraft such as the P-8A Poseidon.

The KC-30A Boom System and two electric refuelling pods under each wing are controlled by an Operator at the rear of the cockpit, who views refuelling on 2D and 3D screens. I had the opportunity last November to plug the boom into a C-17 in the impressive 33 Sqn refuelling simulator…

It can carry a fuel load of more than 100 tonnes and transfer much of that to compatible aircraft, including all of our Hornets, the E-7A Wedgetails, the C-17A Globemasters, the P-8A Poseidons, and the F-35A Lightnings. And, of course, it's now routinely refuelling many allied aircraft in the Middle East, such as F-16s, B2s, Tornados, and the French combatants, etc. Our KC-30 is widely

regarded as the best tanker in the world and is clearly superior to the somewhat troubled new USAF aircraft.

The KC-30A can remain 1800 km from its home base for up to 4 hours to offload 50 tonnes of fuel. It can also carry 270 passengers, and 34 tonnes of freight in pallets and containers.



Supplementing the Hercules and Globemaster, the C-27J Spartan battlefield airlifter can airdrop cargo and paratroops, typically airlift cargo or up to 34 passengers; conduct aeromedical

evacuations with 21 stretchers; operate from unsurfaced strips, and support humanitarian missions in remote locations.

The first Spartan arrived in 2015, to be operated by No. 35 Squadron at Richmond. The last of ten have now arrived and the squadron will relocate to Amberley next year (2019) when permanent facilities are completed.

The C-27J complements the ADF's existing air mobility fleet, bridging the gap between Army's helicopters including the CH-47F Chinook and larger Air Force transports such as the C-130J and C-17A. With a max T/O weight of 30.5 tonnes the C-27J can carry up to 11.5 tonnes, more than twice the old Caribou's loads, into similar restricted airfields and it has a range of 2200nm with 6 tonnes payload. Its service ceiling is 30,000 ft.

The E-7A Wedgetail now provides Australia with the most advanced air battlespace management capability in the world. Based at Williamtown, our six E-7A Wedgetails fundamentally increase the effectiveness of the ADF. They provide air control from the sky and can cover four million square kilometres during a single 10-hour mission.

The Wedgetail is based on a Boeing 737-700, with the most advanced Multi-Role Electronically Scanned Array (MESA) radar currently in-service, operating at ranges over 200 nautical miles. This airborne early warning and control platform can gather information from a wide variety of sources, analyse it, and distribute it to other assets – to control the tactical battle space; provide direction for assets in the air, at sea and on land; and support other aircraft such as tankers and intelligence platforms.

Its 10 state-of-the-art mission crew consoles can track airborne, maritime and other targets simultaneously and its comms systems include HF, VHF, UHF, Link-11, Link-16, and UHF SATCOM. EW self-protection measures include directed IR counter-measures, chaff and flares

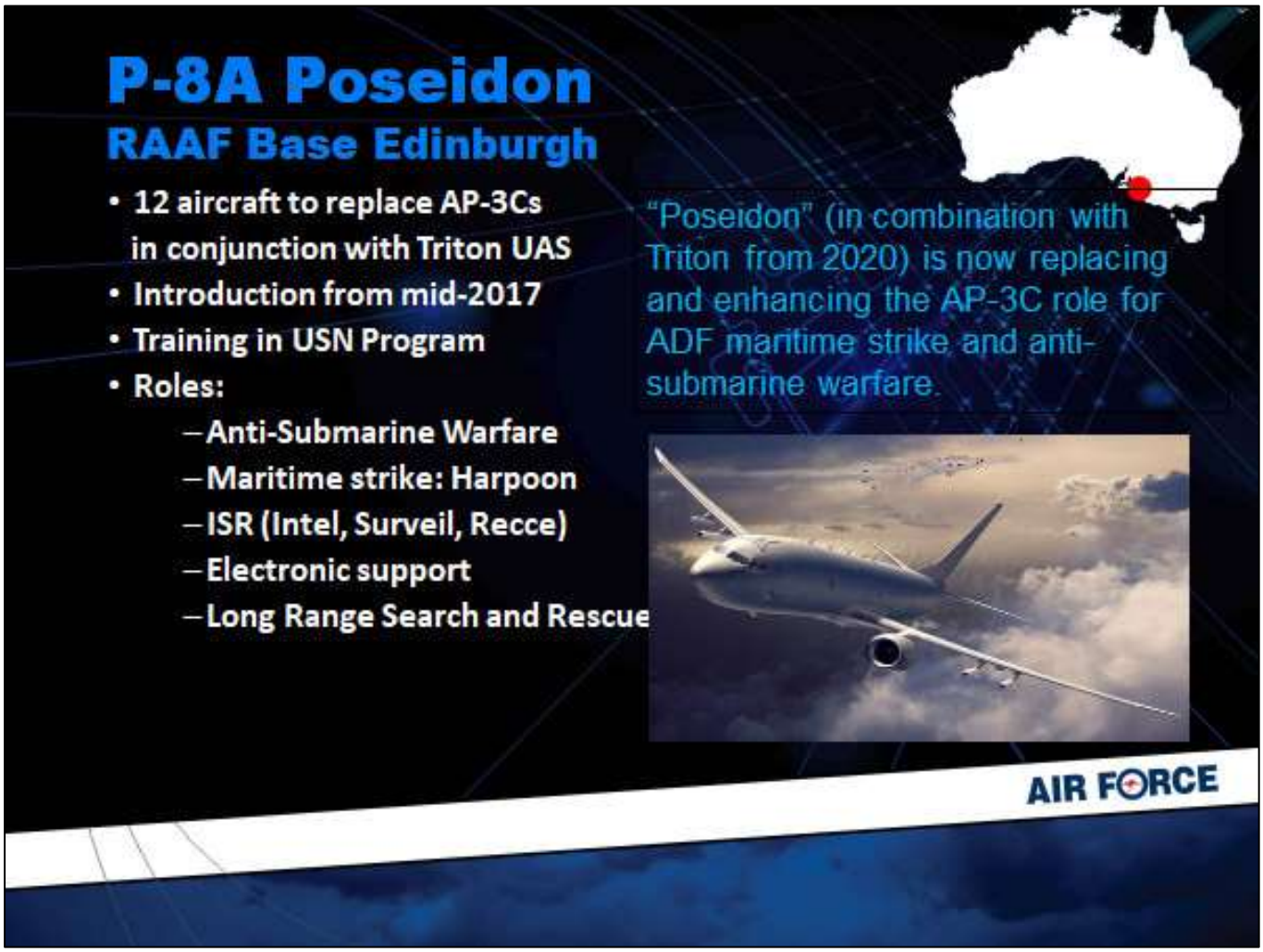
Currently deployed on Operation OKRA, it is routinely thought of as definitely the allied AEW&C capability of choice. E-7A unrefuelled range is 3,800 nautical miles or 7000km.

The P8 Poseidon is the West's newest maritime surveillance aircraft. Its use is to support:

- anti-surface and anti-submarine warfare,
- maritime and overland intelligence,
- surveillance and reconnaissance,
- electronic support, and
- a search and rescue capability.

Both the USN and the RAAF plan Poseidon to operate with the support the MQ-4C Triton unmanned aircraft system. The Poseidon will replace the ageing AP-3C Orions, and uses state-of-the-art sensors and mission systems, including advanced multi-role radar, high definition cameras and an acoustic system with four times the processing capacity of our AP-3Cs.

L



Six of the twelve 11Sqn Poseidons are now at Edinburgh; the last will arrive by March 2020 with a possible additional 3 aircraft later next decade.

The P-8A is built as a military aircraft, based on the proven Boeing 737-800ER, but structurally modified to include a weapons bay, under-wing and under-fuselage weapon hard points, as well as strengthening for low level operations to 200 ft. The comms suite includes radios and data links across the VHF, UHF, HF and SATCOM spectrums.

An internal fuel capacity of almost 34 tonnes gives the P-8A 6 hours mission endurance at a range of 600nm from base, and 4 hours at 1200nm range. It is boom air-refuellable.

The nose synthetic aperture radar and ISAR has a specialized Radar Detection and Discrimination mode to detect periscopes at long range. Inverse synthetic aperture radar (ISAR) is a radar technique using radar imaging to generate a two-dimensional high resolution image of a target.

Up to 120 sonobuoys are carried, deployed by two reloadable rotary pneumatic launchers. The Poseidon can carry five missiles, depth charges or torpedoes in a rotary launcher in the rear fuselage and six more on underwing racks. A new hydrocarbon sensor detects fuel vapours from diesel-electric submarines.

M

The MK 54 lightweight torpedo is the main ASW weapon. The P-8 can also use a special High Altitude Air Launch Accessory to turn its Mark 54 torpedoes into GPS-guided glide bombs that can be dropped from up to 30,000ft. These shed their wings on hitting the water and home on targets using on-board sonar.

Poseidons can also carry Harpoon AGM-184H/K anti-ship missiles with a range of 150 miles. (My personal opinion is that we should clear other long-range weapons using those external hard points – because the knowledge of that platform potential would greatly complicate an adversary's tactical planning on the basis of the Poseidon's very long range with AAR and ability to network with eg JORN, Wedgetail, Triton and the other combatants for protection!).

The MQ-4C Triton Unmanned Aircraft System is a High Altitude Long Endurance (HALE) aircraft that will be used from 2020 for maritime patrol and other surveillance roles. Supporting missions up to 24 hours, the Triton is equipped with a sensor suite that provides a 360-degree view of its surroundings for over 2000 nautical miles.

Seven Tritons will be based at Edinburgh and will operate alongside the P-8A Poseidon to replace the AP-3C Orions. The endurance of the Triton means that it can stay airborne for longer than any crewed aircraft.

N

It will be flown by two qualified Air Force pilots from a ground station and information gathered will be analysed and communicated by operational staff such as aircrew, intelligence, operations and administration officers, engineers, and logisticians (depending on the training or mission requirements).

The Triton has de-icing and lightning protection systems that allow it to descend through cloud to gain a closer view of ships and other targets at sea, complementing the Poseidon.

It can remain aloft for more than 30 hours at 55,000 ft and fly at speeds up to 330 knots. Its surveillance sensor is the ZPY-3 MFAS Multi-Function Active Sensor X-band AESA radar with a 360-degree field-of-regard, capable of surveying 7,000,000 square km of ocean, as well as shoreline or land, or 5,200 square km in a single sweep.

Although similar to the current PC-9 trainer, the new PC-21 is a far superior aircraft.

The first six of 49 Pilatus PC-21 advanced trainers were delivered to East Sale last August (2017). From 2019 the PC-21s will replace the current Pilatus PC-9/As and the CT-4B Airtrainers which are currently used for basic training. 42 of the new PC-21s will be used for both basic and advanced ADF pilot training at Basic Flying Training School, BFTS, which is relocating from

Tamworth to East Sale. BFTS will join the QFI training conducted by Central Flying School and its Roulettes formation display flying. 2 Flying Training School will remain at Pearce, WA.

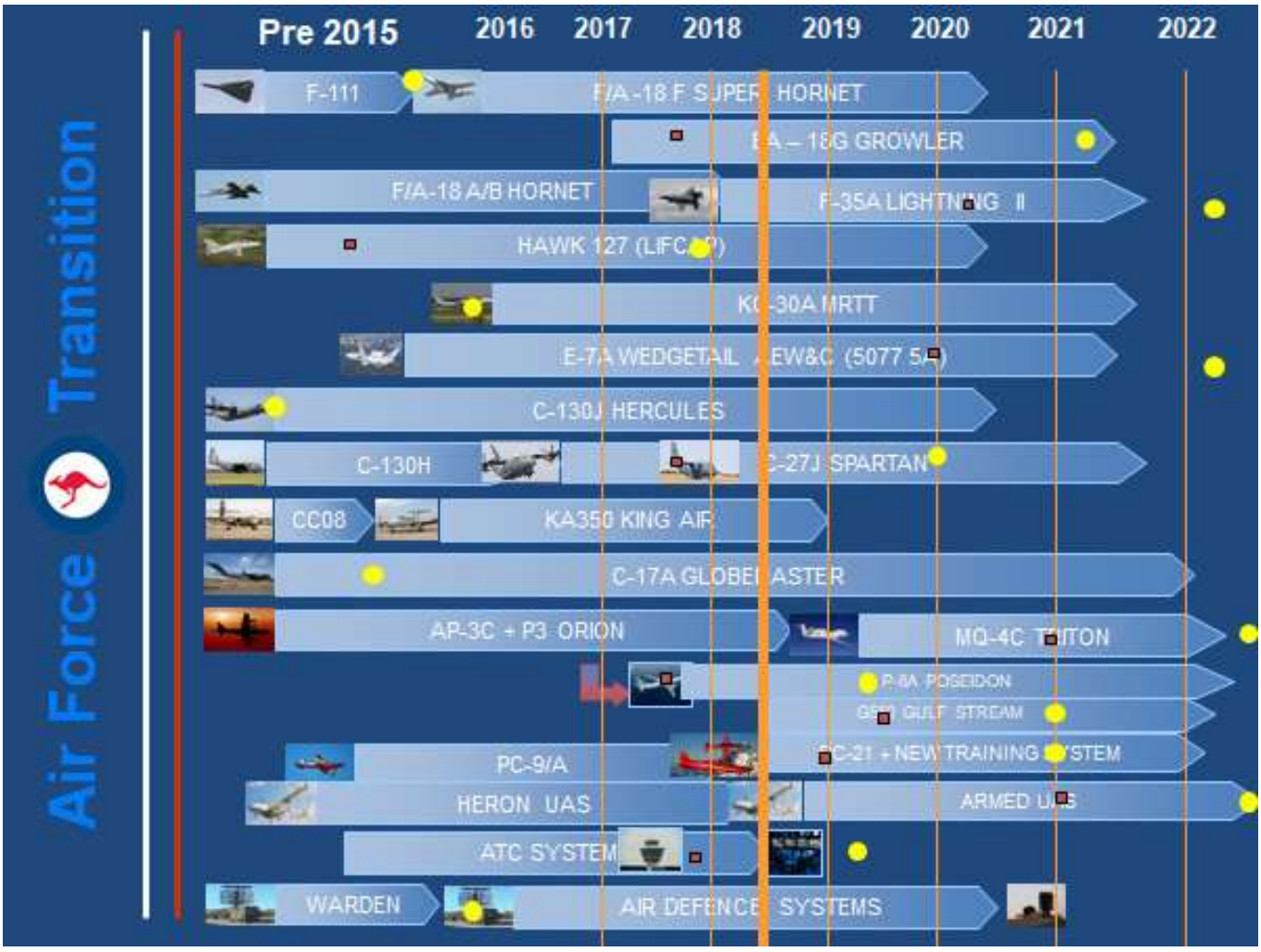
The PC-21 is a very advanced military trainer and it will potentially replace the BAE Hawk for basic strike fighter training next decade. The current contract includes sophisticated procedural and training simulators.

The PC-21 has a pressurised cockpit with full digital displays similar to the Hornet HOTAS system, air conditioning, an anti-G system and on-board oxygen generation. It has a 1,600 shaft horse power Pratt & Whitney Canada PT6A-68B turboprop engine and 5-blade prop, digital power management and horizontal stabiliser with automatic yaw compensation for engine power and speed changes. These enable low altitude speeds over 320 knots and hydraulically assisted ailerons and roll spoilers produce rates of roll over 200 degrees per second. It's stressed for manoeuvring up to 8g.

Plan Jericho is the plan to transform the RAAF into a fighting force that brings together all the high technology systems now being introduced. It's an ambitious plan to develop and maintain one of the most technologically advanced air forces in the world over the next decade.

We cannot be complacent by thinking that simply having the next generation of aircraft technology will create an advanced air force. Full potential with the E-7A Wedgetail, the F-35A Lightning II, F/A-18F Super Hornets, EA-18G Growler, P-8A Poseidon and MQ4C Triton can only be reached through operating them in a fully networked force, including the Army and Navy. We need to transform ourselves into a truly integrated and networked force that can realise the potential of this technology, and maintain our position as masters of the air domain."

Defence needs unprecedented access to the deep research and development capacity of private industry. Private industry has driven advancement in communication technology and big data management. It is frustrating that our war-fighters are not able to exploit this technology in their work environments to the same extent that they do in their private lives. It is alarming to see our adversaries are not similarly constrained.



The pic above shows where the Air Force is now in its capability transition.

No mentioned is the enormous investment in RAAF Base facilities to house and maintain the many new capabilities; in particular at Williamtown, Edinburgh, East Sale and Tindal.

Q

Amberley facilities are almost complete now; and if you haven't been there for a while, you will barely recognise the Base because of its enormous changes to accommodate support for the newer aircraft. One third of all RAAF uniformed people are now at Amberley which also houses a large Army and Contractor force."

Bob retired from the RAAF in 1997, after serving for 36 years. He now lives on a property called Argyle Park, which is only 10 minutes from Yass. He's only a bit over an hour from Canberra and keeps up to date on the RAAF's coming and goings and is well versed in its current capabilities.

Argyle Park is well-developed as a show-piece alpaca stud, able to welcome visitors interested in a 'hands-on' experience with the alpacas. There are around 100 alpacas and a small flock of Dorper sheep on the property, together with a few chooks, many birds and rather too many rabbits. The kangaroos and a couple of wallabies 'come and go' and share the pasture without too much problem.

The many kilometres of native trees seeded in the late 1990s have grown to 5-15 metres and have greatly improved the property. Visitors are welcome to enjoy beautiful walks to see the birds in these trees, especially along the gully areas and around the lake.

Picnic and toilet facilities are available to visitors, as well as boiling water for a complimentary cup of tea and coffee.

If you're in the area, drop in, Bob will make you more than welcome.

Click HERE to see more on Argyle Park.

Vietnam Veterans' Day.

Vietnam Veterans Day is commemorated on 18 August every year. The day was originally known as Long Tan Day, chosen to commemorate the men of D Company, 6RAR who fought in the battle of Long Tan in 1966. On that day, 108 Australian and New Zealand soldiers fought a pitched battle against over 2,000 North Vietnamese and Viet Cong troops in a rubber plantation not far from the small village of Long Tan. The Australians prevailed, but only after fighting in torrential rain for four hours. They were nearly overrun, but were saved by a timely ammunition resupply, accurate artillery fire from the nearby Australian base, and the arrival of reinforcements by armoured personnel carrier. Eighteen Australians lost their lives and 24 were wounded, the largest number of casualties in one operation since the Australian task force had arrived a few months earlier. After the battle the bodies of 245 enemy soldiers were found, but there was evidence that many more bodies had been carried away.

On the third anniversary of Long Tan, 18 August 1969, a cross was raised on the site of the battle by the men of 6RAR. Veterans from the battle gathered at the cross to commemorate the fallen, and the day was commemorated by them as Long Tan Day from then on.

Over time, all Vietnam veterans adopted the day as one to commemorate those who served and died in Vietnam. In 1987, following the very successful Welcome Home parade for Vietnam veterans in Sydney, Prime Minister Bob Hawke announced that Long Tan Day would be known

as Vietnam Veterans Day. Since then, it has been commemorated every year as the day on which the service of all those men and women who served in Vietnam is remembered.

In November of 2017, the Long Tan Cross was brought to Australia and is now on display at the Australian War Memorial in Canberra. The cross's return came after Vietnamese authorities cancelled official commemorations at the site of the battle in 2016, on its 50th anniversary. See HERE.

With the Brisbane event cancelled (see Later), quite a few Veterans travelled north to Cotton Tree, at Maroochydore, to take part in the Ceremony organised by the Sunshine Coast Sub-Branch of the VVAA. The event was organised with strong support from the Sunshine Coast Council which also supports the Vietnam Vets Drop-In Centre located upstairs at the Maroochydore Library precinct at Cotton Tree.

From about 10.30am on the 18th August, the Vets began to form up in the beach side park at Cotton Tree, about 250 metres to the east of the Cenotaph, then at 11.00, to the bugled sounds of “Fall In”, and under the barked orders of Col Parkin, the Parade Marshall, the troops ”marched” around the pathway beside the Maroochy River to the Cenotaph for the Ceremony.

MC for the event was Michael Sheahan, the Advertising and Marketing Officer for the Sunshine Coast branch of the VVAA.

John “Sambo” Sambrooks, Courtney Duncan, Mal Sayers.

John represented those that served in Vietnam with RTFV/35Sqn Squadron (Wallaby Airlines) which operated in Vietnam from 1964 and left in 1972.

Courtney and her wonderful trumpet have been in demand for military services for many years. Both her father and her uncle hadserved in the Army, so she is very familiar with things military. She nurtured an interest in the trumpet when she was still a young girl and was selected to play the Last Post at an ANZAC Day service at Mooloolaba back in 2010 when she was only 15 years old and still at high school. Since then, as well as being a part of various musical concerts, she has played the Last Post and Rouse at many military ceremonies.

Mal, an ex-RadtechA, is the Secretary of the VVAA Sunshine Coast Sub-Branch and is one of those tireless “behind the scenes” organisers of events such as this.

The Cenotaph at Cotton Tree was dedicated in 1986 and is inscribed with the words *“In glorious Memory of Veterans and Peace Keepers of all Wars and Conflicts.”*

Also present at the Remembrance Ceremony were members from the Vietnamese Community of Brisbane, once again, organised by Thai and Diamond Dang.

Thai, Damond and Tuyet-Van Pham lay a wreath on behalf of the Vietnamese Community.

Thai was born in Vietnam and won a UNICEF bursary which allowed him to study at the local university. When Saigon fell to the North in 1975, Thai and his older brother, along with a bunch of other people, escaped in a small boat. All went well until they were inundated by a severe storm and were in danger of sinking when luckily they were rescued by a large fishing vessel.

They were taken to a refugee camp in Indonesia where Thai spent 8 months before he was sponsored by a benefactor who repatriated him to Minnesota in the USA. He enrolled at the University of Minnesota and finished his mechanical engineering degree.

You can see his story HERE

John Sambrooks laid a wreath on behalf of RTFV/35 Sqn (Wallaby Airlines).

The beautiful ladies from the Vietnam Community travelled up from Brisbane and showed their appreciation for the efforts made by the Australian Defence Forces during the War.

The Ode to the Fallen was spoken by the VVAA Sunshine Coast Secretary, Mal Sayers.

The RAAF had promised a C-17 fly-past but the aircraft was in the hangars so that never happened.

As he has done for many years, Bruce Fraser piped the lament around the cenotaph.

Getting old sucks. I used to wake up feeling like a million bucks.
Now I feel more like a bounced cheque.

After the ceremony, everyone was invited to the Maroochydore RSL for lunch.

Crissie and Steve Wessels.

Geoff and Judy Morris.

Arthur and Annette Fry.

Arthur is the Chaplain to the Vietnam Vets Association – Sunshine Coast. He speaks, reads and writes Vietnamese and Chinese Mandarin.

Peter Nolan.

Peter joined the RAAF back in 1958, was posted to Ballarat to complete his Radmech, Radtech Air courses, which he finished in 1960. After Ballarat he was posted to various bases, Laverton,

Richmond, Butterworth and Thailand. As a Sergeant, he was “loaned’ to the Army and spent time at Nui Dat in Vietnam from Feb 67 to Feb 68. He was commissioned in 1970 and was OIC Radio at East Sale then 3AD at Amberley. In 1975, he was posted down to ARDU at Laverton, then in 1977, followed ARDU as it was transferred to Edinburgh.

In 1979, when promoted to Sqn Ldr, he was posted to Washington for a 2 year term, which he extended to 3½ years. He retired in the mid 1980’s, and obtained an Economics degree and pursued a career in the economics field.

Mal Sayers and Joan Blinco.

Thank You.

As they have done so for many years Thai and Diamond, both accomplished musicians, wished to thank the ADF community for their efforts during the Vietnam war. As a thank you gesture, and from their own pockets, they made available an iPad which they offered to the organisers to be made available to a person as “a lucky door prize.”

Thai explained to all that he feels a great debt of gratitude towards Vietnam Vets as without their help he feels sure he would not be here today.

I’m sure everyone would agree, the slate is now clear mate – you don’t owe us anything, you’ve well and truly paid your dues. We just enjoy your company – especially when you bring those beautiful ladies along !!!

Then, and appreciated by all those present, the lovely ladies performed traditional dances, in traditional costumes. Really brightened up the afternoon.

The 180 Vets enjoying wonderful company, wonderful food, a few drinks, a few lies and a great Queensland Saturday afternoon.

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

Some of the lovely Vietnamese ladies:

Kim and Thuy.

Lisa Scott

L

Ha Linh

Ngan Dai.

M


WHAT'S THE DIFFERENCE BETWEEN A HIPPO AND A ZIPPO?
...?
ONE IS REALLY HEAVY... AND THE OTHER... IS A LITTLE LIGHTER!
memes.com

The Brisbane Ceremony.

There was a lot of Ho-Ha concerning the cancellation of the Brisbane VVAA March this year, both TV and newspapers roamed the streets until they found someone who was willing to put the blame squarely on the back of that dastardly council people who deliberately and nastily would not allow the Vets to meet and march to the Brisbane Shrine of Remembrance.

We wonder if the condition of the place, which is full of back-hoes and Bob-cats, has anything to do with their decision……

I've surely got old! I have outlived my feet and my teeth. I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts. Have bouts with dementia. Have poor circulation; hardly feel my hands and feet anymore. Can't remember if I'm 85 or 92. Have lost all my friends. But, thank God, I still have my driver's license.

Australian Computer Museum Society collection at risk from bulldozers

Just off the Hume Highway in Western Sydney, Australia's computing history is stacked in dusty roof-high piles — all in urgent need of a good home.

O

This is the Australian Computer Museum Society (ACMS): caretakers of long-forgotten Olivetti personal computers, unloved Apple floppy drives and even an Interdata 8/32 from the 1970s, a baby blue computing unit with the build of a rugby player.

Their storage space in Villawood is set to be demolished, which prompted a plea for computer fans to come and take what they can for safekeeping by Friday, August 10.

John Geremin, or "Big John", (below) is the society's honorary treasurer and curator. He said the ACMS just needs an empty warehouse to guarantee the collection's immediate future, but ideally it would be properly housed and displayed. "There's tape drives, there's disk drives, there's processors. There's basically anything and everything," he said.

Local resident Iain Reed, who has some spare space in a Milperra warehouse, pulled up in a large white removalist truck on Friday with plans to carry off 13 tonnes worth.

"It's all too good to throw out," he said.
"It's our heritage. If this goes, there's 50 years of human history gone."

Big John carries decades of Australia's computing history in his head, contained by an old baseball cap. Born in 1942, he remembers seeing his first computer at a Sydney University open day in the late 1950s, where he laid eyes on the SILLIAC system, which did "all sorts of magic things". The hulking machine apparently played digital tunes like Happy Birthday, and so began John's life lived alongside splendid machines. He was there as computers shrunk from room-sized beasts to sleek, compact units. He did traffic research on an IBM 1620, once dubbed the CADET and later got his hands on a minicomputer, the Hewlett Packard 2100.

The society tried to maintain a representative sample from each decade of computing, but judging by the precarious piles of keyboards, old-fashioned calculators and oddities in the Villawood storage space, they've never said no to people's old units.

"The problem has been of course that the word got out, and we've had thousands and thousands of donations," Mr Geremin said.

There's an IBM 1401 system outside, that is probably the only one left in Australia, and it's six-foot-long, three-foot-wide, five-foot-high and weighs 800 kilos. In another room is an Interdata 8/32 that calculated the national debt in the 1970s. Its mode of storage? Cassette tapes!

Much of the society's Apple collection has already found a home, John Geremin said, but there's plenty left, especially if you count the thousands of computer manuals the society has stored in milk crates. "I did a rough guess at one stage, and said that we probably had in excess of 50,000 artefacts," he added. "It could be 200,000 artefacts if you count every document that we've got."

George Murdocca of Turramurra was also taking a few pieces home, half a car boot full, he estimated. He runs a technology training school called LinuxDojo and hopes to make a small display of items for his students. For now, Mr Murdocca planned to take items from his own computing history.

"My history started in the early 1980s, so anything from that sort of era. It was the dawn of the desktop back then," he said. "I just sort of want to see what's around, feast my eyeballs a little bit."

Will the society keep collecting? Mr Geremin admitted he doesn't thrill to 2018's technology (although he has an iPhone), it's too same-same; too hostile to tinkering. "In in the early days, if you wanted to change the way that the computer looked and felt, you could have a go at it," he explained. "Nowadays you don't do that sort of thing, you just get a few apps off the web and do what somebody else's designed it to do. "Some of the things that are out there in 'never-never land', on the way past the moon, are simple 1960s technology and they are still doing their job."

Mr Murdocca said he considers computers to be an extension of ourselves and deserving of a good home. "[They] allow us to get on with more human things, like being creative," he added. "And here is a stash of its very, very humble roots."

The ACMS is located at 888 Woodville Road, Villawood and will be open weekdays 10am to 10pm until August 10.

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Friends of the Mirage reunion.

On the 30th June, 2018, a bunch of blokes got together at the Stockton RSL in Newcastle to celebrate and remember the aircraft they all knew so well – the French Dassault Mirage.

The Mirage entered service in December 1963. The RAAF acquired a total of 100 single seat model 111Os and 16 dual seat model 111Ds and over the twenty-four years they remained operational, 43 aircraft were lost and 14 pilots were killed. Despite these rather sombre figures, the French Lady as she was known, was very popular with her pilots, with many achieving over 2000 hours on type, and seven more than 3000 hours.

It was flown and maintained by 2 OCU, 3Sqn, 75 Sqn, 77 Sqn and 79 Sqn and saw service at Williamtown, Butterworth and at ARDU at Laverton.

The aircraft, in a clean configuration, had a sparkling performance despite a relatively modest thrust/weight ratio with an exhilarating acceleration and rate of climb in full afterburner. Very few aircraft could match its amazing roll rate. All this, coupled with the best feeling flight controls of any contemporary aircraft, made it a sheer delight to fly.

Other major users of the Mirage III were the French, Pakistan and Israeli Air Forces with a total of 1422 built.

Several RAAF fighter aircraft types established themselves as worthy of their own special niche in RAAF history. The Mirage 111O is one of those select few. Despite never being used in combat, in its long service as the RAAF's frontline fighter the Mirage served the RAAF very well. It was pilot's aircraft and a superb example of the aerodynamicist's art. It must be remembered, however, that the Mirage was designed as a medium to high level interceptor to counter the nuclear bomber threat in the European theatre. The Matra missile was the primary weapon backed up by a 30mm gun pack. In this configuration the aircraft performed very well.

However, when Australian operations required the addition of two supersonic external fuel tanks and two Sidewinder missiles, plus the Matra, a lack of available power was apparent. As a result, the RAAF Mirage 111O was underpowered in the configuration required for our conditions. This would have been a definite handicap if offensive air interceptions had been required.

The situation was exacerbated by the fact that the aircraft could not be air re-fuelled. With the Mirage, the tanks are refuelled individually using mechanical valves. The system worked well for

a short range interceptor and no thought was given to the single point refuelling needed for inflight refuelling. This significantly handicapped the aircraft's capability and radius of action as external tanks were required for all longer range operations.

Chosen to replace the F-86 Sabre, the Mirage was selected ahead of the Lockheed F-104 Starfighter. Both were designed for the pure interceptor role and later adapted for limited air to ground attack work. The selection was controversial. Many considered the F-104 would have been a better choice, not least because it was an American aircraft and the RAAF had a long history of successful cooperation with the USAF in aircraft production.

It is certainly true that coping with a French design resulted in many shortcomings for the Mirage programme. Also, French influence prevented the Mirage from being employed in Vietnam and as a result two generations of RAAF fighter pilots never saw a shot fired in anger. However, in view of the appalling F-104 loss rate in Vietnam, perhaps these same fighter pilots have reason to be grateful that they had a beautiful aircraft to fly if not to fight with.

The Mirage had a top speed of 2,350 kph, a range of 4,000 km and was the first Western European combat aircraft to exceed Mach 2 in horizontal flight.

The RAAF finally retired the aircraft in 1988 and in 1990 the last 50 airworthy aircraft were exported to Pakistan

You can read the story on the Mirage HERE.

The reunion was held at the Stockton RSL and Citizens Club which is on Douglas Street at Stockton.

We don't have a lot of photos of those that attended (we were banned) but the following were sent to us.

Peter Nelms, Don't know, John Broughton, Don't know.

Al Ryner, Brian Burgess, Noel Sullivan, Mick Laws.

C

Dave Lugg.

Wally Salzmann

D

Noel Sullivan.

Just before they went to bed the wife said, “Did you put the bin out?”. I said I’d do it in the morning, she said, “What about the cat? I said, well I’ll ask him, but I don’t think he’ll be strong enough.

E

RAF Station Butterworth Malaya (1939-1957)

Hugh Crowther.
Instrument Fitter.

The Royal Air Force (RAF) developed the airfield at Butterworth in Province Wellesley, north Malaya, on the mainland opposite the island of Penang on a “care and maintenance” basis in 1939.

RAF Butterworth was officially opened in October 1941, as a Royal Air Force station which was a part of the British defence plan for defending the Malayan Peninsula against an imminent threat of invasion by the Imperial Japanese forces during World War II. It was it ill-prepared when Japan attacked the base in December 1941.

During the Battle of Malaya, the airfield suffered some damage as a direct result of aerial bombing from Mitsubishi G3M and Mitsubishi G4M bombers of the Imperial Japanese Navy Air Service based in Saigon, South Vietnam. Brewster Buffalos from the airbase rose to challenge the escorting Mitsubishi A6M Zero fighters but were mauled during several of these engagements by the highly trained and experienced Japanese fighter pilots flying superior aircraft. Both RAF and RAAF aircraft were destroyed mostly on the ground and, following its rapid invasion of Malaya.

45 Squadron RAF de Havilland Venoms at RAF Butterworth, 1957 during the Malayan Emergency.

The RAF airfield was subsequently captured by units of the advancing 25th Army (Imperial Japanese Army) on 20 Dec 1941 and the control of the airbase was to remain in the hands of Japanese Army until the end of hostilities in September 1945. Whereupon the RAF resumed control of the station and Japanese prisoners of war were made to repair the airfield as well as to improve the runways before resuming air operations in May 1946.

During the Malayan Emergency that was to last from 1948 to 1960, RAF as well as RAAF and RNZAF units stationed at the airfield played an active role in helping to curb the communist insurgency in the jungles of Malaya by attacking suspected hideouts and harassing the communist guerrillas. After the war, in 1950, the RAF established Butterworth as part of their Far East Air Force bases, and squadrons based there were heavily involved in attacking communist targets during the twelve year Malayan Emergency.

Avro Vulcan at Butterworth 1965.

The station also served as a vital front-line airfield for various other units on rotation from RAF Changi, RAF Kuala Lumpur, RAF Kuantan, RAF Seletar and RAF Tengah; RAF aircraft would also use the base as a transit point to and from other RAF bases in the Far East Air Force including Singapore, North Borneo and Hong Kong connecting it between RAF stations in the Indian Ocean (Gan), Middle East and Mediterranean regions.

Royal Australian Air Force (RAAF) Base Butterworth was established in 1955 as part of Australia's commitment to the Commonwealth's Far East Strategic Reserve, two RAAF fighter squadrons and a bomber squadron were stationed at Butterworth throughout the 1950s and 1960s. In 1955 the airfield was upgraded by No 2 Airfield Construction Squadron RAAF, which took two-and-a-half years. In 1957, the RAF closed the station and transferred the airfield to the Royal Australian Air Force and it was promptly renamed as RAAF Base Butterworth, becoming the home to numerous Australian fighter and bomber squadrons stationed in Malaya during the Cold War era.

Although owned by the RAF, Butterworth was formerly placed under the RAAF's control from July 1958.

As the Communist Emergency got underway the six Lincoln aircraft of No 1 Squadron RAAF Arrived in Malaya in July 1950, just one month after the Dakotas of No. 38 Squadron, they were the only heavy bombers in the area until 1953 when they were joined by some RAF Lincolns. The Australian Lincolns were therefore the mainstay of the Commonwealth bombing campaign, especially in the early years of the conflict when the outcome was still in doubt. From 1950 to 1958 No 1 Squadron flew 4,000 missions in Malaya. The squadron flew both pinpoint-bombing and area-bombing missions as well as night harassment raids – flying among many targets but only dropping bombs occasionally – in the manner of the RAF "siren raids" of the Second World War.

Operation Termite in July 1954 was a high point of the squadron's service in Malaya. Five Australian Lincolns and six Lincolns from No 148 Squadron RAF took part in this operation against guerrilla camps in Northern Malaya. The Lincolns carried out a series of bombing runs and ground attacks in conjunction with paratrooper drops. The long range and heavy payload of the Lincoln made it an effective bomber, while its relatively slow speed proved advantageous in Malaya when trying to locate jungle targets. Butterworth was only a secondary landing field during these operations.

The crew of a No 1 Squadron RAAF Lincoln in front of their aircraft at Tengah in 1954.

The RAAF's No 2 Airfield Construction Squadron built the main runway at Butterworth airfield as well as the control tower, fuel storage facilities, hangars, accommodation and other infrastructure. Butterworth, in northern Malaya near Penang, was leased from the British by the Australian government in order to provide a base for the RAAF component of the British Commonwealth Far East Strategic Reserve (Far East Air Force).

H

The Le Tourneau vehicle on the left was filled with a concrete mix from the chutes. The concrete was then taken a short distance to where the base's main runway was being laid down. The old runway at Butterworth needed to be strengthened and extended so that the base could accommodate the RAAF's Canberras.

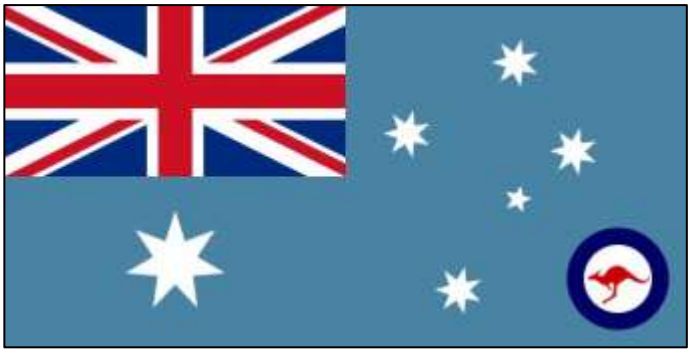
Although Butterworth had been used as an airfield during the Second World War, in order to accommodate modern jet aircraft it needed substantial improvements including a new 1.9 kilometre runway, part of which had to be built over swamps and paddy fields, No 2 Airfield Construction Squadron began work at Butterworth in late 1955. The squadron's 300 personnel were assisted by 600 Malay, Chinese and Indian labourers. Although the monsoonal environment and the waterlogged terrain meant that conditions were often trying, the airfield was completed by February 1958.

When No 2 Squadron's Canberras arrived in July 1958, Butterworth became the RAAF's most forward operational airbase. The Canberras of No 2 Squadron started flying missions from Butterworth immediately after arriving including formation bombing runs against Communist guerrilla targets. No 2 Squadron also had four DC3 (Dakota) aircraft which were used in the main to service the Australian Embassies in Bangkok, Phnom Penh, Vientiane and Saigon for mail, milk and supplies and to serve as a taxi for embassy staff and families; a service we called the milk run. These aircraft stayed on at Butterworth after 2 Squadron moved to Phan Rang Vietnam in 1967.

Six years later from August 1964 onwards RAAF units No 3 Squadron and No 77 Squadron also saw service with their Sabres during the Malayan Emergency flying strafing missions from Butterworth against Communist guerrilla targets. Through the Confrontation with Indonesia, these Sabre jets responded on several occasion to incursions by MiG-21 fighter jets of the Indonesian Air Force flying towards Malaysian airspace but the Indonesian aircraft always turned back before crossing the international boundary, thereby averting possible escalation.

By late 1964, Butterworth was home to the RAAF's 78 Fighter Wing, comprising No 3 and No 77 Sabre Squadrons, an independent No 2 Canberra Squadron which also comprised a transport DC3 Dakota Flight plus No 5 UH-1 Iroquois Helicopter Squadron which also saw active service during the 1964 emergency before being transferred by RAN Aircraft Carrier HMAS Sydney to and becoming No 9 Squadron (for political reasons – it didn't look like a direct transfer) on arrival in Vietnam. Also, during 1964 the RAAF established a Sabre presence from 78 Wing in Ubon Thailand at the invite of the Thai Government to defend against Communist insurgency following the Battle of the Plane of Jars in neighbouring Laos. This presence was later joined by a number of USAF Squadrons.

The 78 Wing support for operations in Thailand was not subject to approval of the Malaysian Government thus Ubon was referred to as Point B and Sabre aircraft transfers between Butterworth and Ubon were accompanied by Canberra cover aircraft. Ubon was manned as far as pilots and maintenance crew on three month rotation from Butterworth with major servicings also being carried out at Butterworth. Although the Emergency ended in 1960 and Confrontation in 1966, because of the tensions in South East Asia, the Australian Government kept 2 Sqn's Canberras in Malaysia until April 1967. The Sqm was transferred to Phan Rang as part of the allied war on Communism which was not joined by the UK then under a leftist Labour Government; presumably they wanted the Soviets to win the Cold War. I remember with some anger how our guys were treated on return from Vietnam and during the Moratoriums by the then mainly 10 Quid Pommy Labor Party supporters who thought we should do the same as their UK Labour Party did. Everybody now recognises the evil empire for what it was, by any measure the Vietnam operation was a success it broke up the Russia China alliance and helped bankrupted the Soviet Union. Well done veterans!



In September 1964, during the Indonesian Confrontation, Indonesian aircraft dropped paratroopers into Johor, which increased tensions. Following riots in Singapore, a state of emergency was declared. On 3 September, 77 Squadron placed four Sabres on five-minute alert and its remaining aircraft on one-hour alert. All aircraft were armed with Sidewinder missiles and 30 mm guns and were fitted with drop tanks. On 7 September, 3 Squadron moved six aircraft to Royal Air Force Base Changi, on Singapore, and the rest of the squadron came under 77 Squadron's command, before also going on to Singapore. An extra 15 aircraft and 52 ground crew were ferried in from Australia to help maintain the seven-day-a-week alert. By the end of the month, tensions were easing, with only two aircraft on standby, however, in November fears again escalated. When 90 Indonesians attempted to land at Malacca; both squadrons were placed on high alert. The squadron's unit history describes 1964 as a year of "heightened unease". Meanwhile No 2 Canberra Bomber Squadron maintained surveillance flights along the west coast including flyovers to Gan in the Maldives and back at a then safe 52,000ft to test Indonesian air defences. Another important task for 2 Squadron was testing the newly installed Bloodhound Missile installation Radar by flying toward Singapore at high speed at wave top height to see if the detection system was sensitive, these were called RadarCal flights. The Confrontation came to an end in August 1966.

During this period, No 33 Squadron RAF was stationed at Butterworth to provide ground to air defence with Bloodhound missiles. No 20 Squadron RAF with Hunter FGA9 aircraft were detached here as also were RAF Vulcans and Canberra's. No 52 Squadron RAF provided air supply support to ground troops and police working in the Malaysian Peninsular jungle areas with their Valetta C2 twin engine aircraft along with RAF Single and Twin Pioneer aircraft. 52 Squadron also provided air support to units working in the Borneo jungle areas. The RAF also provided Air Sea Rescue helicopters (Whirlwinds) and Rescue & Range Safety Launches from RAF Glugor on Penang Island. Other RAF aircraft seen regularly included Beverly's Britannia's, Hercules and Andover transports and RAF Victor tankers when transiting fighter aircraft such as Lightnings through to Singapore. The tempo slowed in 1967 with the withdrawal of the No 2 RAAF Squadron to Vietnam and these RAF Squadrons to the UK.

No 75 Squadron RAAF operating the Mirage IIIOs, arrived at Butterworth on 18 May 1967 with a detachment based at RAF Tengah in Singapore. The Squadron returned to Australia on 10 August 1983.

As of October 2008, the Australian Defence Force continues to maintain a presence at RMAF Butterworth as part of Australia's commitment to the Five Power Defence Arrangements (FPDA), with No. 324 Combat Support Squadron RAAF (Used to be Base Sqn Butterworth) [HERE] and a detachment of AP-3C Orion aircraft from No 92 Wing RAAF being located at the airfield. In addition, the Australian Army maintains an infantry company (designated Rifle Company Butterworth) at Butterworth for training purposes.

On 30 June 1988, the airfield was handed over by RAAF to the Royal Malaysian Air Force and was renamed as RMAF Station Butterworth. The flying squadrons stationed there during this time were:

- No. 3 Squadron RMAF, with S-61A4A Nuri helicopters;
- No. 12 Squadron RMAF, with Northrop F-5E, F-5F & RF-5E;
- No. 15 Squadron RMAF, with BAE Hawk 108/Hawk 209 & Aermacchi MB-339AM; and
- No. 18 Squadron RMAF, with Boeing F/A-18D Hornets

In January 2014 the Malaysian Government announced the site was to be sold to become a mega tourist facility.

I started out with nothing. I still have most of it left?

My Personal Experiences and Photos.

No 2 Squadron 29 August 1964 to 21 January 1966.

My posting to No 2 Squadron Butterworth arrived at RAAF East Sale in March 1964, Maryrose and I were engaged so we married on 20 June and departed from Melbourne by ship the ‘Sydney’ on 14 August to arrive in Penang on 29 August 1964. The Australians serving at Butterworth in the 1960s were provided with housing rented from locals to the same standard as that provided to the

British services which was far superior to that provided in Australia. On top of this all ranks were provided with an Amah and Gardener and if you were an officer a cook also.

We lived on Penang Island in the township of Tanjong Bungah. Our house was on the beach near the British Army's Sandycroft Leave Centre, with high ceilings and terrazzo flooring, we thought we were kings! Our Chinese Amah was a bit older than us and remembered the Japs riding into Penang on bicycles at the start of the War, Japanese planes had strafed the Georgetown city centre and dropped leaflets saying any person resisting will be shot. She said there was no crime during the occupation; they had public beheadings in Penang Road George Town every week. Some of the iron lamp posts and buildings still had bullet holes in them. We used to ride past the Japanese secret police headquarters a previously grand house, but then a derelict 'bad spirits' building, on our Honda 55 on the way into George Town. There was a daily bus I could take to work which would take us through customs and across the strait to Butterworth by ferry, Penang was then duty free. We were all at least twice as well off there than we were in Australia and we experienced things every day that few have or will ever experience. All in all, life for any member of the RAAF serving at Butterworth in those days were the best days of their lives, I'm so glad to have lived this experience!

Butterworth was named after Lt Col Butterworth. We were privileged to have lived the very last days of the Great White Raj, everybody including the shopkeepers still addressed Europeans as Mam and Master, we can understand why the locals were not keen on Pommy Colonialism. None of the Muslim women in Malaysia then wore head coverings, but that was pre 9-11 politics.

During 1965, RAF Lightning Aircraft not then in service operated out of Singapore and Butterworth on Tropical Trials which were actually cold proofing tests as the temperature over the Equator is far colder than over the Poles (minus 75ºC at 50,000ft). Similarly, a Vulcan Bomber with a Rolls-Royce Olympus engine fitted in the bomb bay made a number of flights out of Butterworth including some with the Olympus on full after burner in tropical trials for the coming Concord. Early in my tour there, the Vulcan, Victor and Valiant (soon withdrawn) V Bombers were still painted anti-radiation white for nuclear flash protection, later on they were painted pale blue underneath and jungle camouflage on top, The all-out nuclear war scenario was diminishing.

I dusted once, it came back
I'm not falling for that again.

On one Canberra flight to Gan in the Maldives it was so cold in the aircraft at about 52,000ft over Indonesia the Navigator rolled up a map, stuck it over one of the cockpit heating outlets into his flying suit sleeve and another from his other sleeve and into my sleeve as I sat beside him on the jump seat so I could keep warm. The fold down jump seat was not an ejection seat so one would have to pull the door hinge pins and roll up in a ball before the pilot shoved you out with his boot prior to ejecting himself - the parachute was strapped to your backside. Thankfully this was unnecessary.

We did take a risk at this height as blood boils at 48,000ft and we did not have pressure suits. The unlined inside skin of the aircraft had a hoarfrost coating and if you touched a finger to it, it would stick. One of our guys arrived in tropical RAF Gan with frostbite on the soles of his feet. At this height you could see stars in the indigo sky at midday and the curvature of the Earth quite clearly (see right). I remember coming down to Gan and the Navigator saying it will be under that cloud, quite a small one, and as we descended through the cloud we found ourselves right on the end of the strip which went from one side of the island to the other, not bad for the old Mk4 GPI electro mechanical Ground Position Indicator driven by a once secret Green Satin Doppler radar system and gyro stabilised flux valve compass input all 1940s and 50s technology.

The backup Air Position Indicator had a cable drive coming from a fan motor in the Air Mileage Unit which balanced a diaphragm against dynamic speed pressure from the pitot head.

The old Canberra had been a top aircraft, it had been designed and built by English Electric in the UK and was built under licence both by the US and Australia, there is even a version still flying as a high altitude research plane in the US. The Canberra had two Rolls Royce Avon Engines same as the one in the Sabre with a thrust of about 7,500lbs each, it had a cartridge start so you could land and take off from any unserviced strip.

It held the World Altitude record of 70,135ft for more than 5 years and had a secret all moving tail plane elevator system for high altitude control; this was always covered when the aircraft was parked in its early days. It was the first ever aircraft with a bombsight (T4) that could toss bombs from a parabolic climb more than 20 miles from the target. But for us it was just the ultimate fun machine.

M

In 1965 I had flown in one of No 2 Squadrons Canberras from Butterworth to Tengah in Singapore for a big flyover for the changeover of the Chief of the Far East Airforce, we flew all the way in formation for practice and then round and round Singapore until general salute on the parade below, some of the Canberra's were NZ and RAF (see aircraft with rocket pods in picture right) there were 20 aircraft, 8 of ours all in diamond formations some out of sight to me lying in the Bomb Aimers position. It was a very bumpy ride cutting the jet wash all the time!

The standard work practice for Instrument Fitters in 2 Squadron was duty crew one week in five, which was 24 hours every day on base on standby after hours for unscheduled aircraft movements and maintenance backlog while doing normal daytime duties as well. We got one day off for these 7 days on duty. On New Year's Day 1965 I was doing such a duty, living in a tent next to a trench dug near the control tower, waiting for a possible attack, that day was the coldest day then recorded by the Butterworth Control Tower, 18 degrees C. It doesn't sound cold, but we froze in our tropical uniforms! This was the height of Confrontation with Indonesia, one third of the all personnel on the Base were on duty at all times, 24 hour a day on top of rostered duties, so we did not have much time at home with our families in Penang in the first year I was there.

We really thought we would be attacked; Sukarno was heavily armed with Soviet Bombers and Mig-21s and dropped 90 paratroopers in a foiled raid near Malacca. In the early 60s, Indonesia received more aid from the Soviet Block including China, than any other non-communist country, while Soviet military aid to Indonesia was equalled only by its aid to Cuba, Sukarno was armed and dangerous! We had an intelligence brief every Friday afternoon.

Maryrose and I lived on the beach and had rainforest right down to the water on the land next door. One night at about 1.30am we were awakened by a noise and looked out of our first floor bedroom window to see a rubber landing craft on our beach and armed Indonesian troops creeping up through the jungle. We luckily had not turned the light on and had no phone so just quietly hid until they disappeared up the hill, one peep and we surely would have been dead. At a later 2 Squadron intelligence brief, I heard there had been a foiled attack on Penang's Water Reservoir on the hilltop not far from where we lived.

In 1972 I sat next to an Indonesian Admiral who was Chief of Naval Intelligence at an Officers' Mess dining in night at RAAF Base Forest Hill, Wagga; he was with a delegation looking at our RAAF training methods. I told him I had been at Butterworth during the Confrontation and we instantly hit it off, he said he had joined the Navy in Indonesia before WW2 and was a Catholic, he had been to both the US and Russia for training during the 50s and early 60s. He told me of the sickening carnage in his country motivated by politics, religion and race in the days and months around the end of Sukarno's rule. Following a failed coup on 1st October 1965 he told me the Mullahs instructed their followers to kill every Chinaman. This unfolded as a rampage, it was done mostly with bare hands, knives and clubs, whole villages and communities were eradicated innocent men women and children torn to pieces. Streets and rivers ran red with blood! Official figures for this range up to 1.5 million, he told me 6 million, but no one will ever know. The perpetrators just moved in and occupied the ravaged villages assuming ownership of the possessions of the slain. Confrontation finally formally ended in August 1966.


Gong Kedah Sleeping Quarters Before Tiger Scare


Gong Kehah Sleeping Quarters After Tiger Scare

In late 1965 the Butterworth airstrip had to be resurfaced and 2 Squadron was despatched to Gong Kedah an old strip on the opposite side of Malaysia used as a forward base to attack the terrorists and still showing WW2 bomb pockmarks alongside the strip, no buildings, we lived in tents. We weren't far from the Thai border and Chin Ping and his Communist Terrorists were still operating in this area so we had a roster of guys guarding the aircraft every night. One night we were all awoken by a rifle shot and ran over to see one of our guys standing, still shaking with his rifle in one hand and his guard dog lead in the other. Apparently, his dog started growling and

snarling and the guy shone his torch around to see a tiger crouched ready to pounce on him. He had frozen with fear, luckily the tiger bounded off and he fired after it. Prior to this we had all had our tents un-staked with the flaps thrown over the top because of the heat, after this we had them staked every foot and the fly's laced up like a boot.


Coconut Monkey

On the weekends we visited the closest town Kota Baharu about 30 miles away where we had trishaw races and other mad stuff or hired local fishing boats like the boat people use to take us to nearby islands and inspected old WW2 fortifications then slipping into the sea. We took Air Force rations with us and gave the little kids oranges which they had never seen before. A local guy had a trained monkey he sent up trees to get coconuts and throw down, usually directly at us.

While we were there, the pilots were doing mostly self-set exercises having fun away from civilisation and from anyone who might know who the hell we were and report stupid behaviour to authorities.

I went flying a couple of times while there, sitting in the jump seat or lying down in the bomb aimer's position which had a vinyl covered six foot long foam mattress. We flew along the beach so close to the ground the wheels would be underground, my face would have been less than a metre from the ground. At this height I could see a vee shaped standing wave of sand kicked up by our shockwave just below my nose through the bomb sight window. The aircraft shook so violently my helmet visor kept shaking down over my face as we rode on our own shockwave in ground effect mode, the coconut trees at the back of the beach were rushing past like a picket fence. The young pilot assured me there was no risk as he couldn't nose in even if he wanted to as the pressure between the ground and the aircraft was keeping us clear, hence the very violent buffeting. I just loved the exhilaration of it, I never even thought of the prospect of a bird strike which could come through the Perspex nose like a 500 mile an hour cricket ball and kill me instantly. We pulled up to clear fishermen pulling in nets and bore down on Chinese junks and other boats to see if we could make the crew jump off; it was fun that would get you in gaol anywhere else.

On one occasion we flew along a raised track through rice paddies watching everybody including water buffalo hauling carts and people with bendy sticks across their shoulders with cages of chickens etc. on each end jump off into the mud and then followed a wide slow moving river through the paddy fields until we ran into forest on each side that began to tower over us at which time we pulled up to have some leaves slap our wingtip. When I examined this after getting back to base I could see the perfect leaf outline including the veins imprinted into the metal of the tip tanks which I could feel with my fingernail. I was about 22 and so were the pilots and navigators, it was a very different world then.

On the way to and from Gong Kedah we flew and took all our ground equipment in an old Beverley which looked like a piece of rubbish, we called it a Do-It-Yourself- Kit which pretty much sums it up. It had a cavernous hold with a ladder up to a passenger compartment in the tail boom with all the seats facing the back of the aircraft. There were about 30 of us and we sat in this noisy shuddering, shaking machine for about 20 minutes before we moved and one guy said he felt air sick already! Anyway, surprisingly it managed to get us there, I've not seen one since, perhaps even the aviation museums refuse to take them?

Because No 2 Squadron was part of the Far East Air Force. our Canberra's used to fly Navigation Exercises to Hong Kong and back regularly and would always take one of the Ground Crew with them. Maryrose's mother who was staying with us had bought a huge collection of Australian pre 1947 silver coins (which are almost pure silver) to Malaysia to hopefully sell. I took them to Hong Kong but needed the money and was diddled by the local money changer however I did manage to buy Maryrose a beautiful Mikimoto Pearl Ring quite reasonably with the spoils and was forgiven. She still treasures this ring! One other thing I did bring back was cartons of fresh milk a commodity you could not buy in Malaysia in those days.

Later in 1966, the last operational Lancaster Bomber still flying, then with the Spanish Air Force, as an anti-submarine aircraft and all painted anti-radiation white transited through Butterworth enroute to an RAF Museum in the UK.

Various US squadrons of aircraft such as F-101 Voodoos and F-102 Delta Daggers transited enroute to Vietnam from Clark Field in the Philippines, we enjoyed seeing the young pilots in their Dayglo (bright orange) flying suits and Raybans with roosters or other squadron decoration on their helmets and in some cases carrying their own personal custom chrome plated pearl handled Colt 45s in their shoulder holster. These guys looked young and confident. I remember a group standing with me getting ready to leave for Vietnam at first light in the morning watching a new Vulcan B Mk2 roar along the strip at just under Mach 1 on its arrival mission from Gan, on full after burner. It stood on its end and after a few minutes had completely disappeared directly above us in the clear blue sky, engines still roaring. One of these yanks still staring skyward exclaimed 'Man that's an airplane' and it was! It was also a bit of Pommy showmanship!

As Confrontation came to an end the Vietnam War was ramping up. A trial Medivac to Vietnam was performed by No 2 Squadron using one of its four DC3 (Dakota) Aircraft from Butterworth Malaysia to Tan Son Nhut Airport in Saigon in early August 1996. Following this trial run it was decided an oxygen system for litter patients would be required on future missions.

2 Squadron Instrument Section was tasked with designing and manufacturing such a system. The task was given to me by the Squadron Instrument boss Flight Sergeant Alan Styling. I designed and built a Lift on Lift off Oxygen System for Litter Patients entirely from parts scrounged locally including from Canberra and Dakota in our Squadron workshops and proof tested it in less than a week, I was then a Leading Aircraftsman with nearly 8 years of service. It was completed a few days before it was needed; disposable rebreathing Masks were acquired from an RAF Squadron who shared space in our Instrument Workshop.

Following the Battle of Long Tan on 18 August 1966, 17 dead and 25 wounded soldiers were taken to the Australian Hospital at Vung Tau in the early hours of 19 August. No 2 Squadron Dakota A65-71 flew from Butterworth to Tan Son Nhut Airport Saigon on 19 August returning with 11 of the wounded on 20 August, one of these soldiers subsequently died in RAAF Butterworth Hospital on 21 August. I flew as part of this first medivac flight crew, there to operate the oxygen system I had designed and built. Subsequent Dakota Medevac Flights always included an Instrument Fitter as part of the crew to operate this oxygen system. I still have a Parker pen with a Saigon Girl in traditional clothing printed on it that was given to me by one of these grateful Diggers. On this flight the aircraft was hit by ground fire over the Mekong Delta, one of the crew said ‘I think we have been hit’ but no one else heard it, however on inspection back at Butterworth, we discovered a bullet hole through the wing just behind the fuel tank in the wing root about six inches from the fuselage forward of the cargo door.

By November 1966 Medivac flights began originating in Australia and involved the use of C130 Hercules Aircraft. The final use of the oxygen system I built was as a portable patch-in replacement for a C130 with a failed oxygen system that would otherwise have been stranded at Butterworth awaiting spares and qualified maintenance personnel from Australia. As a then Corporal, I suggested this remedy after hearing and observing the explosion of the oxygen system then being charged to 1800 pounds per square inch (psi) instead of the C130 system rated 450 psi by a local RAF out of hours servicing crew who had only experienced the RAF standard 1800 psi systems. It was about 6 am and I being on Duty Crew on the tarmac heard the explosion in the C130 parked nearby and observing thick white condensation fog exiting all open ports on the aircraft ran over to be relieved no fire or injury had resulted. If power had been on in the aircraft it would have been immolated. At this time the number of aircraft transiting Butterworth from Australia to Vietnam had ramped up considerably as our involvement in that war escalated.

Also, during this period, the first Caribou Aircraft delivered to the RAAF from Canada for service in Vietnam called in to Butterworth for Compass Swings and fitment of seat armour and other modifications. No 2 Squadron’s Dakota aircraft had already had armour plate fitted under the pilots’ seats in the Squadron workshops prior to the commencement of Vietnam Medevac’s. The Aircrew also started to take a great interest in the Canberra T4 Bomb Sight string alignments as they were being performed by the squadron Instrument Fitters in anticipation of transfer to

Vietnam where the Squadron was later to receive a US Presidential Citation for their bombing record.

Butterworth had a stack of thousands of WW2 bombs, mostly 500lbs but some 750lbs, 1000lbs and others up to 2000lbs, stored in revetments that ran most of the length of the runway on the opposite side to the hangers. The 2 Squadron Armourers serviced them, sometimes carefully removing explosive fuzz growing out of them with warm water, the fuzz was very dangerous like touch powder and could set the bomb off with the flick of a finger, they were all eventually serviced and shipped via HMAS Melbourne to Vietnam for use by No2 Squadron where they were all used up in 15 months. Buccaneers like the one below were evacuated off the Aircraft Carrier Arc Royal which had a fire on board in 1966; some were in maintenance at the time and not fully serviceable hence the failure of this aircraft's undercarriage.

No 2 Squadron Canberra's in Vietnam 1967 - 1971

No 2 Squadron deployed from Butterworth, Malaysia to Phan Rang air base, 35 kilometres south of Cam Ranh Bay, a large USAF base in the far east of South Vietnam, on 19 April 1967. 2 SQN's eight 'Magpies' were part of the 35th Tactical Fighter Wing and were tasked by HQ 7th

Air Force in Saigon, for eight sorties per day for seven days a week, in all areas of South Vietnam from 23 April 1967 until return to Australia in 1971.

The Canberra filled a gap in the USAF inventory as it was the only tactical aircraft in South Vietnam which bombed, visually, from straight and level flight, albeit at 350knots. Often, the Canberra could fly below the cloud while the dive attack aircraft could not see the ground to acquire the target because of the low cloud base. The USN and USMC operated the Grumman A6 Intruder in all-weather attack modes, usually straight and level, using radar bombing systems. USAF F111As operated in similar modes in 1968, undergoing combat evaluation, but were withdrawn after three were lost. The F111s returned in 1972 and achieved outstanding results.

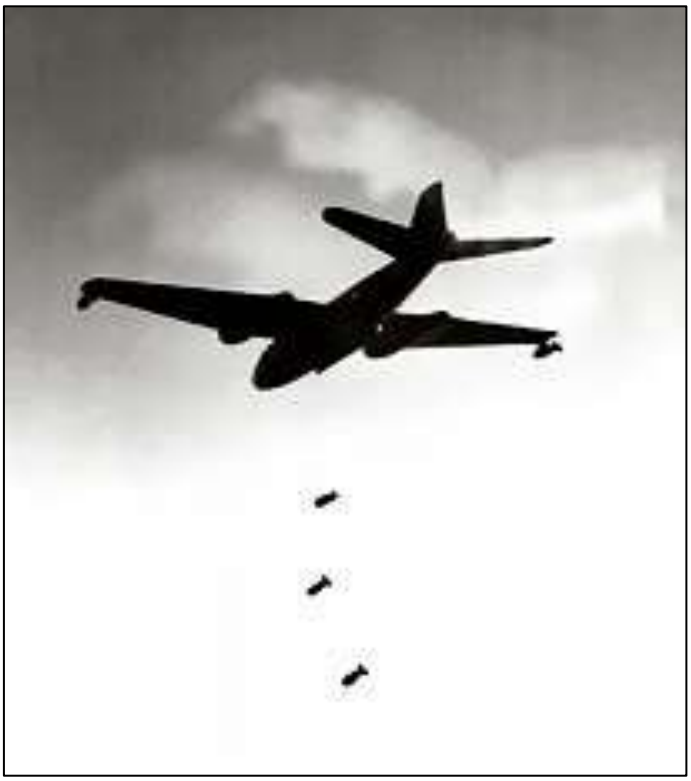
For the first few months, the Squadron carried out night Combat Skyspot missions where aircraft were guided on the bombing run by ground based precision radar. The first low level day missions started in September 1967, with forward air controllers marking the targets with smoke. Most sorties were in support of the Australian Task Force in the IV Corps area. Flying at about 3000 feet (915 metres) AGL to avoid ground fire, the crews achieved accuracies of about 45 metres. On a number of occasions, aircraft released their bombs from as low as 800 ft (245 metres), followed by a rapid pull-up to a height outside the fragmentation envelope, however, a number of aircraft were damaged by bomb fragments (shrapnel) and some navigators suffered minor injuries as a result.

HQ Seventh Air Force was impressed with the bombing accuracies of the Canberra's when operating with FACs in close support of ground troops and by November 1967 were being tasked with four day low level sorties, however, greater accuracy was necessary to achieve the required damage levels on the targets being attacked. Bombing accuracies were improved to 20 metres CEP. *(CEP = In the military science of ballistics, circular error probable (*CEP*) is a measure of a weapon system's precision. It is defined as the radius of a circle, cantered on the mean, whose boundary is expected to include the landing points of 50% of the rounds – see HERE.)*

The Canberra achieved the transition over many years from a high level bomber with poor accuracy to a very accurate low level tactical bomber in support of ground troops. Most of the day low level operations in Vietnam were in IV Corps where the low and flat terrain resulted in the Canberra achieving very good bombing accuracy.

Flying about 5% of the Wing's sorties, 2SQN was credited with 16% of the bomb damage assessment.

Initially, bombs released were ex-WW2 war stocks. Typical aircraft loads varied from 10 x 500lb bombs to 6 x 1000 lb bombs. All the war stocks were exhausted in 15 months and 2SQN changed over to the USAF M117 bombs; 4 in the bomb bay and two on the wing tips. More reliable fuses in these bombs resulted in few of the problems experienced with the earlier British designed bombs.



2SQN aircraft serviceability was high. Eight aircraft were kept on-line and maintenance personnel worked 2 x 12 hour shifts to meet the daily tasking rate of eight sorties. The Squadron achieved a 97% serviceability rate.

North Vietnamese troops unleashed a heavy mortar, artillery and rocket attack on the Marine base at Khe Sanh on 21 January 1968, before the Tet offensive. Khe Sanh was an important strategic post and its capture would give the North Vietnamese an almost unobstructed invasion route in the northernmost provinces, from where they could outflank American positions south of the DMZ. Operation Niagara was launched to defend Khe Sanh. On the first day of the attack, nearly 600 tactical sorties (including 49 by the B 52's) were launched against enemy positions.

2SQN Canberras were involved in day and night operations, usually in pairs, and carried out visual bombing (daylight) and Skyspot missions in support of the siege. The most dangerous missions to the Khe Sanh area were flown at night when aircraft were often held in racetrack holding patterns at 20- 25 000 ft with numerous (up to 30 or 40) USAF, USN and Marine Corps aircraft.

2SQN operations continued in all Military Regions (MR), including the DMZ, the Cambodian/Laos border, the A Shau Valley and Khe Sanh from 1969 to 1970. In all operations, the Canberras achieved excellent bombing results.

On 3 November 1970, the first Canberra (A84-231) was lost during a Skyspot mission in the Danang area. The aircraft was not found until February 2009 - see the article on Magpie 91 HERE.

Another aircraft, A84-228, was lost in March 1971 in the Khe Sanh area. The crew, WGDCR John Downing and FLTLT Al Pinches, ejected and following their rescue the next day by a 'dustoff' UH-1H rescue chopper, confirmed they had been hit by a SA-2 missile, which blew the right wing off.

The last Canberra mission in Vietnam was 31 May 1971 and was tasked in support of the US 101st Airborne Division in the A Shau Valley, an area frequented by the squadron many times over the previous two years. 2SQN released a total of 76,389 bombs in its time in Vietnam.

The squadron departed Phan Rang on 4 June 1971, arriving back in Amberley on 5 June, 13 years since it deployed to Malaya in 1958. 2 Squadron air and ground crews performed exceptionally well in the air war in South Vietnam and carried on the fine traditions of strike squadrons in the RAAF.

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(This Article by Lance Halvorson (right)
Navigator 2SQN November 1964 - November 1967)

2 Squadron the Most Highly Decorated Squadron in the Royal Australian Air Force.

No 2 Squadron formed at Kantara, Egypt, in September 1916 and after training in England began combat operations over the Western Front in October 1917. Flying at very low levels, the Australian pilots wreaked havoc on the German troops, however, exposed to heavy ground fire, squadron casualties were high.

Lieutenant Huxley claimed No 2 Squadron's - and indeed the Australian Flying Corp's - first aerial victory on 22 November, when he shot down an Albatross scout during a ground strafing mission. From 1917 until the end of the war, No 2 Squadron worked in close co-operation with No 4 Squadron and continued to inflict heavy losses on the Germans.

When Word War II was declared in 1939, No 2 Squadron Avro Ansons were conducting coastal patrols and providing convoy escort to the ships carrying Australian troops to the Middle East. After deploying to the Dutch East Indies in 1941, reconnaissance and bombing operations were mounted against the advancing Japanese forces. In the face of attacks on its bases and heavy losses to enemy fighters, No 2 Squadron maintained its offensive efforts for the remainder of the war, providing vital information on Japanese shipping movements.

In recognition of No 2 Squadron's heroic stand in this, Australia's darkest hour, the unit was later awarded a United States Presidential Unit Citation - the highest honour that can be bestowed on a combat unit by the United States government.

In 1958, No 2 Squadron moved to Butterworth on Malaya's east coast, providing vital security during the 1960's when tensions with Indonesia and the newly-independent Malaysia resulted in a period of "Confrontation" between Commonwealth and Indonesian forces.

April 1967 saw No 2 Squadron commence operations against Communist forces in Vietnam. Missions were flown both day and night and No 2 Squadron quickly established itself as the most effective bomber squadron in Vietnam. On its return to Australia in 1971, having flown nearly 12,000 operational sorties for the loss of only two aircraft, No 2 Squadron was awarded the Republic of Vietnam Cross of Gallantry and a United States Air Force Outstanding Unit Commendation.

These two awards, combined with the Presidential Unit Citation awarded previously, give No 2 Squadron the distinction as the most highly decorated unit in the Air Force. After flying its last operational flight in July 1982, the squadron was disbanded. The squadron reformed at RA Base Williamtown in January 2000 and will be the Air Force's designated Airborne Early Warning and Control (AEW&C) Squadron under the command of the Surveillance and Response Group. In May 2010 No 2 Squadron once again returned to the skies in the Boeing Wedgetail AEW&C aircraft. Initial efforts for the squadron have concentrated on conducting conversion courses for aircrew and maintenance personnel, and in July 2011, marked an important milestone with participation in Exercise Talisman Sabre alongside US Forces and other ADF assets

Dispelling Leftist Crap - (Like this below)

"It really bothers me that a coward like George W. Bush spent the Vietnam War training to fly old and useless planes in Texas while John Kerry was heroically risking his life in combat and got three purple hearts!" - Jennifer Braun

We normally shy away from the world of politics, but we get variations of this kind of question regularly and feel it necessary to clarify some information. We'll do our best to avoid bringing our own political biases into this article since we are more interested in defending an "old and useless" aircraft than any particular politician!

George W. Bush's military service began in 1968 when he enlisted in the Texas Air National Guard after graduating with a bachelor's degree in history from Yale University. The aircraft that he was ultimately trained to fly was the F-102 Delta Dagger. A number of sources have claimed that Bush sought service in the National Guard to avoid being sent to Vietnam, and that the F-102 was a safe choice because it was an obsolete aircraft that would never see any real combat. However, those perceptions turn out to be incorrect, as will be seen shortly.

The F-102 was a supersonic second generation fighter designed in the early 1950s for the US Air Force. The primary mission of the aircraft was to intercept columns of Soviet nuclear bombers attempting to reach targets in the US and destroy them with air-to-air missiles. The technologies incorporated into the aircraft were state-of- the-art for the day. The F-102 set many firsts, including the first all-weather delta-winged combat aircraft, the first fighter capable of maintaining supersonic speed in level flight and the first interceptor to have an armament entirely of missiles. Among the many innovations incorporated into the design were the use of the area rule to reduce aerodynamic drag and an advanced electronic fire control system capable of guiding the aircraft to a target and automatically launching its missiles.

The F-102 made its first flight in 1953 and entered service with the Air Defence Command (ADC) in 1956. About 1,000 Delta Daggers were built and although eventually superseded by the related F-106 Delta Dart (belw), the F-102 remained one of the most important aircraft in the ADC through the mid-1960s. At its peak, the aircraft made up over half of the interceptors operated by the ADC and equipped 32 squadrons across the continental US. Additional squadrons were based in western Europe, the Pacific, and Alaska.

As the 1960s continued, many of these aircraft were transferred from the US Air Force to Air National Guard (ANG) units. By 1966, nearly 350 F-102s were being operated by ANG squadrons. A total of 23 ANG units across the US ultimately received the fighter, including squadrons in Arizona, California, Connecticut, Florida, Hawaii, Idaho, Louisiana, Maine, Minnesota, Montana, New York, North Dakota, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Vermont, Washington, and Wisconsin.

One of the primary ANG units to receive the F-102 was the 111th Fighter Interceptor Squadron (FIS) at Ellington Air National Guard Station, which operated the aircraft from 1965 through 1974. These planes were given responsibility for patrolling the Gulf Coast and intercepting Soviet Tu-95 bombers that regularly flew off the US shore while carrying a payload of nuclear weapons. The 111th was and still is part of the 147th Fighter Wing in Houston, Texas. It was here that George W. Bush was stationed following his enlistment in May 1968.

It is a common misconception that the Air National Guard was a safe place for military duty during the Vietnam War. In actuality, pilots from the 147th Fighter Interceptor Group, as it was called at the time, were conducting combat missions in Vietnam at the very time Bush enlisted. In fact, F-102 squadrons had been stationed in South Vietnam since March 1962. It was during this time that the Kennedy administration began building up a large US military presence in the nation as a deterrent against North Vietnamese invasion.

F-102 squadrons continued to be stationed in South Vietnam and Thailand throughout most of the Vietnam War. The planes were typically used for fighter defence patrols and as escorts for B-52 bomber raids. While the F-102 had few opportunities to engage in its primary role of fighter combat, the aircraft was used in the close air support role starting in 1965. Armed with rocket pods, Delta Daggers would make attacks on Viet Cong encampments in an attempt to harass enemy soldiers. Some missions were even conducted using the aircraft's heat-seeking air-to-air missiles to lock onto enemy campfires at night. Though these missions were never considered

to be serious attacks on enemy activity, F-102 pilots did often report secondary explosions coming from their targets.

These missions were also dangerous, given the risks inherent to low-level attacks against armed ground troops. A total of 14 or 15 F-102 fighters were lost in Vietnam. Three were shot down by anti-aircraft or small arms fire, one is believed to have been lost in air-to-air combat with a MiG-21, four were destroyed on the ground during Viet Cong attacks and the remainder succumbed to training accidents.

Even in peacetime conditions, F-102 pilots risked their lives on every flight. Only highly-qualified pilot candidates were accepted for Delta Dagger training because it was such a challenging aircraft to fly and left little room for mistakes. According to the Air Force Safety Centre, the lifetime Class A accident rate for the F-102 was 13.69 mishaps per 100,000 flight hours, much higher than the average for today's combat aircraft. For example, the F-16 has an accident rate of 4.14, the F-15 is at 2.47, the F-117 at 4.07, the S-3 at 2.6, and the F-18 at 4.9. Even the Marine Corps' AV-8B Harrier, regarded as the most dangerous aircraft in US service today, has a lifetime accident rate of only 11.44 mishaps per 100,000 flight hours.

The F-102 claimed the lives of many pilots, including a number stationed at Ellington during Bush's tenure. Of the 875 F-102A production models that entered service, 259 were lost in accidents that killed 70 Air Force and ANG pilots.

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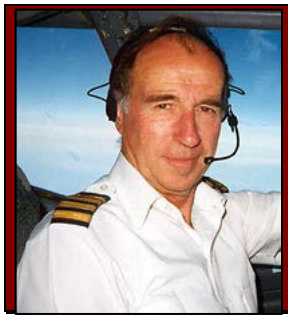


John Laming.

75Sqn's lolly drop.

John says: The following was written by former Squadron Leader Maurie Baston, AFC, an old mate of mine from 1969 days when he was CFI of CFS at East Sale. He became the chief pilot of Air Nauru in the 1970's and he gave me my first 737 job with Air Nauru. In later years he became a senior management pilot with the then CAA and was in charge of the SE Area of CAA. He is 83 and now lives in Canberra. I visited him in Canberra recently and he gave me the OK to send it to you. Would it be possible to place him on the distribution list for your magazine which he says is the best he has seen?

PROLOGUE - HEADER

Fighter aircraft are designed and built to be fighting machines. The pilots who fly them are highly skilled in delivering many different weapons, Bombs, Rockets, Missiles, 30 mm cannon, but killing was not the aim when we bombed a Northern Territory airport in the early 1960's. As the wingman in a fighter pair for this mission it was an experience I have held in my memory for decades.

"Our squadron, the RAAF's No 75 Fighter Squadron, had been doing rapid deployment exercises for some time - fly from our base at Williamtown in New South Wales, through Townsville in Queensland, then on to Darwin in the Northern Territory. Darwin aerodrome is a memorable city airport in Australia being the target of the first attack by Japanese aircraft in World War II.

With the battle scars on the old hangars where the Japanese aircraft strafed, with little opposition from us, it has remained a lasting place in our country's history.

75 Sqn History.

Formed in Queensland in March 1942, No 75 Squadron was to become one of the RAAF's most famous Units. Equipped with American-built Kittyhawk fighters and with only one week's training, the Squadron flew to New Guinea. On the afternoon of their arrival, two Kittyhawks shot down a Japanese bomber, while the next day saw the Squadron destroy twelve enemy aircraft during an attack on Lae airfield. After this most successful beginning, No 75 Squadron went on to extract a heavy toll on the Japanese.

Continuous combat took its toll on both men and machine and after six weeks of fighting, a battle weary 75 Squadron, with just one serviceable Kittyhawk left, was relieved and returned to Australia. During its first forty-four days of combat, 75 Squadron destroyed thirty-four enemy aircraft and damaged a further forty-four. Sadly, the Squadrons heroic defence of Port Moresby did come at a terrible price - twelve pilots were killed and many more wounded.

A replenished 75 Squadron returned to New Guinea in August and joined with No 76 Squadron in the defence of Milne Bay. Soon after their arrival, a Japanese invasion force steaming towards Milne Bay came under attack from Squadron Kittyhawks modified to carry bombs. Although a number of ships were damaged, the Japanese convoy sailed into Milne Bay on the 24 August, disembarking their troops before dawn. At first light, the Kittyhawks began shuttle attacks against landing barges, stores and troops. Despite torrential rain and appalling conditions ground personnel worked tirelessly to refuel and rearmed the Kittyhawks. Although Australian ground forces were contesting every yard, the enemy was soon so close that the Kittyhawks' guns were firing before their undercarriages had retracted.

Gradually the Australians gained the upper hand and when it became apparent to the Japanese that the battle was lost, Japanese ships, under the relative protection of darkness, entered Milne Bay and embarked what troops and equipment they could.

After playing its part in the first defeat of Japanese ground forces in the Pacific War, 75 Squadron, operating from a succession of bases, continued to attack Japanese garrisons for the duration of the war.

The Squadron's first permanent deployment after the war saw 75 Squadron personnel, operating Royal Air Force Vampire jet fighters in defence of the Mediterranean island of Malta. After the Squadron's return to Australia in 1955, the Vampires were soon replaced by the highly manoeuvrable Sabre. This popular aircraft was in turn replaced by the supersonic Mirage in August 1965.
In 1967, 75 Squadron deployed to Malaysia and after sixteen years in Butterworth, Malaysia, returned to Australia, and was based at Darwin to await conversion to the F/A-18 Hornet and eventual relocation to RAAF Base Tindal in October 1988.

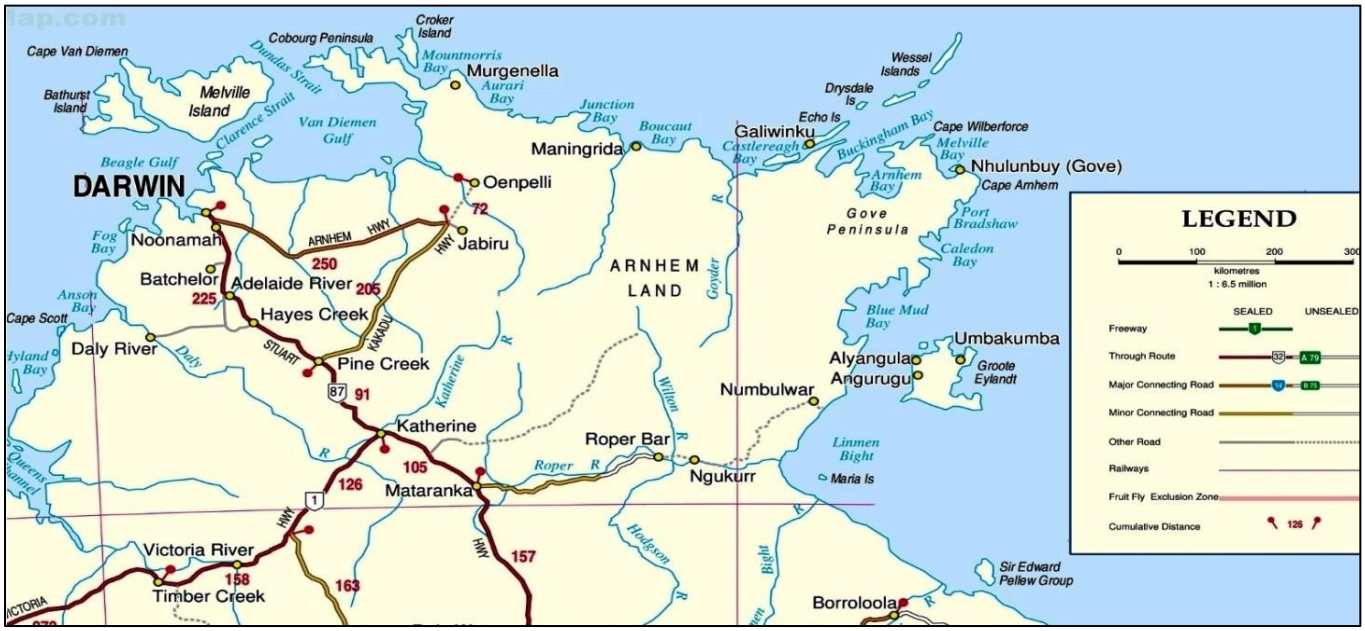
Today, 75 Squadron is the largest F/A-18 unit in the Air Force. The squadron's remote location requires self-sufficiency, including large numbers of maintenance crews to maintain operational readiness. The pilots of 75 Squadron have few airspace restrictions and, with the Delamere Range only 100 kms away, they are able to train with a large variety of air-to-ground weapons. The suitability of northern Australia for training gives the squadron the opportunity to exercise regularly with air forces from Malaysia, New Zealand, Singapore and the United States. 75 Squadron have also had aircraft and personnel involved in recent operations as a component of the International Coalition Against Terrorism in Iraq, Afghanistan and the Indian Ocean.

Williamtown Townsville Darwin

Darwin was where we conducted exercises and training for any possible threat from the north. At the time, our government was cautious as to the intentions of our northern neighbour, Indonesia, and so we were always kept at a high level of alert ready to convert from exercise mode to defend against a real threat. Our Sabres were the latest fighters at the time, supersonic, deeply swept wings with hydraulic powered controls to ensure rapid manoeuvrability through the whole speed envelope.

They were equipped to deliver rockets, bombs and cannon but recently we had been equipped with the heat-seeking Sidewinder missile where targets could be destroyed at ranges in excess of five miles. Of course, one had to have good eyesight to find a target at those ranges, especially at high altitudes where focussing was extremely difficult.

And so we navigated our way to Darwin and for the next few weeks we conducted our recurrent weapon training; air combat manoeuvres; bombing the range at Quail Island (20 Nms West of Darwin); multi aircraft simulated strikes on Gove (The Gove Peninsula is on the west coast of the Gulf of Carpentaria within Arnhem Land. The township of Nhulunbuy is the main commercial and service centre of the Peninsula and is 600 kilometres east of Darwin.) and other targets, all to maintain our defensive and offensive skills at a the highest level.



As time came for us to return to Williamtown our Commanding Officer, Wing Commander Des Murthy, a Korean War veteran, accepted an offer from the Base Commander, Group Captain Dixie Chapman, for a visit to the Bathurst Island Mission (West of Melville Island). The Mission was a catholic-run school staffed entirely by nuns without any male support.

WORDS THAT ARE DIFFICULT TO SAY WHEN DRUNK:

Innovative

In fact there was only one male resident on the island who was on the island when the Japanese bombed Darwin. He was the person who alerted the Darwin authorities of the impending Japanese attack as they passed overhead the island. Regrettably the advice was ignored.

Bathurst Island is 43 nms to the North West of Darwin with a short grass airstrip adjacent to the Mission. Our Sabres would be unable to land there and we were flown, courtesy of Dixie Chapman, in a Dakota to an amazing welcome of many school children who lined the airstrip as we landed.

The Mission accommodated only indigenous children from all ages up to and including primary school level. We disembarked and several nuns, with small children clinging to their scruffy muddied-bottomed habits, escorted us to the school. We took our place in a large room where the school choir sang a welcome song and later we were served afternoon tea. The dedication of the nuns and the reciprocal love from the children was obvious in the smiles and laughter of all the children and nuns.

'Would you care for a short tour of the school,' Sister Francine asked? Sister Francine was to be our escort for the CO and I for the visit as other nuns escorted our squadron people as we toured the school offices and classrooms. Sister Francine was all of 23 years of age and in her own words had chosen the life of a nun –'simply because I love God and I am here to do His work.' Such dedication!

Passing a small office where a nun was busy doing a stocktake we said a courteous hello. She went on to explain how they need to keep track of school books, stationary and all the administrative requirements like pens, paper and books that are always in short supply. Later, Sister Francine explained, 'We are always short of the basics but we make do and do the best we can.'

Again, such dedication!

We left and flew back to Darwin ready to depart to Williamtown the next day with the admiration and wonderful memories of the Bathurst Island Mission fresh in our minds.

Back in Williamtown and "Ops Normal" the CO called me to his office. He said: 'You wouldn't know, that as a catholic, I have been supporting those in need in Africa for some time but now I have decided I should do something for those less fortunate closer to home. For your ears only, I have ordered twenty large tea chests for our own normal administrative needs but we can also include school items for the Mission school. When we get the boxes filled we can have them transported on our Herc support aircraft when we next exercise to Darwin. What do you think?'

Such thoughtfulness; a man with compassion and a great fighter pilot leader to boot. Without hesitation my answer was clear, 'Great stuff Sir. Can't wait to see it happen.' About six weeks passed and our 'Form Green Frag Order' came through - deploy ASAP - so off to Darwin again. We departed in our aircraft and the Hercules, with our loaded stores, came along the next day and as arranged by the CO there was a Dakota ready to load the 'stores' for the school.

We got many 'Thanks You's' but the real thanks was for the thought and action taken by the CO. The RAAF hierarchy never knew but I am sure they would have applauded such action. Words like 'hero' were spoken but we were not heroes we just had a CO who thought he could help the less fortunate. As co-incidence would happen, still In Darwin and two days before we were due to return to Williamtown we were both posted to new duties; the CO to a higher office; myself to undergo instructor training at the RAAF's Central Flying School at East Sale In Victoria.

Yet again I was called to the CO's office for another confidential briefing.

'Before we leave tomorrow and as we won't be back here again you and I are going to do a beat up this afternoon of the Mission. We'll do a flyby; slow as we can; as low as we dare and ……..wait for it …..I have arranged for bags of lollies and chocolates to be loaded in the speed brake wells. When we are over the airfield we can select the speed brakes out …lollies for the kids; what do you think?

It didn't matter what I thought, I was all for it. I just hoped we didn't hurt anyne….an unlikely event! Amazing stuff. Great fun and doing something that a fighter aircraft would not normally do and to bring joy to the nuns and children at the Mission.

The speed brake wells had already been loaded and the speed brakes were closed, however, the start sequence needed slight modification. After engine start we would normally check the operation by cycling them out then in. This time there would be no checks. We didn't want our earlier habits to cause an abort.

Lining up for take-off I thought of all the war-like sorties I had imagined and flown and smiled to myself we rolled down the runway. The CO nodded; gear selected up; radio channel change to radar frequency and we were on our way.

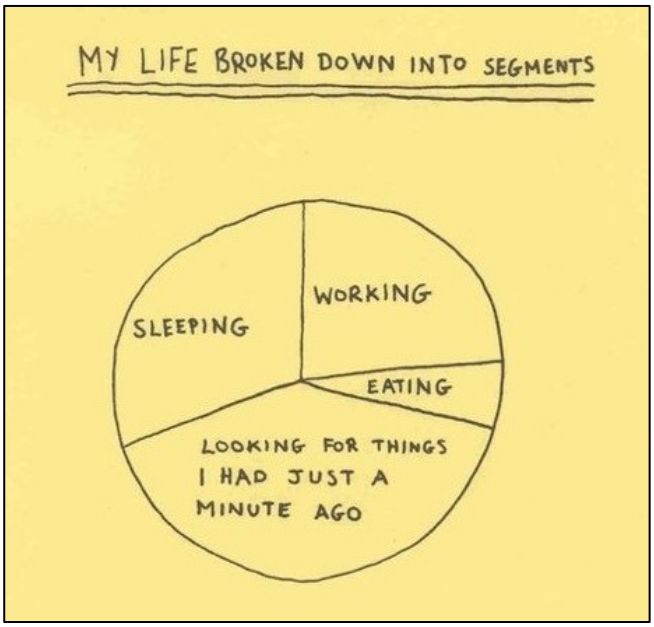
At 1,000 feet with only 43 miles to Bathurst Island we travelled at a sedate 180 kts. I thought, three miles a minute, a 14 minute trip as I moved into a loose attack formation and the CO lined up on the grass strip. I could see white habited nuns and children over the strip waving as we approached. "Speed Brakes Go" came the radio call and I saw lollies fall from the CO's aircraft. As we pulled up in a steep wingover and looking back at the airstrip it was a wonderful sight to

see…children and nuns on the airstrip retrieving lollies from the sky. But there was a down side to the operation. No chocolates fell from either aircraft as they melted from the engine heat and streamed along the fuselage of our aircraft. No doubt a big cleaning job but there were no complaints from our squadron colleagues.

So fighter aircraft don't always have to be death-dealings machines - in the right hands they can bring joy and some happiness to those we can help.

Footnote:

Sister Francine and I corresponded for several years until I lost contact when she was transferred to another Mission. Twenty five years later as I walked to the airport terminal in Nauru, having flown an Air Nauru B-727 from Guam, a nun a approached me. She said, 'There is someone over there who wants to meet you' It was her ….Sister Francine!!!"



A superb feat of Airmanship re-visited.

Just under 40 years ago, before many of today's pilots were even born, a wonderful feat of superb airmanship took place high over the Pacific between Fiji and Norfolk island. I remember it well as at the time I was piloting Boeing 737's of Air Nauru over nearby areas of the South Pacific. I was reminded of this when reading the PPRuNe Australian forum on the various theories surrounding the mysterious disappearance of Amelia Earhart in 1937 during her ill-fated long distance flight in her twin engine Lockheed from Lae, New Guinea to Howland Island in the Central Pacific.

The story goes thus: On 22 December 1978, a small Cessna 188 Agwagon aircraft, piloted by Jay Prochnow, became lost over the Pacific Ocean.

The only other aircraft in the area that was able to assist was a commercial Air New Zealand flight. After several hours of searching, the crew of the Air New Zealand flight located the lost Cessna and led it to Norfolk Island, where the plane landed safely.

Jay Prochnow, a retired US Navy pilot, was delivering a Cessna 188 from the United States to Australia. Prochnow had a colleague who was flying another Cessna 188 alongside him. The long trip would be completed in four stages. On the morning of 20 December, both pilots took off from Pago Pago. His colleague crashed on take off, but was unharmed. Prochnow landed and set out the following day to Norfolk Island.

When Prochnow arrived at the region where he believed Norfolk Island was, he was unable to see the island. He informed Auckland Air Traffic Control (AATC), but at this point there was no immediate danger. He continued searching; after locating more homing beacons from other islands, he realised his automatic direction finder had malfunctioned and he was now lost somewhere over the Pacific Ocean. He alerted AATC and declared an emergency.

WORDS THAT ARE DIFFICULT TO SAY WHEN DRUNK:

Preliminary

There was only one aircraft in the vicinity, Air New Zealand Flight 103, a McDonnell Douglas DC-10 travelling from Fiji to Auckland. The flight had 88 passengers on board. The captain was Gordon Vette, the first officer was Arthur Dovey, and the flight engineer was Gordon Brooks. Vette knew that if they did not try and help, Prochnow would almost certainly die. Vette was a navigator, and at the time of the incident he still held his licence. Furthermore, another passenger, Malcolm Forsyth, was also a navigator; when he heard about the situation he volunteered to help. As neither Prochnow nor the crew of the DC-10 had any real idea of where the Cessna was, the crew had to devise creative ways to find it. By this time, contact between both aircraft had been made on long range HF radio.

Prochnow had crossed the international date line and the date was now 22 December. Vette was able to use the setting sun to gain an approximate position of the Cessna. He instructed the Cessna to point directly at the setting sun. He did the same and noted the difference in heading between the aircraft as four degrees. After making an allowance for the differing altitudes of the aircraft, the difference in sunset times between the aircraft and Norfolk Island was also noted. This data allowed the crew to calculate that the Cessna must be southwest of the DC-10 by about 400 nautical miles. About 25 minutes after turning in that direction, contact on short range VHF radio was established. This had a range of 200 nautical miles. It was hoped the DC-10 would be making a vapour trail to make it more visible. After contacting Auckland it was determined that weather conditions were not suitable for a trail. Brooks knew that by dumping fuel they could produce a vapour trail. As the search was getting more and more desperate, they decided to try it. Prochnow did not see the trail, and it was starting to get dark. Vette wanted all the passengers to be involved, so he asked them to look out of the windows and invited small groups to come to the cockpit.

As it got darker and darker, Prochnow considered ditching, but Vette did not want to give up. So they also used a technique known as "aural boxing" to try to pinpoint the small plane; this took over an hour to complete. Once it had been done, they had a much better approximation of Prochnow's position. The DC-10 used its strobe lights to try to make itself more visible to the Cessna. It took some time, but eventually Prochnow reported seeing light. This was not the DC-10, it was an oil rig, and Prochnow went towards it. This was identified as Penrod, which was being towed from New Zealand to Singapore. This gave Prochnow’s exact position. After some confusion about the exact position of the Penrod, it was finally established that the estimates of the crew of the DC-10 were very accurate. Prochnow was able to make it to Norfolk Island with his remaining fuel. He touched down on Norfolk Island after being in the air for twenty-three hours and five minutes.

Details of how the navigation numbers were crunched by the captain of the Air New Zealand DC10 are HERE. I learned those numbers in case the occasion should ever arise that another ferry pilot may get lost and who knows we may have been able to help. My maths were awful at school and not much better in 1978 so it was probably good luck that I had never had the opportunity to try my calculations for real.

Turkish Airlines.

THIS is a wonderful advert produced by Turkish Airlines – definitely worth a watch.

WORDS THAT ARE DIFFICULT TO SAY WHEN DRUNK:
Proliferation

12 Years with DCA in PNG, 8 years at Madang.

Peter Davey.

When I started work in Madang, I wondered what I had got myself into. There were two air ground positions, one looked after the airspace from Madang to Mount Hagen, Goroka and the Whagi Valley. The other from Mt Hagen west out to Kopiago. One operator had 36 active strips and the other 24. All full traffic, an eye opener after Rabaul.

HF operations in Madang's areas.

As there was no reliable phone through out most of PNG, flight plans were seldom lodged. As with the rest of PNG, all aircraft operated under full reporting and full SAR. We, and the relative aircraft operating agencies, including a large number of missionaries worked on standard flight plans. There were two, one for twins and the other for single engine aircraft. We always had a strip on the appropriate circuit for the aircraft on the ground. The aircraft would report taxying, or departure with the destination. e.g. Mendi for Tari for a twin it would be 18 minutes at 95 (9,500 ft) and 26 mins for a single. (Every operator and pilot got to know the standard plans). This also worked with the two towers in our area, Mount Hagen and Goroka.

They would call and give a departure e.g. Hagen for Tari. Unless advised we assumed standard details. It worked well. A common amended level would be 500 above ground level not above 10,000. This would made them traffic for any aircraft in the area. If they were flying Tari to Mendi it would be via the Tari Gap. The gap was about 9000 ft. Aircraft often advised marginal VFR and that you could get through at 500 AGL. We would have aircraft each side of the gap trying to get through. With 14,000 ft mountains, aircraft navigated by certain gaps. This also concentrated traffic. It was not uncommon to call up 10 aircraft with traffic on one another. The appropriate strip then needed to have the other 9 aircraft logged as traffic. This would have meant noting 9 different aircraft on each strip. We often just logged VFR.

L-R: Brian Carroll, Trev Benneworth, Bob Taylor, Peter Gorta, Jim Finnigan, Peter Davey. Ex-Madang people at a recent impromptu get together.

For my first 4 years all HF was on AM. As we were close to the equator and had mountain ranges over 14,000 feet we experienced a large number of thunderstorms with associated static. AM only has a quarter the signal strength of SSB. Often you had to deselect the CODAN (Carrier operated device – anti-noise) to copy aircraft. All frequencies were shared with at least two other ground stations (Wewak, Moresby, Lae or Rabaul) exclusively all with large number of aircraft (except Madang which had 5631 for the Hagen west area). The HF was crowded with constant jamming. SSB improved communications. Telephone were finally installed through parts of PNG and briefing offices opened at Goroka and Mount Hagen.

In early 1972 the Southern highlands of PNG were hit with massive frosts above 1800 meters, a severity not experienced since 1941, which wiped out the vegetable crops (mainly sweet potatoes) and the administration was faced with 150,000 people dying from starvation combined with widespread public disorder, tribal fighting as people began to migrate to lower areas. It was compared to the Irish potato famine. Starving tribesmen abandoned entire regions. A national

emergency was declared. Much of the areas could be reached by road, but only aircraft could service the more remote areas.

The Government instituted a major programme of famine relief which in hindsight has been criticized as an over-reaction. The event soon became known as the "*Gaiman Famine*" (False famine). In contrast to a similar event what happened in 1941, no one died and few were seriously hungry for long. None the less, the cost of Government intervention was high, and many mistakes were made.

The 1972 event was less severe than 1941 by several orders of magnitude, but to Australian public servants in the highlands it was their first experience of repeated frosts at elevations above 1800 metres. The spectacular destruction of sweet potato gardens by frost and the fear of widespread public disorder and tribal fighting as people began to migrate out of the worst affected areas led to a food relief program, managed by expatriate missionaries and administration officers and carried out with assistance from the Australian Army and Air Force. At the peak of the program, 150,000 people were being fed. A parallel program distributed planting material of English potato and corn seed and collected sweet potato vines from lower altitudes and transported them into frosted areas, to enable the restoration of the food supply as soon as possible.

Following the completion of the food relief program in 1973, a report to the government (published as Waddell 1989) stated that the switch in policy from one that supported local coping in late 1971, to direct intervention by providing food in 1972, was brought about by the severity of the

frost and widespread drought, the inability of the Australian administration to judge the severity of the situation because of a lack of knowledge of local agricultural systems, and the widespread belief that the local population had no capacity to cope with the situation. It was suggested that the relief effort had undermined longstanding adaptive strategies maintained by local people to deal with the frost hazard.

A great deal of food was carried free of charge by TAA and Ansett with pilots being offered “a complete amnesty of contractual working conditions” (There were some massive paydays) The Australian government decided to alleviate the situation. Hercules and Caribou from the RAAF were shuttling food into Mendi (the main aircraft Hub for the area) with light aircraft (mainly twin otters) and helicopters taking the supplies to outstations. The army and RAAF supplied over 30 service men to Mendi.

Our HF circuit for the area became practically unmanageable. We were getting more movements out of Mendi (and a number of surrounding airports) than from Port Moresby airport. A Tower was finally situated at Mendi. The aircraft would call Madang taxying and then report departure to us. No departures were given by Mendi. We passed departures to Mendi but never amended levels on inbound tracks or levels, these were supplied by the aircraft when they called Mendi Tower. We would spend two hours at a time on the circuit with a coordinator to pass departures to Mount Hagen and Mendi and to help spot traffic.

Movements 1973:

Madang - 155,000 with a staff of 13.
Sydney - 55,000 staff of 100.

About 30% of operators who arrived from South could not get rated at Madang they were sent to easier stations. All transfers from the school to PNG were cancelled due to the number of failures

SAM. (**S**AR, **A**erodrome reports, **M**eteorology).

In PNG, a large number of airports need a report before aircraft were able to land. (often the strip was hardened by hundreds of men marching up and down.) Each morning various stations would call up with strip reports and meteorology. Two stations stand out. Marprick (an isolated aerodrome in Wewak’s area. I think the Patrol Officer thought up his strip reports over a bottle of “Buka Mary” (rum) e.g:

"Marprick is firm with soft patches. Myprick is soft, caution pigs rooting"

The other was Menyamia, a mission strip. The nun had the sexiest voice. When she come on we would put it on loud speaker and all the operators would just listen. To hear her say "*94090 82820*" etc. was a delight. We always ended up with "say again - good morning". As there were no phones throughout PNG, we often passed on non aviation messages via the SAM network. Outstations also used it for medical emergency. Before independence, (when Australia was paying) an aircraft was always sent for a medical evacuation. After independence, the outstation had to convince the Doctor that the evacuation was necessary. The two major requests were for retained placentas and "pig bell" a complaint from eating rotten pig meat. They were normally refused because the Doctor thought the patient would die and there were scarce resources. As a supervisor, I spent an inordinate time as the coordinator between SAM and the Doctors.

At Madang we were responsible for rating the first indigenous ATO (Air Traffic operator). By the time I left PNG I had trained every indigenous supervisor.

We had a new OIC at Madang and he decided to have an Aerodrome emergency with minimum alerting of staff.

He arranged for a fictitious Fokker to lodge a flight plan Goroka for Madang. (one of the few legs where we could work the aircraft on VHF.). An indigenous operator was on air ground on his second shift since being rated. The F27 (OIC) report "fire warning light". No action was taken. Reported Engine on fire. Still no action was taken. The supervisor who knew about the flight (you could monitor all positions from his position) advised the tower and declared a distress phase. The operator in the tower, who had recently arrived from south and could speak no pigeon English, pushed the common call to alert our fire fighters; the hospital; the police and the town fire brigade. Apart from our fire station, none of the others could understand English. The aircraft reported at 30 miles, 28 pob (persons on board) and that he might not make the airport. The town fire truck finally departed for the airport (about 10 km). It rolled on the third corner and took no part in the debacle. The senior grounds man set off an explosive in the scrub the other side of the airport. This meant that our fire trucks had to cross

O

the runway. As they approached the entry gate there was a truck full of locals travelling at an inordinate slow rate trying to work out what was the explosive and smoke. The fire truck tried to pass and took the gate on an angle. The truck got stuck in the gate. From there on the exercise went down hill.

The indigenous operators were called Air Traffic Officers and carried out the duties of tower and air ground with no distinction except the air ground supervisor was at a higher grade then the tower operator. Operational Control was withdrawn from PNG long before Australia. There was a blending of the various positions. The OIC of the airport was an FSO not ATC.

I had 8 glorious years at Madang. I would have no idea of how many searches I took part in. (in one year we had over 50 deaths in light aircraft accidents) With independence we went on to embassy conditions (we were Australian public Servants working in a foreign country) We were well paid and had some of the best accommodations and conditions in the country.

Madang was the pic of postings in PNG. It had a beautiful harbour dotted with picturesque little sandy islands and as most people owned a boat, or knew someone who did, a lot of spare time was spent on the water, either fishing, skiing or just cruising.

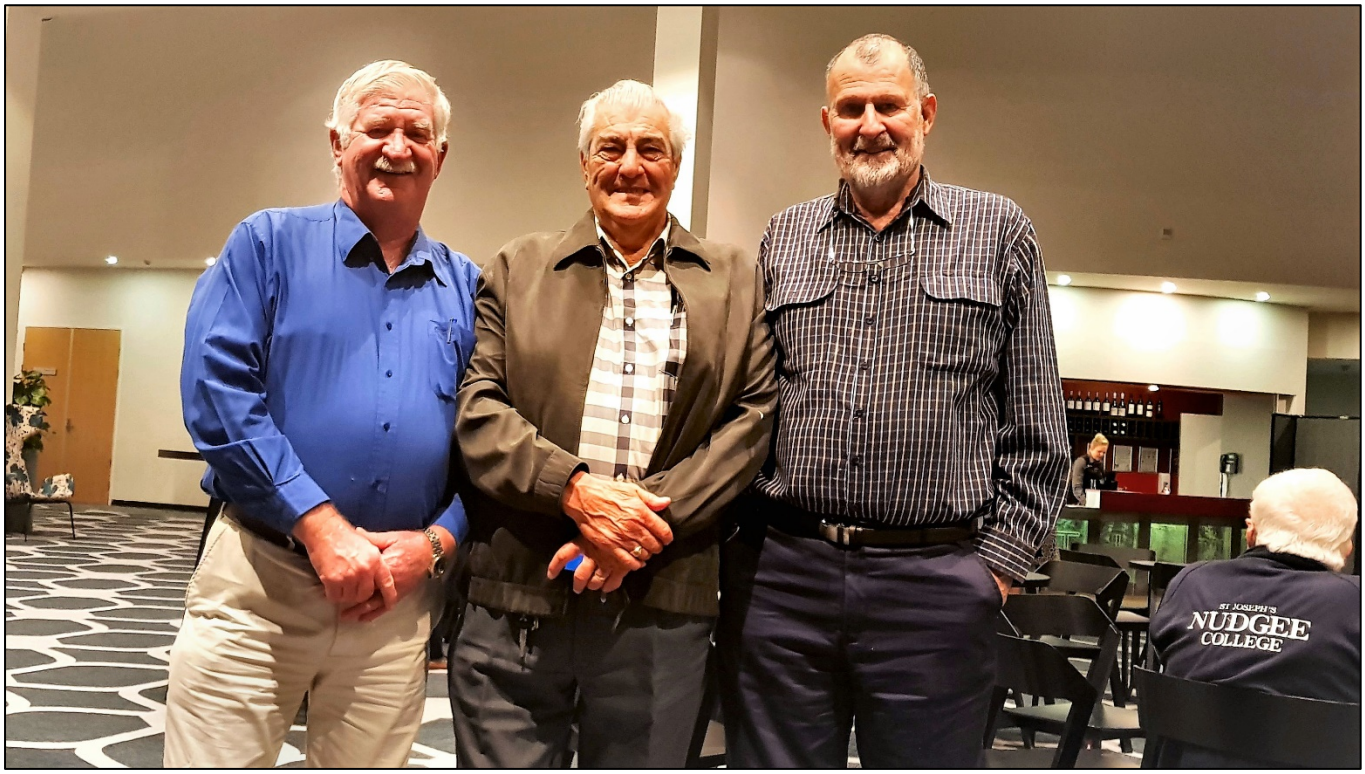
I look back on them as the best part of my 31 years in DCA. (though the 2 years at Lord Howe took some beating). I had to learn when my garbage tin went out on my return. They said that PNG had the three M's : Misfits, Missionaries and Mercenaries. I was one or all of those.

WORDS THAT ARE DIFFICULT TO SAY WHEN DRUNK:

Cinnamon

A milestone.

Well, it's finally happened, after many years of going to weddings and various birthdays, recently I was invited to a mate's 80th, and if that's not a sure sign that a boke is aging, nothing is. This was the very first 80th to which I'd been invited and although there was no dancing on tables, no fights and no arrests, we had a great old time – I really enjoyed it. It might have been my first 80th, sadly, in the not too distant future, at this time of life there will be many more.



L-R: Trev Benneworth, Geoff Cherry (80), Peter Gorta.

Many moons ago, we worked together at the Madang ATC/Flight Service Centre (in PNG), Pete was the airport OIC and when he wasn't swanning around in the yellow Holden Wagon, he could be found hard at work in the Madang Club or out on the water counting fish.

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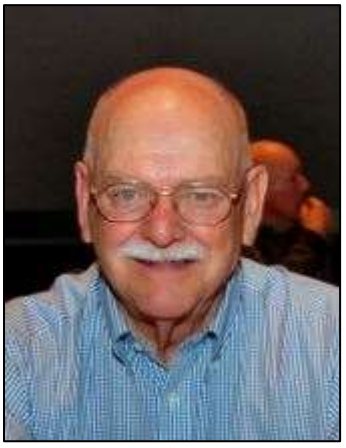
Alan “Punter” Langton

Steve Langton, Alan’s son advises that his dad, Alan Langton now suffers from Dementia and has been in a Nursing Home out Salisbury way for the past couple of years.

John Staal.



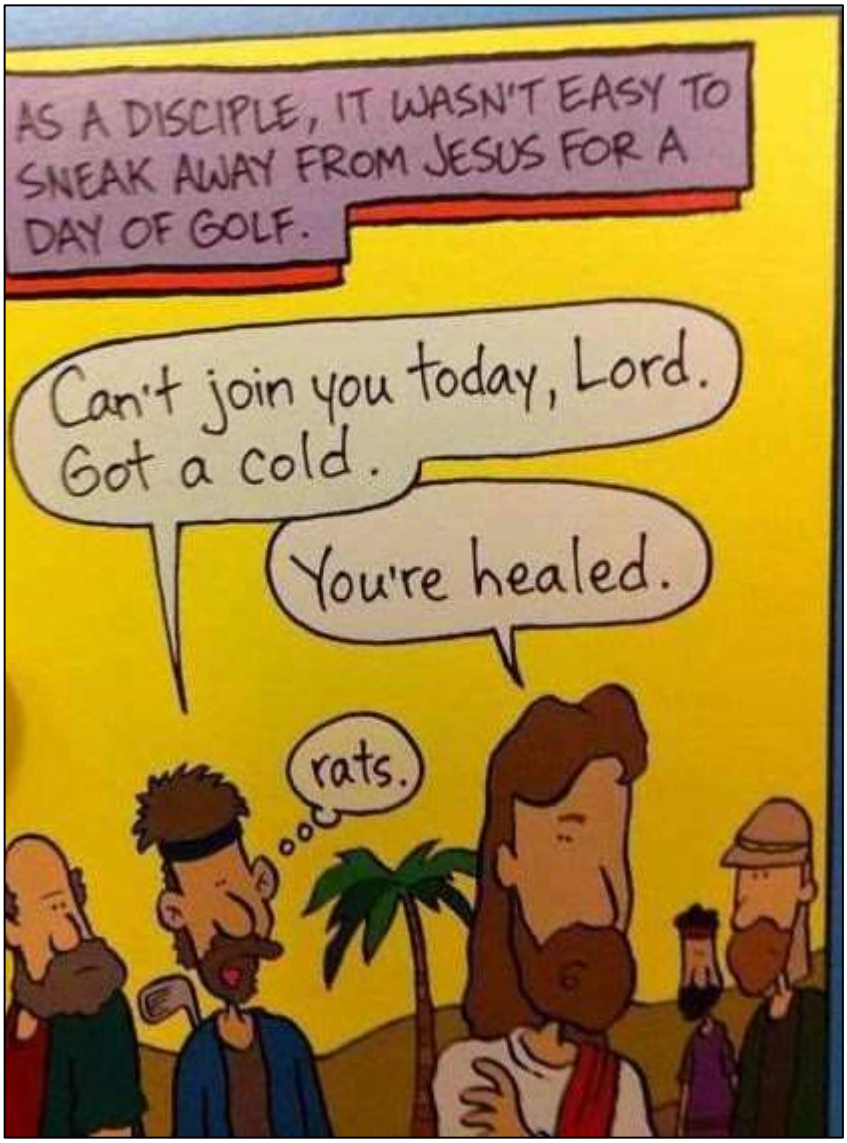
Ron Glew, PRESIDENT AFC & RAAF Assoc. (NSW) Inc advises that John is not feeling particularly well these days and he feels a bit neglected. He would be stoked to receive a phone call for a chat from any or all of his RAAF friends. Should you wish to email him, please use gershastaal @ gmail.com as he finds it difficult to use the computer just now.

(Leave out the gaps before and after the @)

Terry Barker.

John Sambrooks advises that on the 13th Aug Terry was admitted to the Sunnybank Private Hospital due to chest pains. Terry has leaking heart valves. They may be able to treat this with medication, but he may need open heart surgery. His heart is also enlarged. Terry will take calls; his number is 0402 206 566.

Hope you get well soon, Terry.
Regards
Sambo


AS A DISCIPLE, IT WASN'T EASY TO SNEAK AWAY FROM JESUS FOR A DAY OF GOLF.
Can't join you today, Lord. Got a cold.
You're healed.
rats.

Ken Parkin.

Jeremy Parking got in touch, he said: “Hi there, I am trying to track down any reference, or photos, of my father. He served in the RAAF from 66-72 as a RADTECH (CAT1A). He graduated from 1RTU in 1966 on course number 790. Unfortunately, I don't have any memorabilia of him during his RAAF days and am hoping your magazine (or members) may have.

He used to recount stories on how he trained on the F111 over in the states for a time before returning to Amberley where he served most of his time before discharging in Perth. He was also a member of the Amberley water ski club as well, from what I have been told.

Anyway, I have read in your magazine that a Mr John Harris wrote a series of articles on his time in the USA whilst training on the F111 and was wondering if he knew of my father - is John still around?

I have searched thru your photos and cannot find any reference to my dad, so thought I would write directly”.

If you can help, let us know and we’ll pass on your info to Jeremy. - tb

Des Politch.

We’re looking for Des Politch. Des came from Toowoomba and joined the RAAF in 1965. After rookies he went to Wagga to be trained as a Clerk. He did a tour in Vietnam with 1OSU in Vung Tau from Feb 1970 to Feb 1971

If anyone knows where Des is these days, please let us know.

Jeffery Holmes.

Any Veteran who may have known the Late Jeffery Holmes whilst serving with the RAAF in Butterworth 1972 and 1973 please contact Joe Russell on 07 5536 1164 at the Tweed Heads/ Coolangatta RSL Sub-Branch.

FSgt Don Derrick.

The family of the late Don Derrick, Framie, is seeking information about Don's long service with the RAAF. Problems exist with accessing Don's Service Records, so any person who knew him during his various postings both in Australia and overseas, your help would be appreciated, He served with 35 Sqn in Vung Tau from Aug 1966 to Aug 1967.

Anyone with information, please contact Mrs Roylene Conway, 02 6782 1714

Air traffic controllers 'falling asleep on the job' with no backup.

We were sent the following:

Air traffic controllers working solo nightshifts, responsible for large expanses of the country's skies, are falling asleep, creating concern for public safety. Controllers told The Weekend Australian the situation was an issue in 10 air sectors for which only one controller, based either in a major radar centre or local tower, was rostered on the nightshift.

Civil Air, the controllers' union, said those sectors covered skies over most regional areas, as well as towers at Perth and Adelaide and in Sydney during night curfew. The union confirmed controllers working the single-person nightshifts had at times reported falling asleep and that it was pushing for two-person shifts or at least greater back-up for those working solo. "There have been several reports (of controllers falling asleep) made to the Australian Transport Safety Bureau, mainly because of the confidentiality the ATSB provides," said Civil Air president and controller Tom McRobert. "They have put in a confidential report saying 'I fell asleep' or 'I saw someone fall asleep'. It's not a common occurrence but … it is definitely a concern, the more and more they push fatiguing rosters."

ATSB confirmed it had received confidential reports about controller fatigue. Airservices said it had no reports of controllers falling asleep but "a small number" had complained about single-operator nightshifts. "Single-person nightshifts are currently in place for approximately 20 positions across Australia where traffic volume and complexity is low," a spokeswoman said. "The practice has been reviewed at length by Airservices, with our rosters built on a sound understanding of fatigue and the science of sleep. We encourage staff to report any fatigue, related issues … This can be done de-identified."

However, Mr McRobert, a controller based in Melbourne, said controllers were unwilling to make such reports to Airservices for fear of "repercussions". He and most controllers believed two people should be rostered on all nightshifts because of the safety benefits. There were also practical reasons controllers who found themselves dozing on nightshifts were reluctant to report it.

"There's a lack of willingness for an individual if they are feeling tired and dozing off to put their hand up and say 'Get me out'," he said. "Because that requires a closing of airspace, or reclassification of the airspace as uncontrolled and a very high-level investigation. And Airservices will start pointing fingers."

While traffic volumes may be low, nightshift controllers are responsible for the full range of duties, including include monitoring radar and communicating with pilots to ensure sufficient separation between aircraft, keeping them on the right flights paths and dealing with emergencies. Airservices said solo nightshifts mostly occurred in operations centres where other staff were working on other sectors at the same time. "They have the opportunity to take short breaks throughout the shift and there is a supervisor," the spokeswoman said.

Solo nightshifts operate for much of Australia's airspace. "Basically everywhere with very low traffic, so anything into Sydney from either Melbourne or Brisbane areas, because Sydney has a curfew at night (applying to many but not all aircraft)," Mr McRobert said.

What a load of crap!

Air Traffic Controller salaries in Australia can range from $141,585 - $182,792 for a 35 hour week. It's a very well-paid job and apart from what the ATC union *Civil Air* says, it's like any job, once you're trained and know what you're doing, it's not all that hard.

If a few tower controllers can't stay awake while doing a night shift – get rid of them. You don't become a tower controller overnight, you need a few year's experience in the ACC before you get tower duty and you don't get a solo shift in the tower until/unless you've been checked out thoroughly. By the time you get there you would definitely know the routine and would plan for it.

There are thousands of Australians who work solo at night but they don't get $140,000 plus pa. Security guards and interstate truck drivers, for instance, do it every day of the week and they don't get $140,000 pa.

Years ago, we used to do a night shift to look after two and only two, overflying international aircraft, one going Japan to Sydney, the other Sydney to Japan. We'd sit around from 11.00pm until about 2.00am doing nothing, take position reports from the two aircraft then do nothing again until relieved in the morning. It was quiet, it was boring but you knew that before you went in. Like doggo workers everywhere, you slept during the day before you started and you went to work ready for the all-nighter. In the quiet times you read a book, or listened to the radio, or spoke via the link to the bloke doing the doggo in the next FIR.

What a beat up!!!

And speaking of aeroplanes and stuff, how would you like to be on short finals and get hit by THIS?

The enemy within is more treacherous than the one outside!

SASR getting a raw deal??

The following article appeared in Michael Smith News on the 14th June and was sent to us by Trevor Rigby.

The writer wants to remain anonymous, the way the SAS likes things. He served 14 years in the ADF, 9 years as a Royal Australian Regiment infantryman and 5 years with the Special Air Service Regiment.

“The Special Air Service Regiment seeks out and destroys Australia’s most dangerous enemies. It targets the leaders of terror organisations who are shielded by suicidal, heavily armed Jihadis embedded amongst co-operative ‘civilians’. Our enemies don’t like us and they do their best to kill us with no moral restraint and complete impunity. The Mujahideen don’t have much use for a Human Rights Commission.

The SAS cannot fight enemies like that by adhering to normal Western moral standards. If we did, it would be leveraged as a weakness by the enemy. We have to keep them guessing about

our limits. I wouldn't deploy if I was working with blokes who operated like predictable Mr Nice Guys.

The ADF is currently conducting a full-blown enquiry into 'rumours of possible breaches of the laws of armed conflict' by Australian special forces in Afghanistan. We are alleged to have operated with 'disregard for human life and dignity'. Fair enough. I don't know one bloke I served with who has a high regard for the lives of terrorists. There's nothing dignified about IEDs and their fighting methods either.

We are not sent out to deliver a personal dignity entitlement to our enemies. We go out to kill them.

Right now, the Chief of Defence Force is doing immense damage to our troops deployed in Afghanistan. Australian taxpayers are paying for ads in the Afghani press encouraging Afghanis to dob in Australian troops for war crimes – see HERE. How idiotic is that? What a propaganda gold mine; and you can be certain the enemy will be using it against us.

The Australian enquiry will receive heaps of responses from the enemy, let's face it they are embedded among the local Afghans. And what will it achieve? How do you think Australian troops will respond to allegations against them from the enemy? This might be difficult for outsiders to hear, but even if boundaries have been overstepped, unless the entire patrol turned on each other there will be little chance of any evidence to support any claims made by the enemy or Afghan civilians.

SAS troops obey orders. We go where we're ordered to go and act as we're ordered to act. There's no allegations that I know of that says SAS troops have failed to obey orders. Whatever's been done has been the work of a highly disciplined team of professional, accountable soldiers operating within their own internal chain of command - and that goes all the way to the top. Smiling politicians are always on hand to get their photo taken and congratulate us on our results.

Well God help any ADF leadership that tries to hang a few young troopers out to dry.

So what are we stuck with?

- A bombardment of allegations that will ALL have to be investigated at taxpayer expense.
- SAS unit members taken away from their duties to "help" the investigation and for interviews with investigators.
- The usual bags of tax payers' money given to the enemy in compensation for alleged wrongdoing by us - even if unproven.
- SAS tactics and operational security compromised by our own Government and Defence force due to a call for an open investigation and for transparency from left wing journalists to mention a few.
- Resentments amongst the SAS members and as is common practice much more secrecy, which is a certainty at the grass root levels.

The ADF's investigation into the rumours has already been leaked to Fairfax and the ABC who've made the leaked material public. As a result of Fairfax and the ABC's reports, the Russians have now joined in to make life more difficult for us in the field.

Recently the Russian Foreign Ministry issued a statement about "The crimes committed by Australian troops in Afghanistan" (See HERE). Using the ABC and Fairfax's reports, the Russian statement said Australians have engaged in 'systematic, unauthorized and groundless use of weapons, particularly against civilians.' It quotes the ABC as the source for 'shocking facts about cold-blooded murders committed by Australian soldiers in Afghanistan'.

Total bullshit, created by our taxpayer funded broadcaster to be used by our enemies against us. The ABC is always going on about Russia and scandals. Looks like they've made one of their own. There are plenty of problems in Australian society. There is definitely a problem in the ADF, but it's not the war fighters. It's our leadership and the tone they set - from the PM down.

Interesting interview:-

Back in June (2018) the Outsiders program from SKY TV Channel sat down with former Australian Special Forces Lieutenant Colonel (WngCdr in the old money) Riccardo Bosi to talk about allegations that soldiers committed war crimes while operating in Afghanistan. Fairfax Media reported a Special Air Service Regiment 'rookie' was pressured to execute an elderly unarmed detainee by high-ranking soldiers in 2009. The accusation forms part of a confidential defence inquiry in which special forces insiders described unsanctioned and illegal violence exhibited in operations. Click HERE to watch it.

If people evolve from monkeys, why are monkeys still around?

Who defends our defenders?

Trevor Rigby sent us this too.

Last week Defence admitted former Lt Colonel Karel Dubsky was an innocent victim of the Jedi Council witch-hunt that terminated his career and left him a shattered man. (See HERE and HERE) That makes it hard to miss the irony that another of nation's defenders was led to the scaffold last week in the shape of Australia's most decorated contemporary soldier, Ben Roberts-Smith VC, MG.

In an extraordinarily tasteless article, Fairfax Media alleged Mr Roberts-Smith was being investigated for unspecified "breaches of the laws of armed conflict" in Afghanistan. It was claimed this was part of Major-General Paul Brereton's wide-ranging trawl through 15 years of service by Australia's special forces soldiers in Iraq and Afghanistan.

By Fairfax's own admission, this inquiry is supposed to be conducted behind closed doors. There are very good reasons for this, not the least of which is that many of the operations in question were and remain classified. Another is that the evidence of such crimes is notoriously unreliable, especially when it comes from possible enemies.

The greatest difficulty, though, is the nature of war itself. Combat pits men against each other in circumstances where the exigencies of battle and the need for self-preservation, often take precedence over the rules of war. This has always been so. Claims of Australian soldiers killing surrendering Germans in the First World War were so prevalent that even Bean refused to dismiss them and cited the "primitive bloodthirstiness" of battle for soldiers performing unseemly deeds.

In "Storming the Falklands", former paratrooper Tony Banks related the distressing scenes at the Wireless Ridge, where British troops made a night attack with fixed bayonets and were told to take no prisoners. A terrified young Argentine soldier surrendered, pleading for his life and begging not to be killed. A brief argument occurred among Banks and his comrades as to who was going to kill the man before a tarpaulin was thrown over his head; he was shot and then bayoneted.

If these things happen in war between uniformed combatants, how much more difficult is it to strictly comply with the rules of war when the enemy deliberately does not? Insurgents do not wear uniforms; they stash their weapons to blend into the population and pull them out when it

suits them to attack. They use non-combatants as human shields. It is easy in these circumstances for innocent civilians to die. Add to that the frustration of seeing colleagues killed, dismembered and wounded and seeing rescue helicopters shot at, or enduring renegade Afghan "allies" murdering Australian soldiers in their compounds. The moral certainty of Punt Road pundits is a luxury often unavailable to the Australian soldiers in combat zones.
None of these things was a deterrent, however, to the almost salacious way in which this most recent story was reported, including the claim that Ben Roberts-Smith "declined to answer a series of detailed questions sent to him by Fairfax Media." Given this is a confidential investigation he should not have to. In fact, details of the investigation should never have been published until they were completed. What is most disturbing is the frequency with which investigations of allegations against soldiers make their way into the media, when details of military operations do not. Even when investigators illegally seize soldier's psychological records – which are supposed to be confidential – this rarely makes it into the press. It suggests the source of the leaks is not soldiers themselves, but powerful and deeply entrenched interests within Defence.

All of this, leads many to suspect that political interests are triumphing over military imperatives. When two cadets at the Australian Defence Force Academy in 2013 streamed images of one of them having sex with a female cadet, the Sex Discrimination Commissioner, Elizabeth Broderick, was sensationally invited to conduct a wide-ranging investigation into the role of women in the ADF. Although Broderick herself had no military service and no expertise in military operations, she took it upon herself to make sweeping recommendations about the participation of women in frontline units. Normally, decisions about the structure and composition of military units are determined solely by the nature of the enemy and what is necessary to capture or kill them. Disturbingly, her recommendations were accepted in spite of her total absence of military qualification.

Fears and suspicions of political agendas are now running rife throughout Australia's service personnel. They fear the insidious attacks on their dignity by those who have always found reason to confuse service of one's country with militarism. They fear all they stand for being sullied by cheap shots from moralising television hosts. Most of all, many fear there is nothing to protect them against civil litigation by supposed Iraqi and Afghan "victims" bringing claims through Australian courts. In the United Kingdom, hundreds of soldiers have suffered years of torment before the courts and the Iraq Historic Abuse Team (IHAT) inquiry, with no end to their nightmares yet in sight.

The same could happen here. Our service men and women are all too aware that the Brereton Inquiry could be but the start of an avalanche of inquiries and investigations stretching years into the future.

Hanging Australian service personnel out to dry now happens with distressing frequency. It certainly happened in service at home to Karel Dubsky. It has also happened on numerous occasions to Australian soldiers operating in Afghanistan. Consider the soldiers who spent years facing charges regarding the death of civilians in a night attack in Afghanistan, only to have the

charges eventually withdrawn. There are other similar cases, each of which has brought untold distress to decent men and women doing their best in a morally vacant world.

Allegations of war crimes by Australian servicemen and women need to be seen through the prism of a war where front lines do not exist and where it is almost impossible to judge the outcomes of their actions against the moral standards prevailing in leafy suburbs back home. At the very least, the media should abandon the sensationalism and scandal in which a small portion now revel.

Against this backdrop, it is only fair to ask, who defends our defenders?

And this!

An interesting insight into media management amongst "other" things.

During the early weeks after the USS Fitzgerald was speared by a lumbering Philippine container ship, it was noteworthy that the captain and a couple of admirals were publicly named, but not the actual officer in charge, the officer of the deck. (OOD) The other person who should have kept the Fitz out of trouble is the person in charge of the combat information centre, the Tactical Action Officer. That individual is supposed to be monitoring the combat radar, which can detect a swimmer at a distance of two miles.

Not until a year later, when the final reports are made public and the guilty parties have been court-martialed, does the truth come out. The OOD was named Sarah Coppock (right) and the Tactical Action Officer was named Natalie and they weren't speaking to each other!!! The Tactical Action Officer would normally be in near constant communication with the OOD, but there is no record of any communication between them that entire shift!

Another fun fact: In the Navy that won WWII, the damage control officers were usually some of the biggest and strongest men aboard, able to close hatches, shore up damaged areas with timbers, etc. The Fitz's damage control officer was also a woman and she never left the bridge. She handled the aftermath of the accident remotely, without lifting a finger herself! Look it up: The

OOD was Sarah Coppock, Tactical Action Officer was Natalie Combs. Turns out all the key people (except one officer in the CIC) were female!
Lt. Coppock pleaded guilty to dereliction of duty. Lt. Combs faced a recent hearing and it was decided she face a Court Marshal. In an 11-hour hearing, prosecutors painted a picture of Lt. Irian Woodley, the ship's surface warfare coordinator and Lt. Natalie Combs, (right) the tactical action officer, as failing at their jobs, not using the tools at their disposal properly and not communicating adequately. They became complacent with faulty equipment and did not seek to get it fixed and they failed to communicate with the bridge, the prosecution argued. Had they done those things, the government contended, they would have been able to avert the collision. The charges against Lt Woodley were dismissed.

That two of the officers, Coppock and Combs, involved in this fatal incident were female suggests that discipline and training standards have been lowered for the sake of "gender integration," which was a major policy push at the Pentagon during the Obama administration. It could be that senior officers, knowing their promotions may hinge on enthusiastic support for "gender integration," are reluctant to enforce standards for the women under their command.

This was the story of Kara Hultgreen, the Navy pilot who died in a 1994 F-14 crash. Investigation showed that Hultgreen had been allowed to proceed in her training after errors that would have meant a washout for any male pilot. But the Clinton administration was pushing for female fighter pilots, which resulted in a competition between the Navy and Air Force to put women into these combat roles. It is not necessary to believe that:

a. women shouldn't be fighter pilots, in order to believe
b. lowering standards for the sake of quotas is a bad idea.

Of course, you may believe both (a) and (b), but it is (b) that gets people killed.

It seems obvious that the Pentagon (and the liberal media) sought to suppress full knowledge of what happened to the Fitzgerald in the immediate aftermath of the June 2017 incident that killed seven sailors, in the same way the details of Kara Hultgreen's death were suppressed. It took investigative reporters like Rowan Scarborough of the Washington Times a lot of hard work to find out what actually happened to Hultgreen. Let's hope other reporters will dig into what's happening in our military with the "gender integration" agenda at the Pentagon now.

When are the bleeding hearts going to accept that "Men and Women are different!" *tb.*

Who knew what time it was when the first clock was made?

Climate change.

It has reared its head again, there are the believers and there are the non-believers. The believers are the good guys– the non-believes are the bad guys.

Yet, from the pile of correspondence we receive here it seems the debate is still well and truly raging and rightly or wrongly, the numbers denying seem to be on the rise.

See https://youtu.be/vZ7z2xOYYRM

And in the blue corner: https://youtu.be/sZB1YtQtHjE

Make up your own mind!!!

If a telemarketer calls, give the phone to your 3 year old daughter and tell her it's Santa

A Potential but Heretical Solution to a Sacred Political Problem?

Bob Bergman sent us this:

It appears that the Media and the political left in society have now globally adopted the mantra of "Climate Change" as their primary belief mechanism and political battle-cry. This phrase is the less abrasive way to say "Global Warming" or, as some would classify it, "Blessed Global Warming". I have been somewhat puzzled by this all-inclusive 'Climate Change' phrase as I was under the impression that the 'Climate' of this planet has been changing ever since its inception. So, what can this phrase possibly mean? I am even more puzzled as to how such a non-statement can be the reason (excuse?) for the massive diversion of taxpayer's funds into technically dubious projects. Maybe this is the new 'Secret Women's Business'?

Also, despite the large body of scientific work that shows atmospheric Carbon Dioxide level changes to be some 50 plus years behind global warming/cooling trends 'The Mantra' has radically demonised this humble, naturally occurring gas. So, what can be done to reduce this plague on society and so possibly reduce the incredibly wasteful funding splurge? Maybe identify one of the serious CO2 emitters? With that in mind I researched the output of CO2 by individual humans at rest and found the figure to be 0.9 Kg per day. This is an average 'at rest' figure and can be regarded as a minimum.

That amount doesn't sound like much until you remember that recently we, on planet earth, passed the 6 Billion population mark. This means that the daily output from humans is at least

5.4 Billion Kg or 5.4 Million Tonnes. Multiply that by 365 and the annual output by humans is at least 1971 Million Tonnes or, as some would have it, almost 2 Billion Tonnes. I guess we could save the planet by stopping everybody breathing. This would also save heaps of money and solve all political problems.

A totally win-win solution.

And here.

Brendan Godwin

When I got out of the RAAF I went to the Antarctic base of Mawson. I wrote an article on RAAF Base Mawson that you published. At Mawson I worked for the Bureau of Meteorology. BOM trained me as a weather observer and I was also trained in general meteorology. I have a keen interest in this subject. I've spent the past 2 years researching climate science and have written a number of papers on the subject. I've attached one. You are welcome, if you are interested and game, to publish that. The real science.

We're game - you can see it HERE.

If you're ever looking for something on this see www.carbon-sense.com. Viv Forbes is an Australian scientist and the world's greatest pragmatist. He's published all his papers here and all in common garden variety language with an element of your type of humour.

Relax.

Someone sent us THIS and suggested we grab a nice cold stubby, turn the lights down low, the volume up high and sit back and enjoy!

DFRDB.

This is another topic that gets people's hackles up. As we're not involved in the DFRDB balls-up, we haven't followed it all that closely, but an awful lot have. For all those on Facebook – HERE'S a group dedicated to DFRDB:

You may wish to join in their discussions

Radtechitis.

Ted Macs ays: "My life has become a misery also due to my Radtechitis aura. I have had to lock the doors and windows to my apartment, close the curtains, turn off the lights and disconnect the phone. As I cannot leave my apartment, I am doing all my shopping, etc via the interweb. I need urgent help – perhaps I may have to deny my RadTech background and become an ex-Used Car salesman."

A Good Catholic Joke

The Pope and Trump are on the same stage in Yankee Stadium in front of a huge crowd. The Pope leans towards Trump and said, "Do you know that with one little wave of my hand I can make every person in this crowd go wild with joy? This joy will not be a momentary display, but will go deep into their hearts and they'll forever speak of this day and rejoice!" Trump replied, "I seriously doubt that! With one little wave of your hand....Show me!" So the Pope backhanded him and knocked him off the stage! AND THE CROWD ROARED & CHEERED WILDLY and there was happiness throughout the land!

"How do you feel about me going to my sister's for two weeks?"

Djinnang Reunion.

In May 1975 a few Members met at Col Mallets home, and the Djinnang Association was born. Meetings were carried out at several houses over the next few years until numbers became too big, so different venues were found to cater for the numbers as they increased to what they are today.

The members that met for the first time were Col Mallet, Eddie Cunningham, Ric Montague, Dave Roe and Ron Bellert.

In the year 2020 the Assoc will be holding its 45th Reunion, so put the 30th May 2020 aside and help celebrate this special 0ccasion. Now is the time for all those lost souls who haven't shown for a few years to make the effort to turn up for this occasion.

50 Years of the P3.

The RAAF advise:- "As part of our initial planning and survey of interest we were looking at holding the 50 Years of P-3 Orion functions in mid-November. However due to operational requirements we have adjusted the dates and it will now be the weekend 30 Nov – 01 Dec 2018. These dates are confirmed and planning is about to begin shortly to make them happen."

"The Formal Dinner will be held in rooms at the Adelaide Convention Centre. The venue selected has a seating capacity of more than 1 200 persons. The functions will be a formal affair with much memorabilia on display in a pre-dinner drinks/break-out area. Formalities will be kept to a minimum with the focus of the evening on recognising the significant achievements of the P-3 Orion and the members behind her success."

You can see further info HERE and book tickets HERE.

The Diggers' Requiem - Australian Premiere.

The Diggers' Requiem is a major new Australian work and a concert not to be missed. The Australian Premiere is a significant event to commemorate the end of World War One, 100 years on.

The Requiem was jointly commissioned by the Australian War Memorial (AWM) and the Department of Veterans' Affairs (DVA), produced and directed by Chris Latham and will be performed at Llewellyn Hall by a large orchestra and choir. The concert will be recorded and broadcast by ABC FM.

In an astonishing piece of musical teamwork, The Requiem has been composed by seven contemporary Australian composers working with Chris Latham on existing and new pieces. Composers Nigel Westlake, Elena Kats-Chernin, Richard Mills, Graeme Koehne, Ross Edwards, Andrew Schultz and Christopher Latham have all written movements.

Diggers' Requiem premiere in France in May 2018.

The concert will be performed by the newly formed Australian War Memorial Orchestra and Choir with the Band of the Royal Military College, Duntroon as well as 28 young artists selected from across Australia with French or German ancestry or WWI family connections. Seven Australian and international soloists will also perform.

The sad and cathartic March of the Death of Saul by Handel is traditionally performed at the military funeral of Commonwealth soldiers, and will open the work, followed by the Lament of the Somme, by the recently discovered Frederick Septimus Kelly, who died at Beaumon-Hamel in 1916. This lament, which evokes the Battle of Pozières, near Albert, was written just two weeks before his death.

Elena Kats-Chernin, who finished writing her piece last year, will evoke the battle of Bullecourt in the Pas-de-Calais. Alex Lithgow who wrote the stirring Victoria March, which was played by the Australian Army as it marched into Bapaume in 1917, has his work incorporated into Nigel Westlake's The Glass Soldier, a piece for trumpet and orchestra. A lone piper plays a lament in

the last movement, and 62,000 bells, layered and patterned, will commemorate the 62,000 Australians who died in WWI.

The Diggers' Requiem is made possible in part by the generosity of many government and corporate supporters, however, we still need your help to make up a significant shortfall and make the concert a reality. We have set up a fundraising campaign with the Australian Cultural Fund, and we invite you to become part of this important project by making a tax deductible donation.

Any amount is appreciated, however our target is high and we would appreciate you giving whatever you can. Donations can be anonymous, however if you choose to give your name you will be acknowledged in our program and on our website as a valued contributor to the project. Click here to donate securely and easily. We thank you for your support of this nationally important project. Please stay in touch by signing up to our newsletter and liking our Facebook page.

For ticket info click HERE and to read more about the event click HERE.

A 79-year-old retired engineer from Launceston is having a drink in the Meadows Hotel when a gorgeous girl enters and sits down just a few seats away. The girl is so attractive that he just can't take his eyes off her. After a short while, the girl notices him staring, and approaches him.

Before the man has time to apologize, the girl looks him deep in the eyes and says to him in a sultry tone: "I'll do anything you'd like. Anything you can imagine in your wildest dreams, it doesn't matter how extreme or unusual it is, I'm game. I want $100, and there's one other condition." Completely stunned by the sudden turn of events, the man asks her what her condition is. She said, "You have to tell me what you want me to do in just three words." The man takes a moment to consider the offer from the beautiful woman. He whips out his wallet and puts $100 dollars in her hand. He then looks her square in the eyes, and says slowly and clearly: "Paint my house."

(Our needs change as we get older, and we tend to look for bargains)

Digger Hat Jewellery.

The Vietnam Veterans Association, Sunshine Coast Sub-Branch has made available some great little trinkets in the form of key rings, lapel badges, ear-rings and pendants, all made from pre-decimal currency.

You can see their brochure HERE.

These make a great little keep-sake or a gift and your buying one or more helps the VVAA Sunshine Coast.

They are very inexpensive, see below (cost includes postage to an Australian address):

Item	Finish	Price each
Penny & halfpenny key ring	Natural	$9.50
Penny & halfpenny key ring	Gold	$12.50
Penny & halfpenny key ring	Silver	$12.50
Ear-rings pierced (sixpence)	Gold	$22.50
Ear-rings pierced (sixpence)	Silver	$22.50
Ear-rings clip-on (sixpence)	Gold	$22.50
Ear-rings clip-on (sixpence)	Silver	$22.50
Pendants (sixpence)	Gold	$17.50
Pendants (sixpence)	Silver	$17.50
Halfpenny / penny Lapel Pin	Natural	$9.50
Halfpenny / penny Lapel Pin	Gold	$12.50
Halfpenny / penny Lapel Pin	Silver	$12.50

These are definitely worth having and you'll be helping the Vietnam Vets on the Sunshine Coast. To order, send an email to vvaasc@bigpond.net.au outlining what you want, include your name, phone number and postal address, then send your payment to the account below: Don't forget to put your name on the bank transfer.

BSB 034-198. A/C # 237008

Round Australia Cruise.

Dan Nebauer, an old Sumpie who had a tour of Vietnam with 35Sqn (Wallaby Airlines) from June 1967 to June 1968, now runs his own travel agency business – Travel Managers. Dan has negotiated with P&O Cruises to obtain a discount for Wallaby Airlines people, both old and current, who would like the holiday of a life time. He's offering a 28 night round Australia cruise on the Sea Princess visiting Brisbane, Alotau in PNG, back to Cairns, then Darwin, Broome, Fremantle, Margaret River, Albany, Adelaide, Hobart, Burnie, Melbourne then Sydney.

Cruise starts on the 3rd October next year (2019), a wonderful opportunity.

For more details see HERE and if you'd like a look over the renovated recently Sea Princess, click HERE.

Ghost Story

This story happened a while ago in Dublin and even though it sounds like an Alfred Hitchcock tale, they tell us it's true.

John Bradford, a Dublin University student, was on the side of the road hitch-hiking on a very dark night and in the midst of a big storm. The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him.

Suddenly, he saw a car slowly coming towards him and stopped. John, desperate for shelter and without thinking about it, got into the car and closed the door only to realise there was nobody behind the wheel and the engine wasn't running.

The car started moving slowly. John looked at the road ahead and saw a curve approaching. Scared, he started to pray, begging for his life. Then, just before the car hit the curve, a hand appeared out of nowhere through the window, and turned the wheel. John, paralysed with terror, watched as the hand came through the window, but never touched or harmed him.

Shortly thereafter, John saw the lights of a pub appear down the road, so, gathering strength, he jumped out of the car and ran to it... Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had.

A silence enveloped the pub when everybody realised he was crying and wasn't drunk. Suddenly, the door opened and two other people walked in from the dark and stormy night. They, like John, were also soaked and out of breath. Looking around, and seeing John Bradford sobbing at the bar, one said to the other...

'Look Paddy .... there's that fooking idiot that got in the car while we were pushing it!'

What happens after you die? Lots of things. They just don't involve you.

ACT – Active Body Conditioning

If you live in the ACT, or close to, and you're a Dept of Vet Affairs Client and you could use some TLC, you should contact Sheree at VIDA Wellness and Rehabilitation on 02 9630 9181.

VIDA Wellness and Rehabilitation have clinics at Gungahlin, Dickson, Charnwood and Narrabundah and can help you with a whole range of conditions. Some of these include PTSD, back pain, arthritis, cancer, joint pains, osteoporosis, obesity, and chronic pain.

If you've had a joint replaced (shoulder, hip, knee etc) conditioned exercise is the best treatment, you owe it to yourself to use their services.

VIDA have qualified and experienced Exercise Physiologists who are expert at helping you get rid of these chronic ailments.

If you have a Gold Card or in a lot of cases a White Card, you could be entitled to treatment at VIDA with the expenses picked up by DVA.

Your first move should be to contact Sheree and discuss your situation with her. A few months into a one on one treatment schedule could see you leaping tall buildings again.

Don't put it off – do it now!