



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 Crissie Wessels and we have lots of old time pics.

See Page 3.



Solid-state batteries will be the next big leap forward. How to run a mail-merge from within Outlook and Windows has a new disk clean tool – and more!.

See Page 4

Currumbin RSL has renamed its Vets Support Centre after Ron Workman. An Orion went to Caloundra and a Mirage put down safely at Evans Head.

See Page 5





- * The most recent pension rates,
- * A trip to Butterworth
- * Adrian Cronauer
- * Mirrorless cameras
- * Exemption from GST and more

See Page 6

Peter Condon tells us about his flying career in the RAAF, including his time flying the "Bird Dogs" in Vietnam.

See Page 7



35 Sqn received the Vietnamese Cross of Gallantry streamer to add to their Colours. The RAAF Aircrew Commemorative Day was held at the Qld Air Museum at Caloundra and 114 MCRU got together at Kedron Wavell Services Club.

See Page 8

Perth got a new bell. Car engines are going hi-tech, brain freeze, what is it and how do you cure it? And more!

See Page 9



Geoff Spackman and I have a good look over Kapooka.

See Page 10

Fat-free, is it the answer? Flu shots, should you get one? And how to lose weight and more.

See Page 11.



Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67 and Caribou A4-264 crashed at Camden and more.

See Page 12

Armistice Day was celebrated all over Australia. Kedron Wavell RSL Sub-Branch held a ceremony too.

See Page 13





The OC 82Wing hosted the annual Association's Day at Amberley.

See Page 14.

The Airman Aircrew got together at the CSI club at Ipswich

See Page 15



"Mystery at Eagle Farm". John tells how fate stepped in and he wasn't required for a flight that flight ended in tragedy when the Lincoln crashed into the mountains west of Brisbane.

And more!

See Page 16

No-one sick this episode – but we look at the Productivity Commission's advise on closing the DVA.

See Page 17



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

Page 18

Frank Alley spent a bit of time in China – he sent us a lot of photos of his visits to various museums.

Page 19



The Herc boys and their ladies got together at Richmond for the 60th anniversary. And! Here's the news, all the news, the whole news and nothing but the news.

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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.

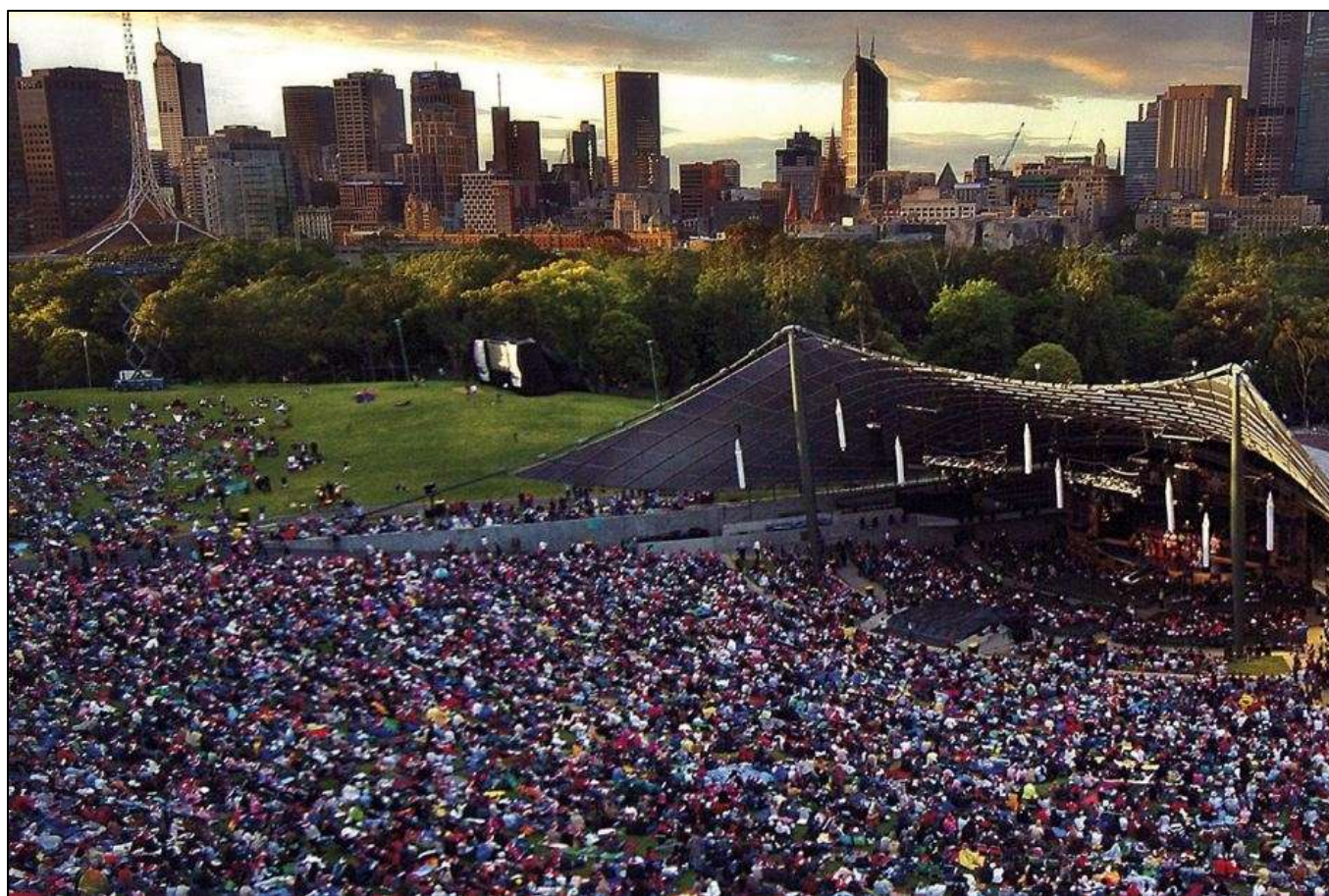
2021 Celebration.



We've had to put our preparations on hold until 1 July 2019 – see the latest update [HERE](#).



The Sunday Concert event will be open to all in Melbourne and could look like this below, you'll definitely want a reserved seat.



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 away 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.

Click [HERE](#) to let us know you'd like to come.

Buying a new car?

If you're contemplating buying a new car, we could save you thousands. The Radschool Association has done a deal with Australia's biggest car brokers whereby you can purchase a car (your choice of make, colour, specs etc) at fleet discount prices.

To see further details, go to the Radschool Assoc home page ([HERE](#)) then click on "New Car Purchase".

Discounts.

We're working on obtaining discounts for financial members of the Radschool Association. If you'd like to benefit from these discounts, and you're not a member, scroll down to the Membership section below, fill in the relevant form and we'll send you the info.



Current financial members will receive an email from us soon with info on how to obtain a 12% discount on the base rate of the day when hiring a car from Thrifty. With the holiday season upon us, if you're thinking of hiring a car or an SUV or a people mover, this could save you heaps.

Veterans Card.

Back in June 2018 we wrote to the Minister for Veterans Affairs/Defence Personnel, Hon Darren Chester MP, suggesting the Government should introduce a "Proof of Service" card (see [HERE](#)). This was followed up with several bits of correspondence and eventually we were offered a meeting with the Minister's advisers in Canberra. On the 21st September, we met in Canberra with David Roberts and the delightful Louise Hooper (right), both advisers to the Minister who gave us about an hour of their valuable time and where we discussed the proposal.





Shortly after, we received [THIS](#) from the Minister. Good News!

As most know, TPI/EDA Vets have access to free Government transport within the state in which they live. State Governments issue a Veterans Travel Card however, the holder of the card is entitled to free transport only with that state. We asked Louise Hooper if there were any plans to make the card a national benefit. She replied: "I understand that harmonisation of state benefits was discussed at the Veteran Ministers Roundtable that was held on 27 October"

We think it is still being discussed – but fingers crossed!

While in Canberra, we also met with the Sarah Huy from the office of Amanda Rishworth (right), the Labor Shadow Minister for Veterans' Affairs. We didn't get a personal response, but we did get this [Media Release](#).



Savings for veterans

Once the Proof of Service Card – or Veterans' Card as it will be called, is implemented, major corporations will be encouraged to offer special services and/or discounts to holders. Businesses will be encouraged to offer discounts on everything from groceries to power bills.

The details of the card will be worked through with state and territory governments and businesses. It will be separate to the Department of Veterans' Affairs health cards but will be similar to the approach adopted by Canada and the US. Already Woolworths, Coles, Kmart, Bunnings, Target, NRMA and Clubs Australia have signed up, while Westpac has expressed support for the idea. The reported percentages were between 5 and 10 per cent.

At present, many businesses and services find it hard to identify who is a veteran, with the problem most acute in states such as NSW and Queensland, each of which are home to more than 80,000 veterans.

Virgin

Back in November, Virgin Australia announced plans to allow priority boarding for members and ex-members of the Australian Defence Force. They offered military veterans the chance to board first and acknowledge their service during in-flight announcements.



We thought it was a wonderful initiative – but for some inexplicable reason, some didn't.



The Australia Defence Association (ADA) said the offer was lacking in common sense. Neil James, the executive director of the ADA said “Virgin Australia’s move to offer veterans priority boarding and a public thank-you on flights drew a ‘reasonably critical’ response from his members. I think most people would like some practical help rather than what’s likely to become a tokenistic gesture”. He said “the US-style of publicly thanking veterans for their service would not necessarily translate well to Australia. There’s a fine line between embarrassing them and thanking them and, in some cases, where they’re suffering a psychological illness, effusively thanking them in public might not necessarily help them.”



Well, let me tell you something Mr James, you don’t speak for me, I’ll be forever grateful to Virgin for offering that benefit – to be able to board early ahead of the rush, I think is fabulous and I’ll accept it with both hands. Anyone, who for whatever reason doesn’t want to accept it, can just sit tight and board with the masses. If you don’t want it, don’t put your hand up – and don’t try and stop others who do want it.

My old nan used to say, “give them an inch and they’ll want a mile!”. This seems to be the ADA’s doctrine, instead of saying thank you to Virgin, they want to big-note themselves and want more.

Good for you Virgin. For me it’s a reason to fly with them.

Membership.

We’ve decided to go with the following membership.

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

Annual Membership will run from July one year to June the next, with this year’s annual membership now expiring in June 2018. As we’ve said, full membership is not compulsory, you can still receive the RAM which will remain open, free and available on the net.

So, if you’d like to contribute and help us with the ever increasing costs, please join as a full member.

If you are already a member (ie: if your name is on this [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: \$

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.

Beginning today, treat everyone you meet as if they were going to be dead by midnight

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.

IN MEMORY OF

Ian Johnston.

After a long illness, (Acute myeloid leukaemia), Ian Raymond Johnston died on Sunday 25th November at the Opal Gracedale nursing home in Ringwood North, Victoria. During his illness he was supported by his partner Alison Topp and sister Pam. He was 79 years old.

Ian was a CPL RadTechA and was in the first group of RTFV, arriving in Vietnam on the 29th September, 1964 and stayed until returning to Australia on the 23rd April 1965. On the 22nd October 1965, he was posted back to RTFV in Vung Tau, which became 35 Sqn on the 1st June 1966, this time returning to Australia on the 8th June 1966.



He was quietly proud of his service in Vietnam and often talked about his memories of flying as an assistant loadie whenever the opportunity arose, particularly during attachments to Nah Trang and Danang.

When the book "Suggy's Men" was being compiled, Ian was an enthusiastic contributor. He had many photographs of people and events and also had a collection of propaganda leaflets which he hoped would get published one day.

Ian had an enduring interest in radio and electronics. As a training aid he assembled the gear used in the Caribou. The gear he so lovingly restored is now preserved in A4-231 which is on permanent display at the Vietnam Veterans Museum at Phillip Island, Victoria.

A quiet, sincere, fun loving man who will be missed by all those who served with him.

The service to Celebrate the Life of Ian Johnston was held in the Lilydale Memorial Park Federations Chapel on Monday 3rd December, 2018



AUSTRALIAN WAR MEMORIAL

MAL/64/0104/01

Cpl Ian Johnston and LAC John McDougall, try out their newly acquired Vietnamese on two young school girls on the beach front near the villa where the RAAF men lived back in Oct 1964.

Don Melvin.

Noel Hadfield advises the death on the 17th Sept of CPCAPT Don Melvin who was a member of No 6 Appy course and who had retired to Nambucca Heads in northern NSW. He was 82 years old.

Don passed away in the Bellinger River District Hospital at about 10.30pm on the 17th after a long battle with a series of aggressive cancers. He was one of Nature's Gentlemen, and our condolences and thoughts go to Jacqueline at this time.





Don Long.

The Djinnang Assoc advises the passing of Don Long on the 27th September, Don was a few weeks short of his 86th birthday.

Sorry, we have no further details.

Ray Minter.

Ted Washbrook advises the sudden passing of Ray Minter who died on the 4th September. Ray was 87 years old and lived in Newcastle. His funeral was held at Pettigrew's Newcastle Chapel on the 9th September.

Frank Rusconi.

Neil Hunter advises the passing of Frank Rusconi (2 PMGTTyMaint/53), aged 98. Unfortunately we have no further details.

Kev Taylor.

John Stewart advises the passing of Kev Taylor on the 11th November after a long illness. Kev was a member of the 3 TU Association and lived in WA. His family held a private funeral.

Joe White.

Neil Hunter advises the passing of Joe White on the 20th October.

Kerin ' Kerry' Charles Williams.

Peter Nelms advises the death of Kerin ' Kerry' Charles WILLIAMS, on the 3rd November, 2018 as the result of a long term, military related illness. Kerry was a well-known and respected Mirage Engine Fitter and No 9 Sqn Vietnam Veteran Iroquois Crewman/Gunner and Engine Fitter. He was 81 years old.



L-R: Kerin Charles Williams, Rodney “Rodars” Adam, Bob Kendall, Anthony (Tony) Hill.

The above pic was taken at Vung Tau in March 1968.

Bob Gardiner.

The Brisbane Courier Mail advises: Bob Gardiner had a zest for life. While at St Joseph’s College in Gregory Terrace (Brisbane), he joined the college’s Australian Air Force Cadet programme then after school it was off to Uni to learn Dentistry, but while there he decided becoming a dentist was not for him. He joined the RAAF instead and headed off to Sale to become an Air Traffic Controller.

While in the RAAF, he rose through the ranks quickly and became a specialist air traffic controller. He served at several bases from Amberley to Penang in Malaysia, Williamtown to Darwin. In 1987, he took up the post of chief instructor and CO of the RAAF’s Air Traffic Control School in Sale. His final posting in the RAAF was in 1991 when he began working directly for Admiral Alan





Beaumont, AC, who was a senior officer in the Royal Australian Navy, and later Chief of the Defence Force from 1993 to 1995.

After leaving the Air Force, Bob put his years of aviation experience to good use in assisting emerging nations in the Pacific and South-East Asian regions including Fiji, Vanuatu and Indonesia. He was welcomed there for his realistic teaching methods, and the design and compilation of procedure manuals. He was recognised for his friendly disposition in achieving goals that were based on good governance and world's best practice in the aviation sphere.

Bob also undertook a special assignment given to him in this regard by the UN. He was acknowledged for his ability to build rapport with people of all ages and nationalities and was always busy throughout the year helping other people, though he also endeavoured to join old school mates for an annual fishing escape in August to Fraser Island for the annual taylor run.

Bob died of a heart attack on the 13th October, while he and wife Kay were vi siting their youngest son Daniel and his wife Natalie in Singapore to celebrate their granddaughter Mia's first birthday. He is survived by his wife Kay and three sons Robert, Michael and Daniel. He was 74 years old.

Bert Gregory.

Neil Hunter advises the passing of Bert Gregory from a Heart Attack on Wednesday 12th December. Bert's Memorial Service was held at The Lakeside Memorial Park, Kanahooka (neat Port Kembla) in NSW on Wednesday 19 December at 2PM.

Sorry, no further details.



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Page 3 Girl.

Our lovely page 3 girl this edition is Crissie Wessels

Chrissie says: "I was born in Melbourne and while still a young girl I think I caught every major sickness that was going around, I had Measles, Mumps and also Pneumonia all in a short period of time. I was only 4 at the time and I can remember all my relatives coming down from their properties to see me as they were sure I was going to die. I especially remember our local GP saying to my mother, in front of me, 'Time to make the necessary arrangements - is she Christened?' adding that he didn't expect me to live past 4pm that afternoon. My mother grabbed the book of Common Prayer, a small glass of water - (an ex-Vegemite jar when they were cute little glasses) and the next door neighbour and between them they Christened me. I think that is why I am fascinated by Religion but not able to conform to any Church.

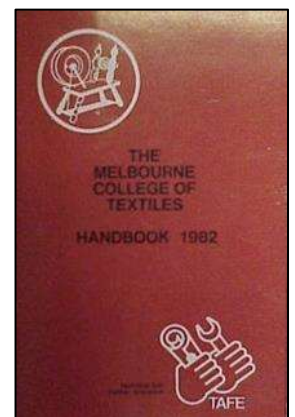


All through this time I spent hours listening to the ABC Radio. The Tet Offensive, Long Tan et al were part of my existence and Normie Rowe sang - It ain't necessarily so. The Ballot was in full swing and was something to be scared of. I waited to see if John, Robert, Michael or Terry our neighbours sons would be pulled out of the Ballot, I didn't understand what the Ballot was but I was scared of it.

In 1978 at the age of 17 I joined the RAAF and started on [Course 257A](#). I had a great time on Rookies, which was held at Laverton back then and did all those good things you do. My friend Katrina knew two Vietnam Vets who had been put into 6 RAAF after some sort of crash at Pucka, so we went over to visit 'the Boys'. Both were Tankies and offered to teach us the finer points of spit polishing shoes. We took our Parade Shoes over the next night and learnt how to use a cigarette lighter to melt the polish into the pores of the leather. As our shoes had to be completely spit polished, it was great to be shown a few short cuts - which we shared with the other girls!

Then Katrina and I were posted to 1SD at Tottenham to wait for No 2 Tailor Course to begin. Tailor's Course was extraordinary given that we had two days a week at the Melbourne College of Textiles at Pascoe Vale (Suburb of Melbourne) where we studied Textile Technology and Garment Construction. At the Tailor School we learnt so many diverse things, one memorable event was when our Cpl (Colquhoun) asked me to help her make the flag for United Nations Day - which was great as when she had asked me to look after her indoor plants I had killed them all - accidentally.

Tailors Course ran to the same schedule as the Victorian Education Department School Holidays, so by the August Hols, we flew by DC 3 to





Edinburgh, did a little bit of sewing and had a fantastic time being taken around all the sights of the Barossa Valley, Tailors Course was a very unusual course indeed.

On the flight back to Essendon Airport we had thunderstorms over the Grampians - personally I would fly anywhere in a DC 3. My claim to fame was Dorothy asked me to get the coffee for the Pilots, which helped me get a job nearly 30 years later, how many people have made coffee in a DC3 in a thunderstorm and not spilled a drop?

After the Course and just before Christmas 1979, I was posted to East Sale. My first evening at Sale coincided with a mixed SGT/Airmen Christmas drinks night. I walked into the Boozer only to be grabbed by a Sgt, who will remain nameless, who thought he could take certain liberties. What today would be classified as severe sexual harassment resulted in me pushing him off and hitting him as hard as I could mid stomach. He couldn't have been the fittest person in the room as he dropped to the floor like sack of potatoes and I SERIOUSLY thought I had killed him, he had stopped breathing and I heard somewhere in the room the sound of SILENCE, then a cry of "The new girl has killed XXXXXXXX" Not a good feeling, I can assure you.



The next day his wife rang me at the Tailor Shop, I thought *Oh hell*. She offered a true Feminist Olive Branch and told me the old bastard had had it coming for years. I was invited to dinner at their place on the following Monday and I was to be picked up by our friend the Sgt. He arrived at the Airwomen's Quarters on his RAAF Bike, much worse the wear from far too many of CUB's finest. I sat on the crossbar and arrived safely at their house! His wife was absolutely brilliant and later she taught me to drive a car. I reckon I enjoy driving so much as she was a fantastic teacher. Sadly they were posted to HQ SupCom and I missed her heaps.

After I got out of the RAAF, I went to a Receptionist College in Melbourne where I found the only way to pass was to pre-type up a few paragraphs of the test prior to the start of the test. Muggins Me, I refused to cheat and left with a steady speed of 46wpm, no mistakes and no cheating – but no Certificate. I left.



My next job was with Telecom, at the Sunshine Coast telephone exchange, it was fun. Every day was different, it seems the only reason I actually got the job was because the ad in the local paper requested, quite specifically a "One Page Application". I had no trouble writing one page. I had done no paid work since leaving the RAAF, but, I had the skill to write one page! Apparently over 300 applications were immediately binned as they too long.... RAAF training - do as you are told!

Sometime in the 1990's there was a distant sound of "Whok whok whok" , simultaneously my ex-Army friend Sue and I threw our headsets down and squealed "Iroquois" it was Long Tan Day as



it was known then, the main street was blocked off, our Exchange effectively cut off... we ran down the stairs to be outside in time to see the Iroquois and saw the whole Parade. But!, considering every minute of our work day was electronically recorded, we had committed an offence, but Sue and I weren't all that worried. Fortunately, we had a Supervisor who was quite proud of us - she said she would have been disappointed if we had sat still and worked! She had watched the parade from the lunch room.

After my redundancy from Telstra I applied for a job in the Classifieds at the local paper, got the job and missed out on the pizza at the closing day of my Exchange! I loved the job with the paper! After a while I thought I would like to do something else, not one of my brightest ideas, however, within two days of starting a job in Aged Care I realised that it was not for me, so a mate from my Telstra days suggested I go to the Coffee shop where we had coffee every day when we were at Telstra and ask for a job washing dishes: this is where the DC3 flight was useful. I started the next day, had a great time, then enrolled in TAFE to do a Business Admin Cert III and then went back to the paper as a very much older "Girl Friday". I followed that up with a Cert III in Financial Services which unfortunately got me the worst job I have ever had – in the insurance game. It was back to the local paper within 6 months - after the insurance job it was so great to be back again!

Then a family member became quite ill and I left work to look after them.

Finale: So all the hours of listening to ABC Radio in the 1960's is put to use now at the Vietnam Veteran's Association Australia Sunshine Coast Drop In Centre where I volunteer. Sometimes I will remember a News Bulletin as the conversation around me is about the same News Bulletin, though no Mother to walk in and reassure me that 'the Boys' were not in last night's Ballot".



Once upon a time there were 3 little pigs.
So I ate them, end of story,
Now go to sleep.



The following 3 pics were sent to us by Heather Marsh, (Heather Rendall in the pics)

Plotters Course, Nov 1974

CPE Laverton.



Back Row L-R: Rick Zornada, Andrew Gardner, Greg Tanner, Tony Brown.

Middle Row L-R: Mary Baldock, Jenny Cullen, Vicki Reeves, Gislaine Roussel, Jenny Rodda

Front Row: Lyn Smith, Betty Reid, Elaine Whitehead, Heather Rendall

They say you should sprinkle ultra virgin olive oil on kale.
Makes it slide off the plate into the bin easier.



Plotters Course, Sept 1975

CPE Laverton



Standing L-R: Janet Hefford, Gary Challis, Greg White, Graeme Edgar, Bruce brown, Mark Emmett, Neil Foster, Geoff Elliott, Debbie McAlister.

Seated L-R: Sonya Hackett, Liz McKay, Heather Rendall, Betty Reid, Mary Baldock, Chris Skouse, Jenny Wild.

Man seen without a phone!

The other morning, at a local train station, a man was seen without a mobile phone.

It is still unclear what was wrong with him.





No 35 WRAAF Supervisors Course,

11 July 1975

RAAF Edinburgh.



Back Row L-R: Jill Buckland, Margaret Curtis, Sue Bath, Andrea O'Brien, Heather Rendall, Dennise Ireland, Betty Frank, Glenda Foureur, Maureen Taylor.

Middle Row L-R: Jan Phillips, Cheryl Fridd, Julie Czelowski, Rhonda Griffiths, Helen Marciniak, Robyn Cook, Elva Reid, Chris Kleiden.

Front Row L-R: Kay Hammer, Claire Baker, Flt Off McDowell, Sqn Off Cass, Dawn Dennis, Jill Patterson, Robyn Carey.

It's scary when you start making the same noises
as your coffee machine.



831 Rookies

1966



Sorry – no names, can you help?

Valerie Machin

[202 Rookies Course](#)





9 Sqn

Vung Tau. 1966



L-R: Brian Taylor, Dave Champion, Dave Darcey. AWM Photo.

Click [HERE](#) to see an AWM video of 9 Sqn choppers leaving Nui Dat for Vung Tau. (1970)

Navy Grumman Tracker.





Between 1967 and 1984 the Royal Australian Navy operated two Squadrons of S-2E and S-2G variants, based at NAS Nowra (HMAS Albatross). These aircraft served with the RAN's 816 Squadron which embarked aboard the Majestic-class aircraft carrier HMAS Melbourne as part of the 21st Carrier Air Group whenever that ship was deployed and with 851 Squadron, the S-2 training squadron.

During approximately 17 years of operation of the Tracker, the RAN lost only one S-2 during aircraft operations due to an accident at sea on 10 February 1975, however, on 4 December 1976, a deliberately lit fire in a hangar at Nowra destroyed or badly damaged a large proportion of the RAN's complement of Trackers. These were subsequently replaced with ex-USN aircraft. The replacement aircraft were all S-2Gs, including the original aircraft modified by the USN to that status. This saw the introduction of AQA-7 acoustic gear into RAN service and all RAN operational Trackers were subsequently modified to this standard.

Lincoln.



Avro Lincoln being demonstrated at the Government Aircraft Factory's airstrip at Fishermens Bend, Port Melbourne – sometime around 1946. The first of five were imported as components; before production commenced on a total of 68 aircraft which were built there. The Australian produced Aircraft were:



5 Mark 30 aircraft assembled from parts imported from the UK A73-1 to A73-5
20 Mark 30 aircraft A73-6 to A73-25
29 Mark 30A aircraft A73-26 to A73-54,
19 Mark 31 long nose aircraft A73-55 to A73-73

No1, Basic Electronics Course.

School of Radio, Ballarat, May – Nov 1958.

Allen Gibbon sent us this pic.



Back L-R: Bill Bryce, Allen Gibbon, Gary Gent, Ray Hiern, Mick Fallon, Phil Lawrence, Ken Neely.

Front L-R: 'Pos Holder, Ken Parkin, Jack Miles, Kieth Murray, George Homer, Col Wynn, Warren Coops, Don Stott.

The course was introduced to provide basic electronics for non-radio aircraft trades. During the 1950's electronic systems were fitted to aircraft and weapons. The Neptunes had an electronic controlled searchlight and were being fitted with a magnetic anomalies detection system and the C130As had electronic fuel control for the engines. Initially they also had an electronic fire detection system. Bloodhound SAMs were being purchased and homing torpedoes were available for maritime aircraft. There were also many other electronic applications for aircraft including instrumentation and flight and data systems for drones.



Teleprinter Course, Laverton, 1966.

Unfortunately, we don't have the names for the blokes – can you help?
Denise Lawson sent us this.



Seated L-R: Bev Seach. Jean Dancey Georgina Statham Denise Carey (me) Jan Noack
Sandra Nichols Don't know.





Darwin Base Cinema, 1959.



The Base Cinema at Darwin with ASCO at the other end, the building to the right was the Post Office. Bob Anderson says "During WW2, the cinema was used as a dance hall for the yanks. The floor was purposely sprung, for want of a better word, to make it better for dancing. Talking about the post office, the 'new' building across from the ASCO carpark was the post office until the new Winellie post office was built in the early 1970's. It then became the PMEL (Precise Measurement Equipment Liaison) building. Then, it became the office for the Clerk Supplies. (not sure what their office was called)".

Lisa Williams.







Frognall Radio Operators. 1944



WAAAF Radio Operators at the Wireless Transmitting Station at Frognall, 1944

Mary Windsor, 1971





WRAAF Course 257A.

1978



Soldering. 1939



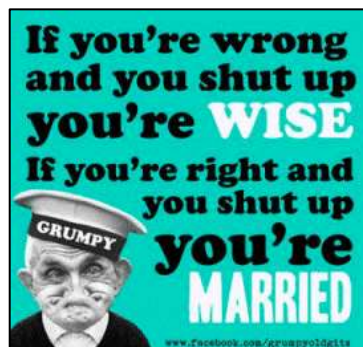


Trainee Radtechs learning to solder at the School of Radio which was at Point Cook in 1939. And we thought Scope irons were a bit heavy!!

Tuning a mobile radio.



A RAAF Radtech tuning a mobile radio transmitter at the wireless training school at Point Cook. Portable??



What is a Solid-State Battery and will they solve our Battery Life Problems?

How-To Geek



Mobile technology is increasing in power exponentially, but battery tech isn't keeping up. We're reaching the physical limits of what conventional lithium-ion and lithium-polymer designs can do. The solution might be something called a solid-state battery.

So? - what's a Solid-State Battery?

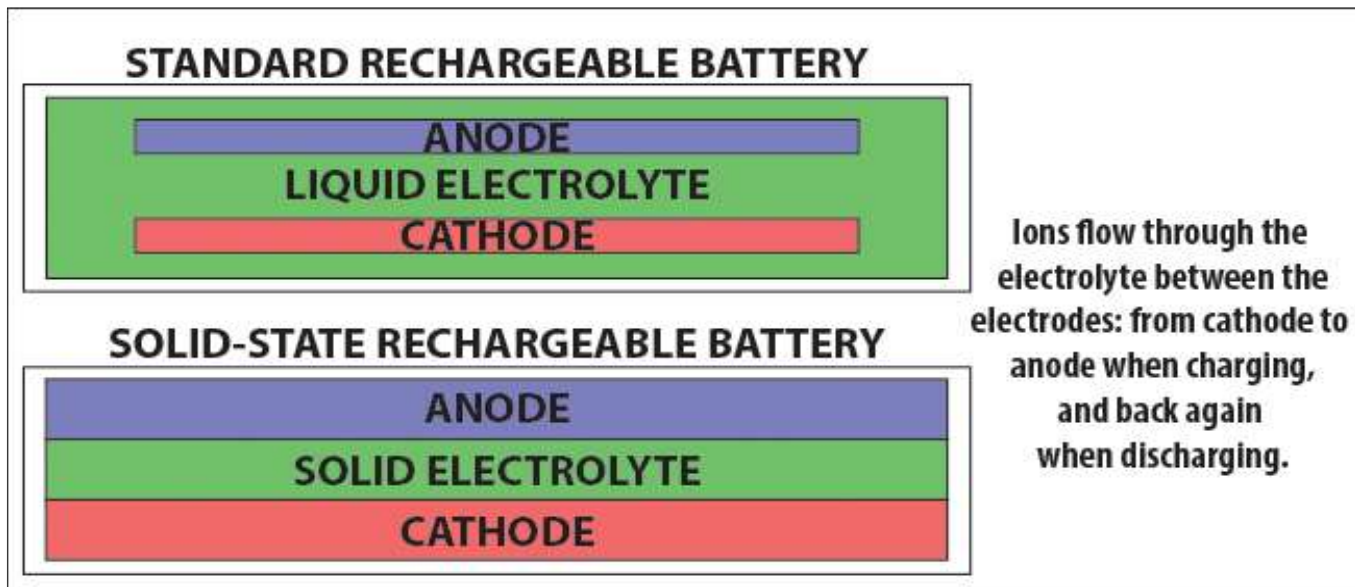
In a conventional battery design, most commonly lithium-ion, two solid metal electrodes are used with a liquid lithium salt acting as an electrolyte. Ionic particles move from one electrode (the cathode) to the other (the anode) as the battery charges, and in reverse as it discharges. The liquid lithium salt electrolyte is the medium that allows that movement.

If you've ever seen a battery corrode or get punctured, the "battery acid" that oozes out (or sometimes explodes) is the liquid electrolyte.

In a solid-state battery, both the positive and negative electrodes and the electrolyte between them are solid pieces of metal, alloy, or some other synthetic material. The term "solid-state" might remind you of SSD data drives, and that's not a coincidence. Solid-state storage drives use flash memory, which doesn't move, as opposed to a standard hard drive, which stores data on a spinning magnetic disc powered by a tiny motor.



Though the idea of solid-state batteries has been around for decades, advances in their development are just beginning, currently spurred on by investment from electronics companies, car makers, and general industrial providers.



What's better about Solid-State Batteries?

Solid-state batteries promise a few distinct advantages over their liquid-filled cousins: better battery life, faster charging times, and a safer experience. Solid-state batteries compress the anode, cathode, and electrolyte into three flat layers instead of suspending the electrodes in a liquid electrolyte. That means you can make them smaller, or at least, flatter while holding as much energy as a larger liquid-based battery. So, if you replaced the lithium-ion or lithium-polymer battery in your phone or laptop with a solid-state battery the same size, it would get a much longer charge. Alternatively, you can make a device that holds the same charge much smaller or thinner.

Solid-state batteries are also safer, since there's no toxic, flammable liquid to spill and they don't output as much heat as conventional rechargeable batteries. When applied to batteries that power current electronics or even electric cars, they might recharge much faster too, ions could move much more quickly from the cathode to the anode. According to the latest research, a solid-state battery could outperform conventional rechargeable batteries by 500% or more in terms of capacity, and charge up in a tenth of the time.

What Are the Disadvantages?

Because solid-state batteries are an emerging technology, they're incredibly expensive to manufacture. So expensive, in fact, right now they aren't installed in any major consumer-grade electronics. In 2012, analysts writing for the University of Florida Software Analysis and Advanced Materials Processing department estimated that a typical cell phone-sized solid-state battery would cost about \$15,000 to manufacture. One big enough to power an electric car would cost \$100,000.



Making a solid-state battery big enough to power your phone would cost thousands of dollars today. Part of this is because the economies of scale aren't in place—hundreds of millions of rechargeable batteries are made each year right now, so the manufacturing cost of the materials and equipment are spread out across huge supply lines. There are only a few companies and universities researching solid-state batteries, so the cost to produce each one is astronomical.



Another issue is the materials. While the properties of various metals, alloys, and metallic salts used for conventional rechargeable batteries is well-known, we don't currently know the best chemical and atomic composition for a solid electrolyte between metallic anodes and cathodes. Current research is narrowing this down, but we need to gather more reliable data before we can gather or synthesize the materials and invest in manufacturing processes.

When will I get to Use a Solid-State Battery?

As with all emerging technology, trying to figure out when you'll get your hands on it is guesswork at best. It's encouraging that many enormous corporations are investing in the research needed to bring solid-state batteries into the consumer market, but shy of a major breakthrough in the immediate future, it's hard to say whether there will be a great leap forward. [At least one car company](#) says it will be ready to put one in a vehicle by 2023 but doesn't guess how much that car might cost. Five years seems overly optimistic; ten years seems more likely. It might be twenty years or more before the materials are settled upon and the manufacturing processes are developed.

But, conventional battery tech is starting to hit a wall and there's nothing like potential sales to spur on research and development. It's at least slightly (very, very slightly) possible that you might be able to use a gadget or drive a car powered by a solid-state battery soon.

I've spent most of my life golfing. The rest I've just wasted.



How to Run a Mail Merge from Microsoft Outlook.



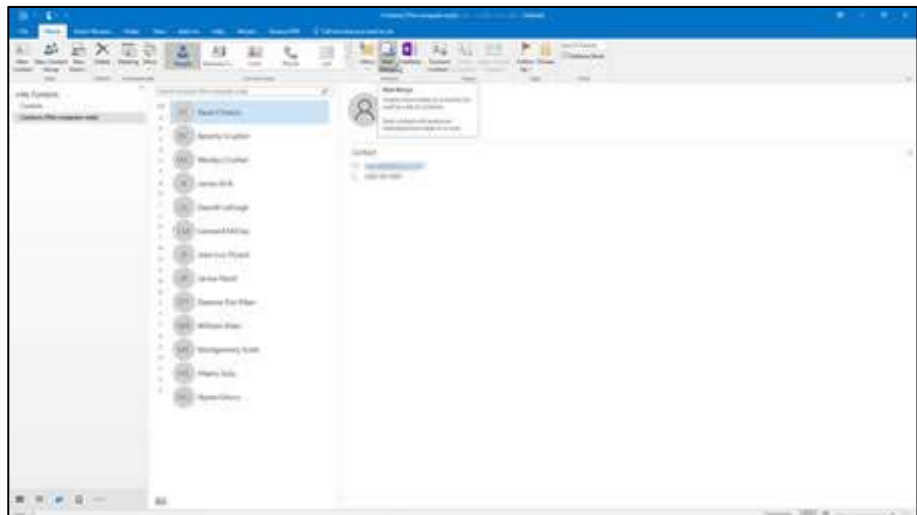
Kicking off your mail merge in Outlook offers some advantages. You may have run mail merges directly in Microsoft Word, but did you know you can also start them from Microsoft Outlook?

Sure. Microsoft Word still runs the actual mail merge, but you can trigger the mail merge in Outlook, then go to Word to complete it. Here's how!

Okay, so why start a mail merge in Outlook instead of Word? In Outlook, you can directly view and access your contact list, and if you need to send a form email, Outlook can handle that task easily. Maybe you have a form email that you want to send to friends and family. Perhaps you need to distribute a certain email to a larger number of colleagues, or possibly you've created a promotional email that you want to send to potential customers or clients. Whatever the reason, Outlook can help.

The following relate to Outlook 2016 and Word 2016 but you should be able to replicate the process in the prior version or two of both programs.

Open Outlook. Click on the Contacts icon at the bottom of the left pane. If you want to perform the mail merge with only certain contacts, select those contacts by holding down the Ctrl key and clicking your mouse to choose non-contiguous names or holding down the Shift key and clicking your mouse to choose a series of contiguous names. If you want to perform the merge on all contacts, then don't select any of them. Click on the Mail Merge icon on the Home Ribbon (in the Actions sub-menu).



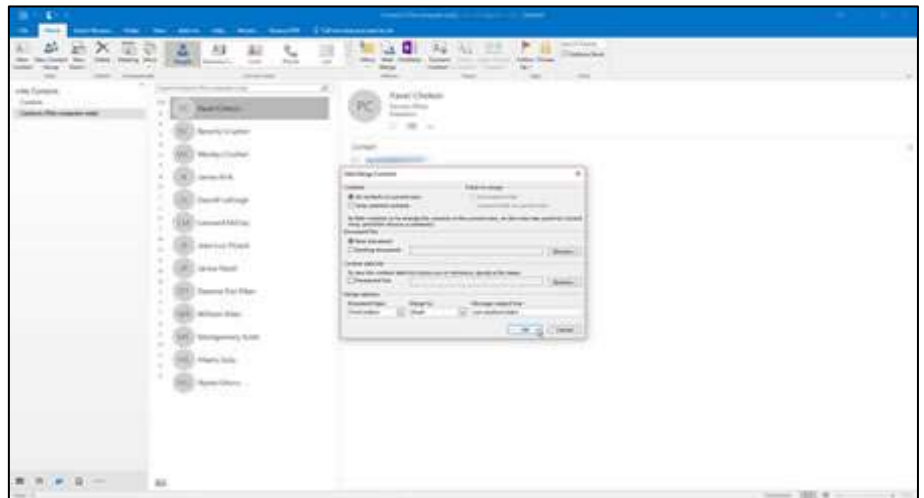
The Mail Merge Contacts window pops up for you to choose the options for the merge.

First, click on the option for "All contacts in current view" to perform the merge for all contacts, otherwise, if you selected only specific contacts, click on the option for "Only selected contacts." If you've already set up a form document in Microsoft Word that you want to use, click on the Browse button next to the field for Existing document and select the file. If not, then stick with the option for "New document." Since the contact data is already stored in Outlook, there's no need to save it as a separate file, so leave the option for Permanent file unchecked.



Under Merge options, leave the Document type set to Form Letters but click on the field for “Merge to” and change the value to Email. Finally, type a subject line for your email in the “Message subject line” field. Click OK.

You’re whisked away to Microsoft Word where you can start building your form email.

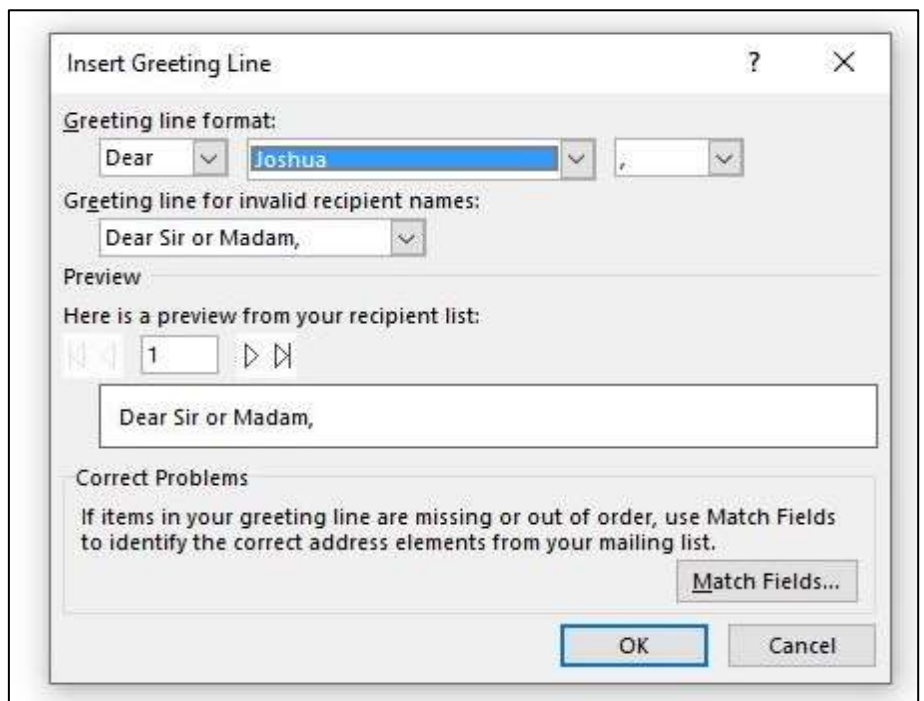


Your task now is to populate the blank Word document with the necessary form fields for your email message. The fields you insert vary depending on what information you want to customize and display in your message.

Try this as an example:

Let’s start with a greeting. Click on the Greeting Line icon on the Mailings Ribbon. Since you’re sending this round of emails to friends and people you know, we’ll address them by first name. At the Insert Greeting Line window, click on the field showing the last name and change it to the first name. The preview field shows the first name of the first contact in the list. Click OK.

Press Enter once or twice to start a new paragraph. Type the following paragraph and then press Enter.



“I’m planning a group holiday and I wanted to confirm your contact information. Please let me know if any of the following information is incorrect:”

Now we’ll insert some merge fields.

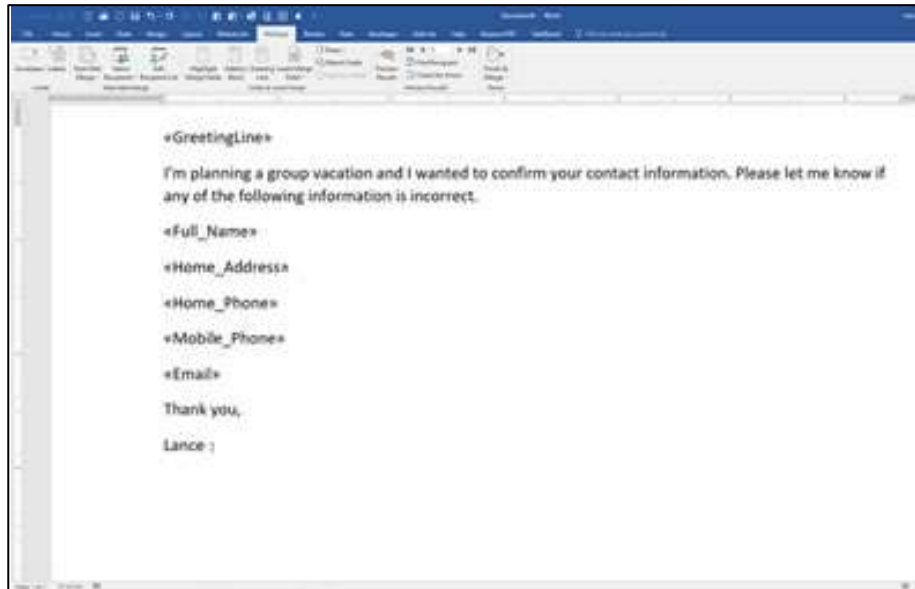
- Click on the down arrow on the Insert Merge Field icon in the “Write & Insert Fields” on the Ribbon.
- Click on Full Name. Press Enter twice.



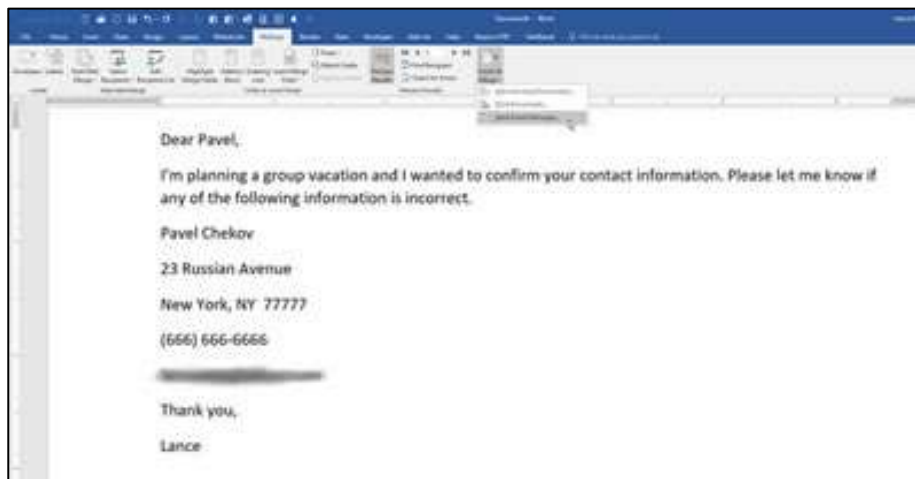
- Click on the Insert Merge Field icon again.
- This time, click on Home_Address, press Enter.
- Continue the process, inserting the fields for Home_Phone, Mobile_Phone, and Email.
- Finish the email with a Thank you and your name.

If the document incorporates a lot of fields and would be tricky to recreate, save it before you run the mail merge. That way you can easily recover it if something goes wrong. Plus, you can reuse and more easily modify the document for future mail merges.

Next, we're going to preview the merge before running it. Click on the Preview Results icon on the Ribbon. Word previews the email for the first contact in your list. If all looks well, click on the Finish & Merge icon on the Ribbon and select the option to Send Mail Messages.



At the Merge to E-mail window, the To field should say Email and the Subject line should display what you typed earlier. Click on the field for Mail format. You can choose one of three formats: Attachment, Plain text, or HTML. We like to send all our emails in HTML format, this way you can add graphics, hyperlinks, or add some special formatting – but it's your choice. You can keep the option to send it to all records, meaning all contacts. Click OK.



If you receive a Microsoft Outlook message asking you to allow or deny the process, set the duration for anywhere from 1 to 10 minutes -- 1 minute if this is the only mail merge you're going to run; 10 minutes if you want to try more mail merges. Then click on the Allow button.

Finally, go back to Outlook and peek in your Sent Items folder. You should see all the mail merged messages sent from your account to each contact.



Adding a Break to your Document

As you are typing in Word, you will notice the program automatically keeps track of where you are. When your document no longer fits on a single page, Word automatically inserts a page break (indicated by a thin dashed line when viewing your document in Normal view) and wraps your text to the next page.

There may be times, however, when you want to insert a break in your text manually. Word supports the following types of breaks:

- Page breaks. Causes the following text to begin at the top of the next page.
- Column breaks. Causes the following text to begin at the top of the next column. (If there is only one column in your page layout, the column break functions the same as a page break.)
- Section breaks. Causes the following text to begin a new section of your document. Where the actual break occurs depends on the type of section break you use. There are four different types of section breaks that can be inserted in your document.
- Text-wrapping breaks. These breaks are closely akin to line breaks (Shift+Enter). A text-wrapping break breaks a line of text and moves the text to the next line. This type of break is intended for use with text that wraps around graphics.

To insert a break in your document, follow these steps:

- Position the insertion point at the position where you want to insert the break.
- Display the Page Layout tab of the ribbon or Layout tab (Word 2016).
- Click the Breaks tool, in the Page Setup group. Word displays a list of breaks you can insert.
- Click the type of break you want to insert.



 **In 1980s I was riding my bike and fell off and hurt my knee. I'm telling you this now because we didn't have social media then**

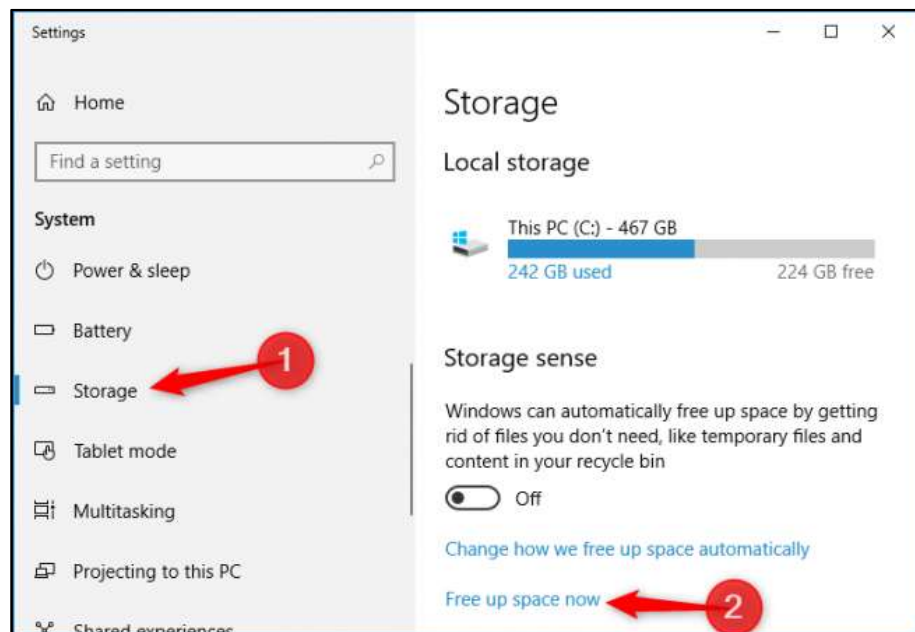


Use Windows 10's new "Free Up Space" Tool to clean up your Hard Drive.

In one of the early updates to Windows 10, Microsoft added a feature named Storage Sense that's aimed at helping you free up space on your drive. It is a new, very handy and easy-to-use tool. It removes temporary files, system logs, previous Windows installations, and other files you probably don't need.

This tool was included in the April 2018 Update. It works similarly to the old Disk Cleanup utility, but it's part of the modern Settings app and is a bit faster to use. To find this new tool, head to *Settings > System > Storage*. Click the "Free Up Space Now" link under Storage Sense. If you don't see that option here, the April 2018 Update hasn't been installed on your PC yet.

Windows automatically scans your PC for unnecessary data that it can remove to free up space. Unlike the old Disk Cleanup tool, this screen only shows data you can actually remove, and it scans both user files like your Recycle Bin and system data like old Windows installations at the same time.



Scroll through the list and check the different types of data you want to remove. Windows shows exactly how much space you'll free up by removing each type of data. You can delete everything here as long as your computer is functioning properly. For example, "Windows upgrade log files" and "System created Windows Error Reporting Files" are both only helpful if your PC is experiencing problems. If everything is working fine, feel free to delete them.

Be careful when checking the "Recycle Bin" option here. This will erase any deleted files in your Recycle Bin. Be sure you don't want to recover any files from the Recycle Bin before checking this option.

After a big update like the April 2018 Update itself, you'll also see a "Previous Windows installation(s)" entry here. Feel free to remove these files if your computer is working properly.

They called it golf because all the other four-letter words were taken.

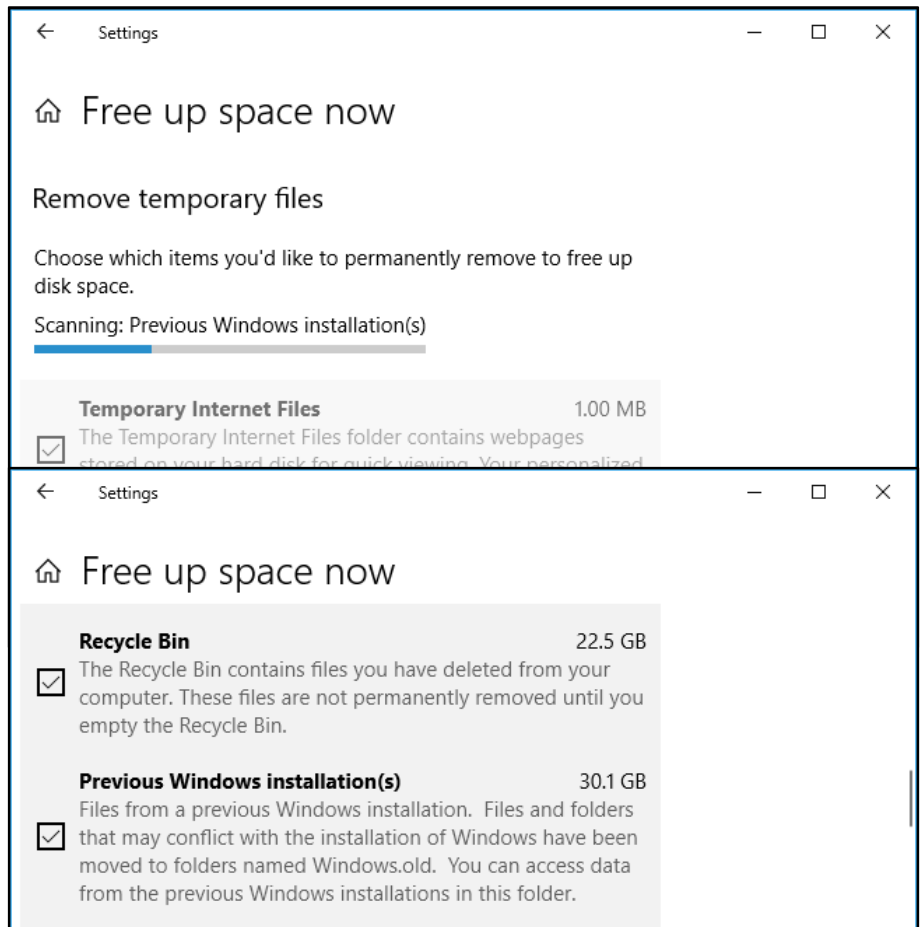


You won't be able to downgrade to the previous Windows 10 update after removing these files, but Windows automatically removes these files after 10 days anyway. If your computer isn't working properly, you'll need these files to roll back to your previous build of Windows.

Windows shows how much total space will be freed up at the top of the screen. Click "Remove Files" to remove the data you've selected.

Depending on how much data there is to remove, Windows may take a few minutes to finish the process.

If you wish, you can set your computer to free up disk space by periodically automatically deleting unwanted files.



To do this, once again, head for *Settings > System > Storage*, click the "*Change how we free up space automatically*" to open this option. Turn ON the *Storage Sense* option then click the *Run storage sense* drop-down window and select it to run either *Every day*, *Every week*, *Every month* or *During low free disk space*

Under the *Temporary Files* section, tick the box next to *Delete temporary files that my apps aren't using* then select when you want Windows to run this option in the two drop-down boxes below.

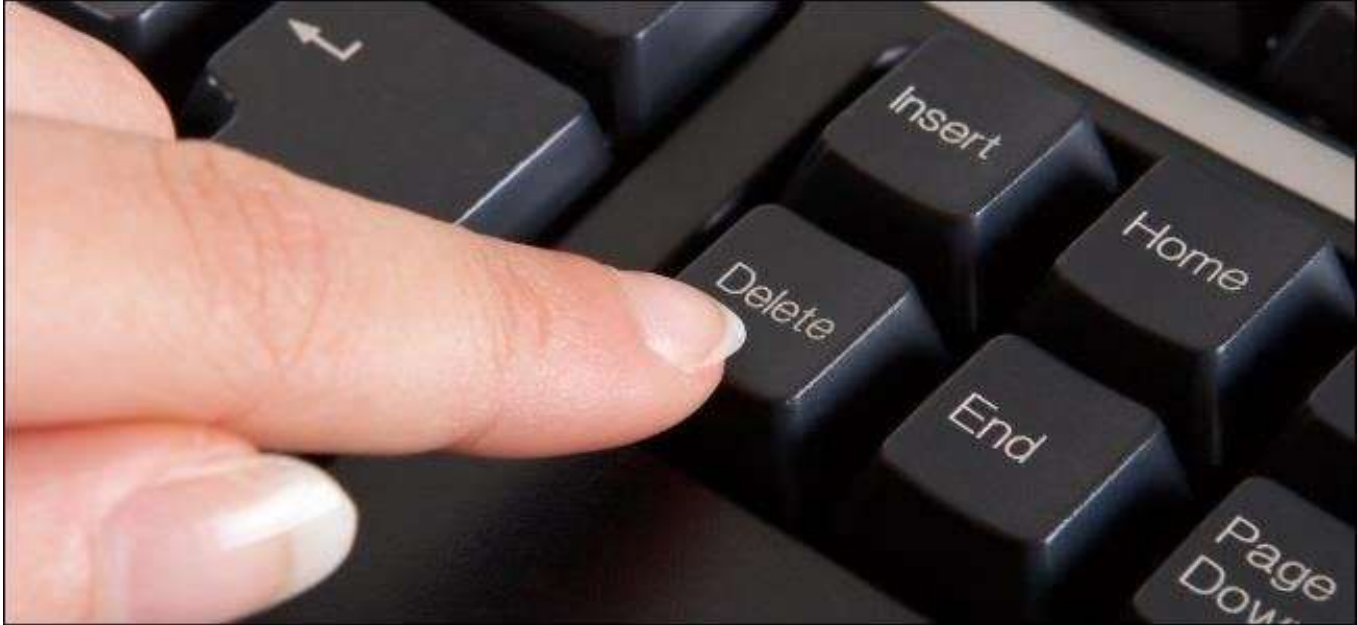
This feature won't remove as many types of data as the "*Free Up Space Now*" tool as they are two different tools but it is a good idea to set it to run periodically as .

Did you know that on the Canary Islands there is not one canary.
And on the Virgin Islands - same thing, not one canary there either.

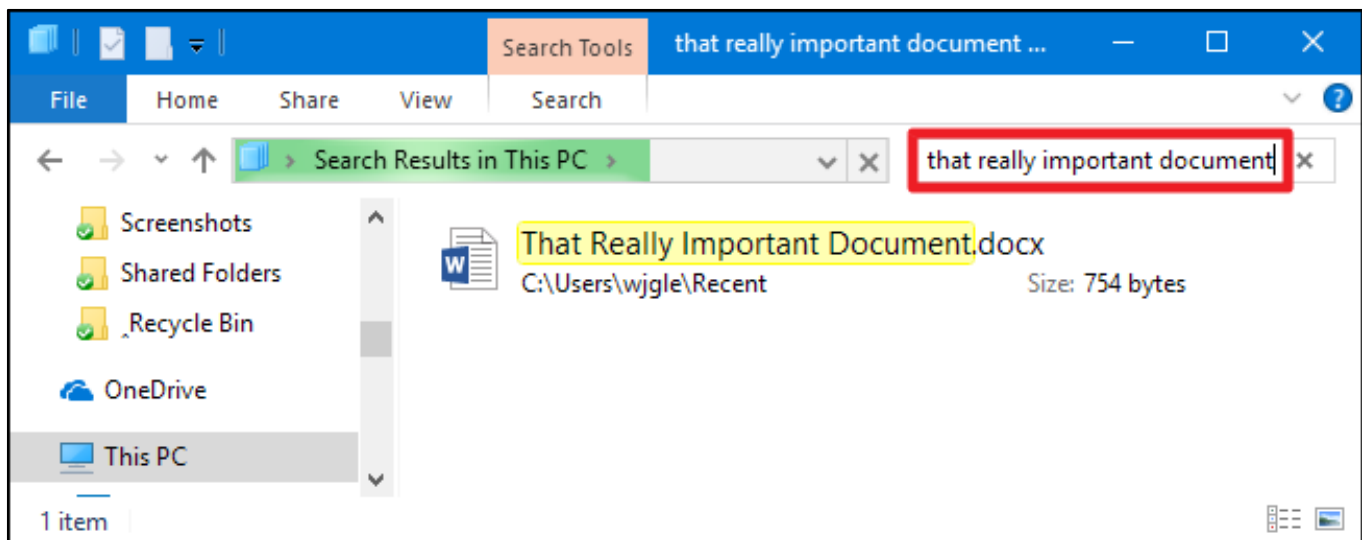


How to Recover a Deleted File: The Ultimate Guide

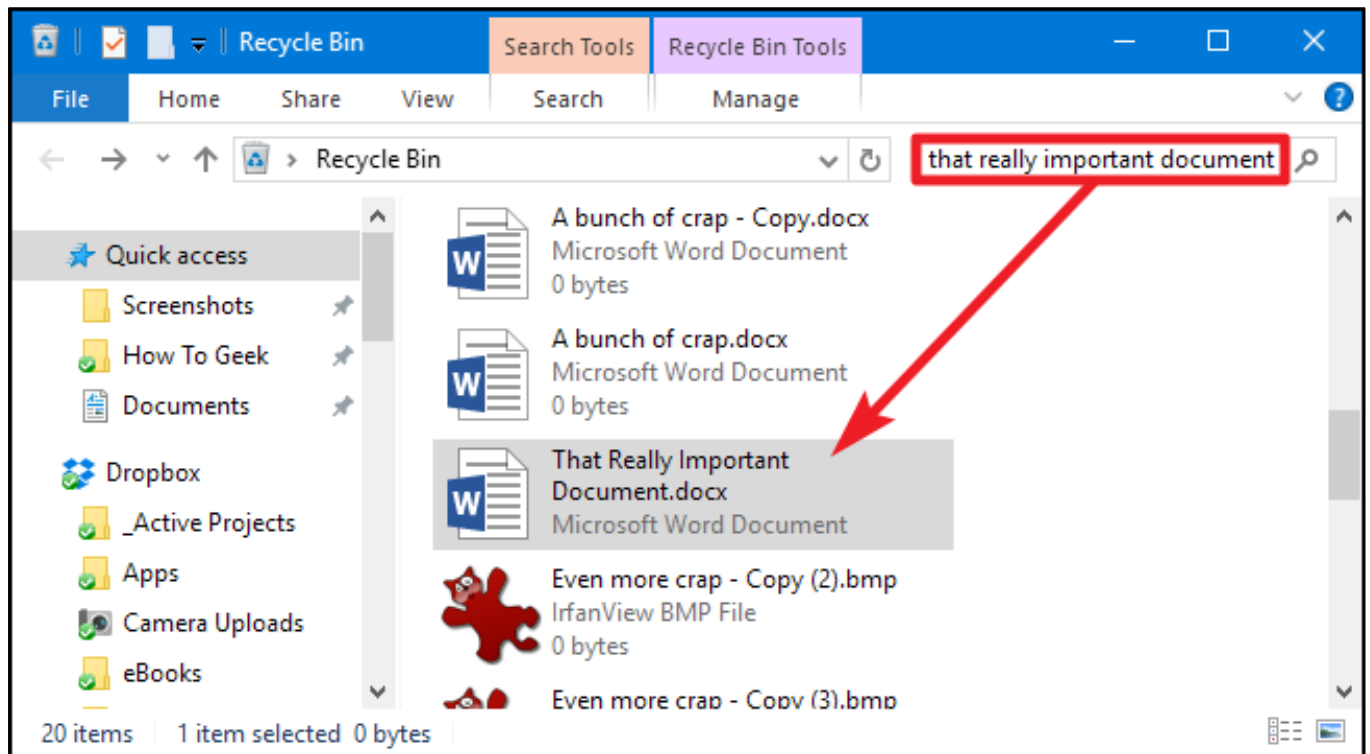
It's happened to most of us. You delete a file, and then realize you need it back. Well, all is not lost as there are a number of ways you can get that file back – Here's how!



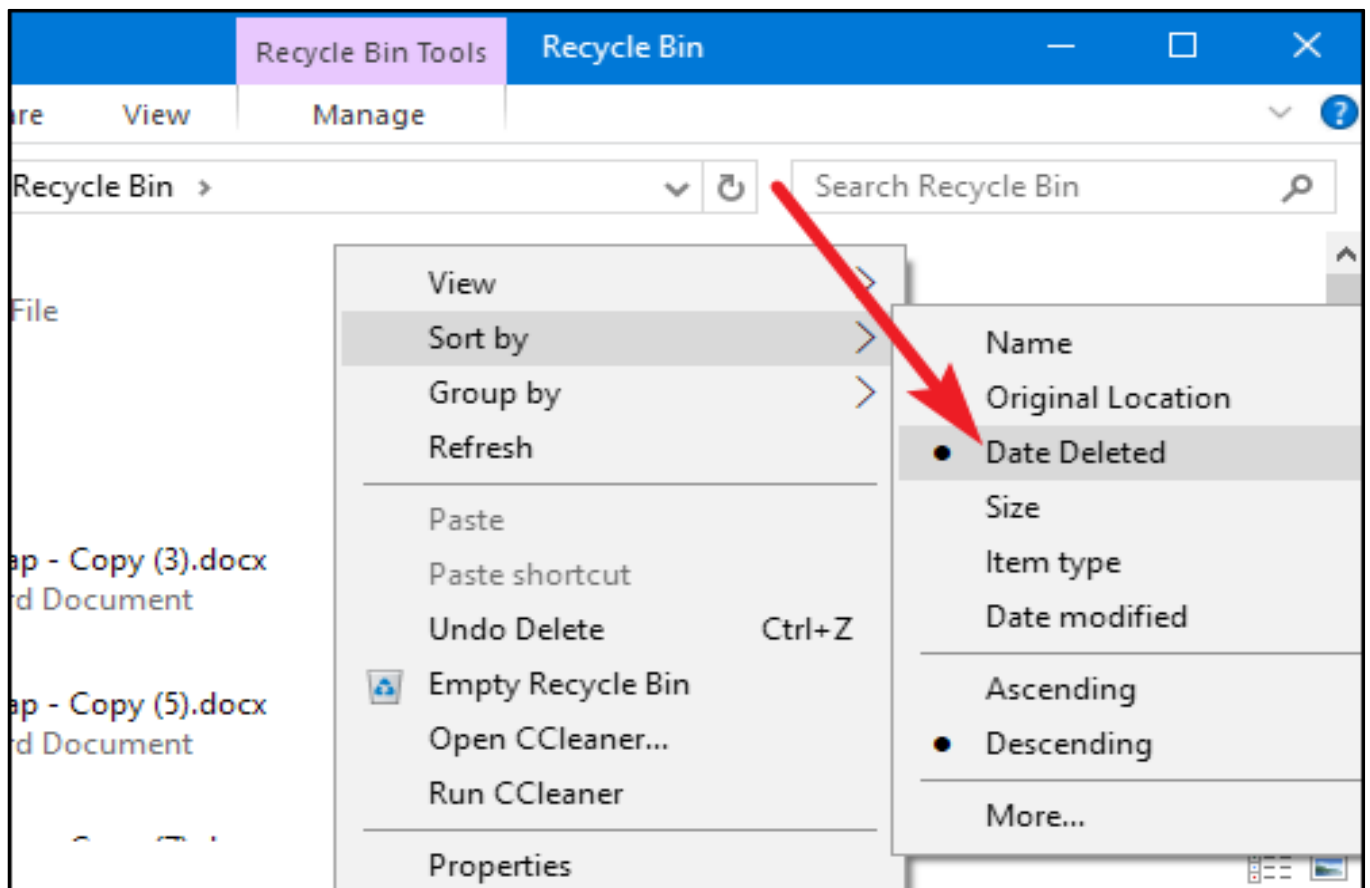
If you're not sure whether you permanently deleted a file, be sure to look around for it first. Try performing a search in File Explorer. Hopefully, you just misplaced the file and you can find it again.



In Windows, take a peek in the Recycle Bin. You can search the Recycle Bin using the search box at the top-right corner of the window, which may help if you have a lot of files in there.



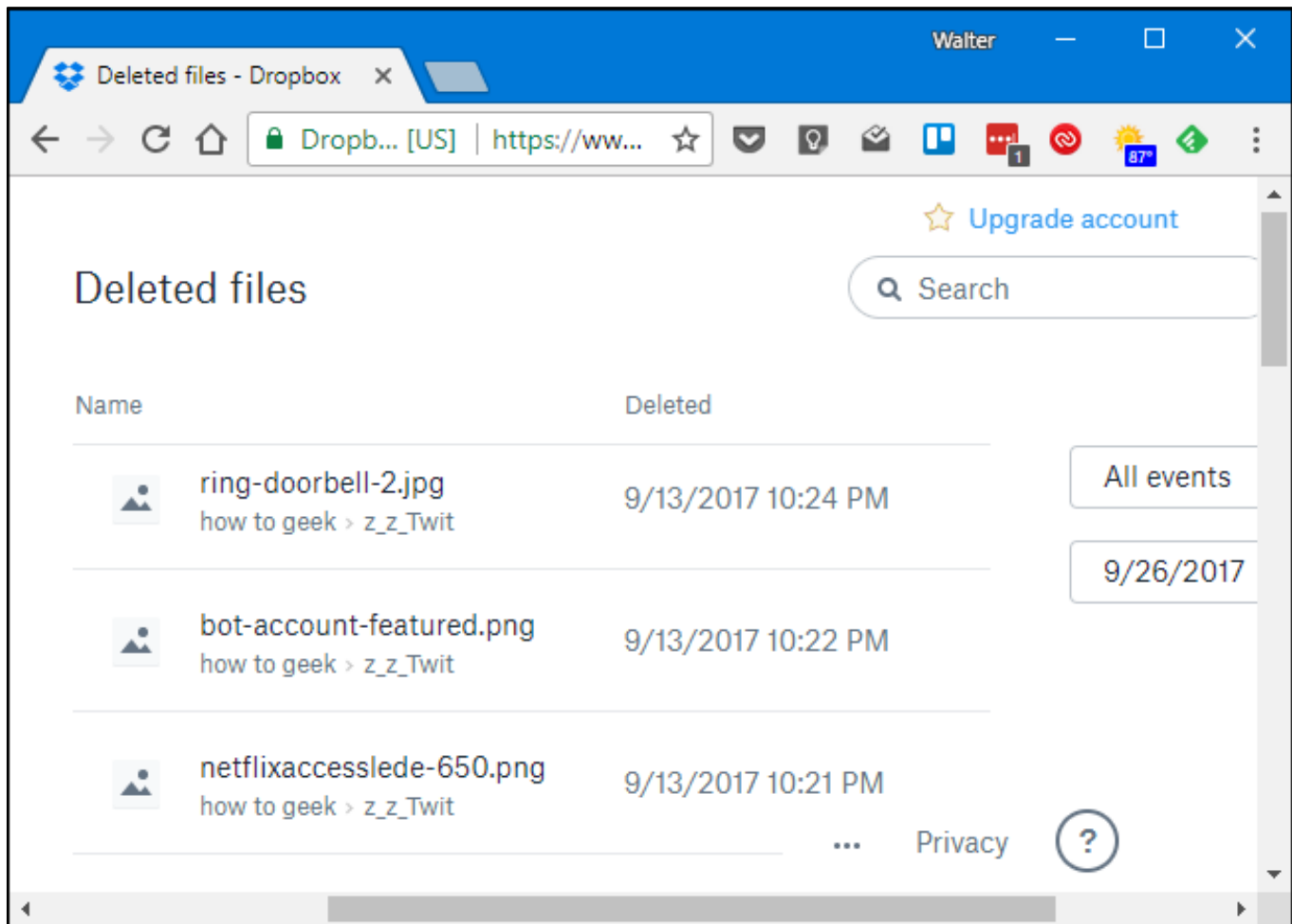
You can also right-click anywhere in the Recycle Bin window, and then choose *Sort By > Date Deleted* to more easily view recently deleted files.





By default, programs like CCleaner empty your Recycle Bin when you run them, so having CCleaner or a similar program automatically run in the background can prevent you from recovering files from the Recycle Bin. CCleaner, and similar apps, do let you disable cleaning the Recycle Bin, so that may be an option worth exploring if you like to hang on to deleted files until you're ready for them to go.

If your file was stored in a cloud storage service like Dropbox, Google Drive, or OneDrive, be sure to log into your account on the service's website and check your deleted files there, you may find the file is still recoverable. This is the cloud storage version of the Recycle Bin.



Check Your Backups

You should be making regular backups of your most important files so you won't lose too much critical data if your files ever vanish on you. If you do have a backup, now's the time to check it for a copy of the file you deleted. And if you don't have a backup, you really should. Windows has some [good backup tools](#) built in. In particular, Windows' [File History](#) tool is useful for easily recovering deleted files and older versions of files, but it's not enabled by default.



If you've made it this far and haven't managed to restore your file yet, the only way you're getting that file back is with file-recovery software. However, there's some bad news: This may be impossible on some computers.



Traditional magnetic hard drives and solid-state drives work differently. When you delete a file on a magnetic hard drive, its data isn't immediately erased from the disk. Instead, the pointer to that data is removed, so that the data can be overwritten. It may be possible to scan the hard drive for leftover data and restore deleted files that haven't yet been overwritten.

When a file is deleted from a solid-state drive, that file is immediately erased with the TRIM command to free up the space and ensure the SSD can be quickly written to in the future. That means that you can't recover data deleted from solid-state drives, once it's gone, it's gone. Very old solid-state drives and old operating systems like Windows Vista don't support TRIM, but modern solid-state drives and Windows 7 through 10 all support TRIM.

So – another reason why it is super important to have a good backup.

If you deleted a file on a magnetic hard drive and you're still using that computer and you don't have a backup, the safest thing to do is shut down the computer immediately. If you continue using the computer, even if you're just installing file-recovery software, it's possible that a program on your computer could write data that overwrites the deleted file's data on your hard drive.

Another hint, download a file recovery program now, have it ready just in case! One good one that is free is RECUVA, you can get it [HERE](#).

If you don't have a file recovery program already installed on your computer shut down your computer and reboot from a file-recovery live CD or USB drive, or remove the hard drive from the computer entirely and place it in another computer as a secondary drive. The key is to avoid writing to the drive entirely. Use file-recovery software to scan the drive, and hopefully you'll find



the deleted file. If you deleted the file recently and haven't written to the drive much, you have a fairly good chance of recovering it. If you deleted the file two weeks ago, and have written to the drive quite a bit, it's very unlikely that you'll recover the file.

Professional Data Recovery.



If the data is particularly critical, you don't have any backups, and you failed to recover the data using other methods, you might want to consider a professional data recovery service. First things first, though: power off the computer immediately if it's not already off. The longer the computer runs, the more data will be written to its hard drive and the less chance you'll have of recovering your data.

Professional data recovery services deal with everything from deleted and overwritten files to dying hard drives that need to be disassembled and repaired. These services can be extremely pricey, costing hundreds or even thousands of dollars, so they're not the ideal solution. However, if you have extremely important data that you can't recover or replace and you're willing to pay up, this is an option available to you. Of course, these services can't guarantee anything—they may be unable to recover your data. They'll also probably charge you for their work even if they ultimately can't recover your data.

Avoiding Deleted File Scares.

The best way to ensure you'll never have to recover a deleted file is to perform regular backups. Even just enabling the File History or Windows Backup functionality in your version of Windows will give you some peace of mind. It's still possible for a file to be deleted, but if you're performing regular backups, you won't lose much data. You'll have much more luck restoring backups than recovering deleted files. Backup services are cheaper than professional data recovery services, too.



Deleted files aren't necessarily gone forever, but they're not always easy to recover. As solid-state drives are used in more and more new computers, proper backup procedures are becoming even more important.

Laughing at your own mistakes lengthens your life.
Laughing at your wife's mistakes shortens it.

How to change the Recycle Bin settings in Windows 10

Any time you delete something in Windows, it goes to the Recycle Bin. It sits there until the Recycle Bin reaches its preconfigured maximum size (or until you empty the bin), at which point Windows deletes the oldest files in the bin to make room for new ones. This gives you a chance to restore deleted files before they're permanently gone.



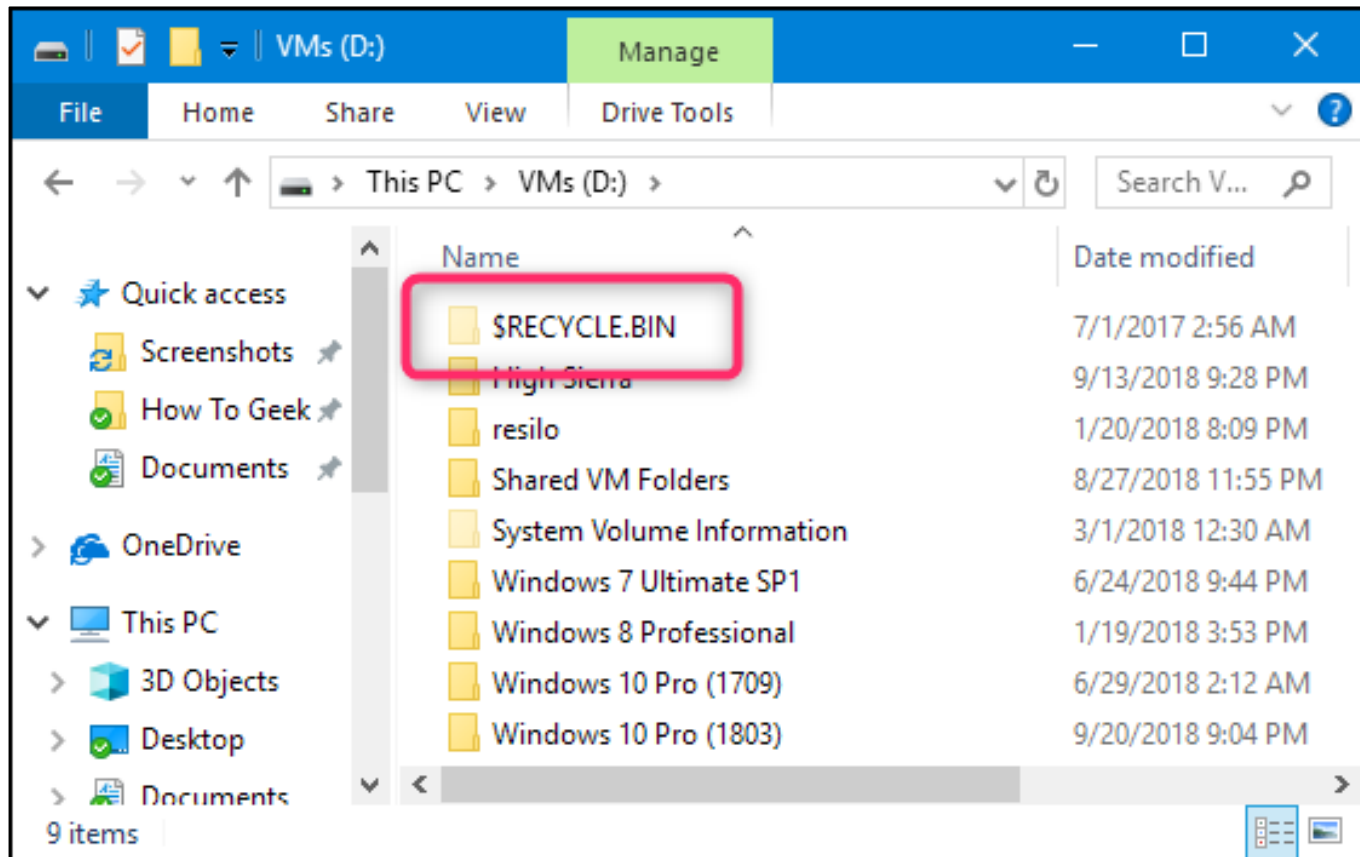
Most people just leave the Recycle Bin alone, never adjusting its default settings and letting it do its job, though there are settings you can adjust.

Change the maximum size of the Recycle Bin.

The Recycle Bin has a maximum amount of storage it can reach before Windows deletes old files to make room for new ones. The default storage size is a little tough to nail down. On a personal computer used by one person that's not part of a managed network, the Recycle Bin takes up just over 5% of the total size of a disk. So, for example, on a normal 1 TB drive (which has about 930 GB of usable space), you can expect the Recycle Bin's default size to be around 46 GB.



If you have more than one hard drive in your computer, each hard drive has its own Recycle Bin. Each one is stored as a hidden system folder named “\$RECYCLE.BIN” at the root of each drive. You can see it in the image below

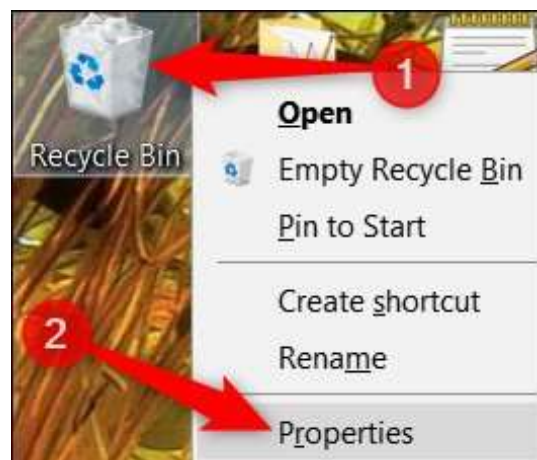


Here’s where it gets a bit tricky. Even though each drive has its own Recycle Bin folder, the total contents of all those folders are combined in the normal Recycle Bin view so that you see all your deleted files, no matter where they come from.

Most of the time, that 5% default storage will be fine but there are times when you might want to adjust it. If you have a 2 TB hard drive that holds files you rarely delete, there’s not much point in the Recycle Bin taking up 100 GB of space.

Open up the Recycle Bin properties window by (1) right-clicking the Recycle Bin icon on your desktop and then (2) clicking the “Properties” command.

In the properties window, you’ll see each volume listed. If you have only one volume (your system or C: drive), that’s all you’ll see. Select the volume for which you want to change the size and then type a specific size in MB in the “Custom Size” field.





Stop Using the Recycle Bin and Have Items Deleted Immediately

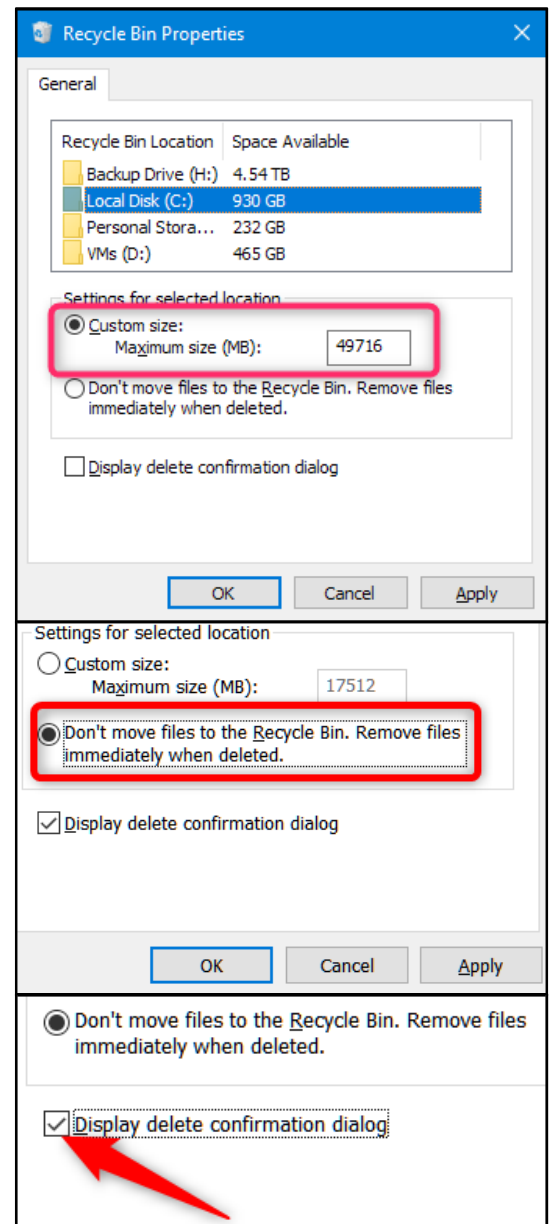
If you prefer to have things deleted immediately rather than sitting in the Recycle Bin, (though I can't think of a good reason why you would) you can make that happen. I definitely don't recommend it for general use, but I suppose it could be handy in some situations. Maybe you need to delete a bunch of things at once that you know you won't need ever again and you don't want to affect what's already in the Bin.

To make this happen, in the Recycle Bin Properties window, select the "Don't move files to the Recycle Bin. Remove files immediately when deleted." option.

When you have this option enabled, it might be wise to also enable the confirmation box by ticking the "Display Delete Confirmation Dialog." This option forces Windows to prompt you any time you delete something, to make sure you really want to delete it.

I suggest you have this clicked at all times anyway.

The Recycle Bin is something most of us never give a second thought, but with a little tweaking, you can make it work the way you want.



The ardent golfer would play Mount Everest if somebody would put a flag stick on top.

Your Smartphone has a Special Security Chip. Here's how it works.

Google's new Pixel 3 phones have a "[Titan M](#)" security chip. Apple has something similar with its "Secure Enclave" on its iPhones. Samsung's Galaxy phones and other Android phones often use ARM's TrustZone technology.

Here's how they help protect your phone.



These chips are basically separate little computers inside your phone. They have different processors and memory, and they run their own tiny operating systems. Your phone's regular operating system and the applications running on it can't see inside the secure area. This protects the secure area from tampering and lets the secure area do a variety of useful things.



The Secure Enclave is part of Apple's A-series system-on-a-chip hardware. All these chips work in slightly different ways. In Google's new Pixel phones, Titan M is an actual physical chip that's separate from the phone's normal CPU.



With Apple's Secure Enclave and ARM's TrustZone, the Secure Enclave or TrustZone is not technically a different "chip." Instead, it's a separate, isolated processor built into the device's main system-on-a-chip. While it's built-in, it still has a separate processor and area of memory. Think of it as a chip inside the main chip.

Either way, whether it's Titan M, Secure Enclave, or TrustZone, the chip is a separate "coprocessor." It has its own special area of memory and runs its own operating system. It's completely isolated from everything else. In other words, even if your entire Android or iOS operating system was compromised by malware and that malware had access to everything, it wouldn't be able to access the contents of the secure area.

How it protects your phone.

Apple's Secure Enclave holds the keys to your Face ID biometric data. The data on your phone is stored encrypted on disk but the key that unlocks the data is stored in the secure area. When you unlock your phone with your PIN, password, Face ID, or Touch ID, the processor inside the secure area authenticates you and uses your key to decrypt your data in memory.



This encryption key never leaves the security chip's secure area. If an attacker is attempting to sign in by guessing multiple PINs or passwords, the secure chip can slow them down and enforce a delay between attempts. Even if that person had compromised your device's main operating system, the secure chip would limit their attempts to access your security keys.

On an iPhone or iPad, the Secure Enclave stores encryption keys that protect your face (for Face ID) or fingerprint (for Touch ID) information. Even someone who stole your phone and somehow compromised the main iOS operating system wouldn't be able to view information about your fingerprint.

Google's Titan M chip can also protect sensitive transactions in Android apps. Apps can use Android 9's new "StrongBox KeyStore API" to generate and store their own private keys in Titan



M. Google Pay will be testing this out soon. It could also be used for other types of sensitive transactions, from voting to sending money.

iPhones work similarly. Apple Pay uses the Secure Enclave, so the details of your Mastercard/Visa etc are stored and transmitted securely. Apple also lets apps on your phone store their keys in the Secure Enclave for additional security. The Secure Enclave ensures its own software is signed by Apple before booting, so it can't be replaced with modified software.

ARM's TrustZone works very similarly to the Secure Enclave. It uses a secure area of the main processor to run critical software. Security keys can be stored here. Samsung's KNOX security software runs in the ARM TrustZone area, so it's isolated from the rest of the system. Samsung Pay also uses ARM TrustZone to handle payment card information securely.

On a new Pixel phone, the Titan M chip also secures the bootloader. When you start your phone, Titan M ensures you're running the "last known safe Android version." Anyone with access to your phone can't downgrade you to an older version of Android with known security holes. And the firmware on Titan M can't be updated unless you enter your passcode, so an attacker couldn't even create a malicious replacement for Titan M's firmware.

Why Your Phone Needs a Secure Processor.

Samsung Pay uses ARM TrustZone and Samsung KNOX. Without a secure processor and isolated memory area, your device is much more open to attack. The secure chip isolates critical data like encryption keys and payment information. Even if your device is compromised, malware couldn't access this information. The secure area also throttles access to your device. Even if someone has your device and replaces its operating system with a compromised one, the secure chip won't let them guess a million PINs or passcodes a second. It will slow them down and lock them out of your device.



When you're using a mobile wallet like Apple Pay, Samsung Pay, or Google Pay, your payment details can be stored securely to ensure that no malicious software running on your device can access them. Google is also doing some interesting new things with the Titan M chip, such as authenticating your bootloader and ensuring no attacker can downgrade your operating system or replace your Titan M firmware.

Even a [Spectre](#)-style attack that lets an application read memory that doesn't belong to it wouldn't be able to crack these chips, as the chips use memory that's completely separate from the main system memory.

No smartphone user really needs to know about this hardware, although it should make you feel more secure when keeping sensitive data like credit cards and online-banking details on your phone. This is just cool technology that works silently to protect your phone and data, keeping you more secure. A lot of smart people are putting a lot of work into securing modern smartphones and protecting them against all kinds of possible attacks. And lots of work goes into making that security so effortless that you'll never even have to think about it, too.



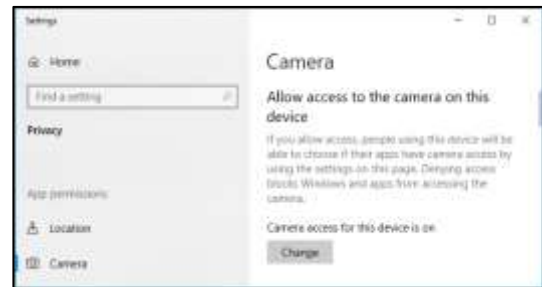
Check Windows 10 Camera Options.

On Windows 10, the Settings app has a few switches that disable your webcam in all applications. If you disable your webcam here, even desktop applications won't be able to use it.

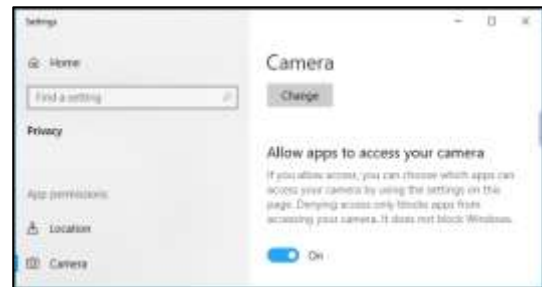
This is a little confusing. In general, the [app permissions options](#) under Settings > Privacy mostly affect new Windows 10 apps from the Store, also known as UWP apps. But the webcam options also affect desktop apps.

If your webcam isn't working, head to Settings > Privacy > Camera.

At the top of the window, ensure it says "Camera access for this device is on." If it says camera access is off, click the "Change" button and set it to "On." If camera access is off, Windows and applications on your system won't be able to use the webcam.



Just under that, ensure "Allow apps to access your camera" is also set to "On." If it's set to Off, no applications on your system, including desktop applications, can see or use your camera. However, the Windows operating system can still use your camera for features like Windows Hello. This option was changed with the release of Windows 10's April 2018 Update. Previously, it only affected [Universal Windows Platform](#) (UWP) apps and didn't affect traditional desktop applications.



Under "Choose which apps can access your camera," ensure the app that wants to access your camera isn't listed and set to "Off." If it appears in this list, set it to "On."

Note that traditional desktop applications don't appear on this list. Only Store applications appear here. Traditional desktop applications can always access your webcam as long as you've enabled the system-wide "Allow access to the camera on this device" and "Allow apps to access your camera" options.

As long as the above options are set correctly, Windows 10 shouldn't be getting in the way. That just leaves the traditional webcam troubleshooting steps.

Golf is played by hundreds of thousands of Australian men
whose wives think they are out having fun.

Tacan Course, 1992

Held at 1AD, Laverton.

Tracey Fickling sent us this, she can't remember all the names, can you help??



Standing L-R: Tracey Fickling, David Reilly, Don't know

Seated L-R: Don't know, don't know, don't know, don't know.

Ron Workman.

Ron joined the RAAF as a Sumpie apprentice in 1955. He qualified and eventually served with 35 Squadron in Vietnam as a loady on the Caribou from 17 Feb 1965 to Oct 1965.



(June 1965) Ron gives a wounded Vietnamese soldier a smoke as he waits for the aircraft to be loaded and taken to Saigon. The soldier was wounded by mortar fire and while in a field hospital, gangrene had set in. The man's leg was be amputated. AWM Photo

in 1965. He was chosen to be a member of the Australian Armed Forces Colour Party, which was sent to France in 1968 for the 50th Anniversary of the Signing of the Armistice at the end of WW1.

Ron has contributed to many lifetimes of achievements between his years in the service to present day. Some of these include;

- Played first grade rugby league in Sydney for Parramatta and Penrith.
- Secretary of the Penrith Leagues Club in 1974.
- Captained North Queensland Rugby League Club.
- Become a Justice of the Peace in 1980.



- Elected in 1982 as a Gold Coast City Councillor and served for three years.
- Between 1986-1988 he served as a Legatee with Legacy caring for the needs of War Widows, Widows of Ex-Servicemen and their children.
- From 1987-1990 he served as president of the then Gold Coast District Sub-Branch of the Vietnam Veterans' Association of Australia.
- He was appointed as the Administrator of the Gold Coast Rugby League Football, where he was responsible for promoting the game of football to the youth of the district.
- Ron served as Senior Vice President for two years of the Vikings Surf Club. He also crewed in the surfboat that won the Australian Masters Title.
- For the past 20 years Ron has been Chairman of the Board for Currumbin RSL Sub-Branch and President of the Memorial Club. He devotes much of his time to serving the Veteran and local Currumbin Community.

Humble by nature Ron is always willing and able to tackle and assist with anything Veteran and community related. From getting down at a grass roots level to offering his expertise to fight for causes that assist those without a voice at state and federal levels. Easy going, while being steadfast in his convictions, offering respect to all regardless of age, race or creed Ron encapsulates what a leader, a friend and an Australian should be. He is truly an extraordinary gentleman.

L-R: Noel Brown, Asst Loady, George Godfrey, Pilot, Ron Workman, Loady, Henry Stephens, Loady. 1965.

Ron has many stories about his time during service. Stories of survival, death, evil, heroism, injury, hope, friendship and courage. Having heard some of his stories has helped us to understand a little bit more about life during war. These are stories that will stay with us for a lifetime.





Recently the Veterans Support Centre at the Currumbin RSL celebrated its 20th Anniversary and what a fitting way to acknowledge this milestone but by renaming the centre in honour of the founder.



Marj and Ron Workman.

More than 3000 veterans have used the support centre since it opened in 1998.

Click [HERE](#) to see an interview with Ron



Butterworth.

Tracey Stephens sent us this pic, it was taken back in September, 2011



Back Row L-R: Rob De Vries, Don't know, Wayne Moyle, Don't know, Jason Sleep, Don't know, Steven Hosemans

Middle Row L-R: Richard Harding, Don't know, Russell Hicks, Debbie Pilgrim, Rodney Taylor, Mick Annells, Kym Ratsch, Sonja Peart

Front Row L-R: Tracey Stephens, Colin Stone, Allun Rees, Ron Baulch, Shorty Shaw, Patrick Bannan, Don't know, Kevin Woolard.

P3 at Sunshine Coast.

On the 18th April, 2018, Orion A9-760 was flown to the Sunshine Coast Airport for storage pending disposal. On the 11 June it was officially handed over to the Queensland Air Museum (QAM) in Caloundra. The hand-over took place at the Sunshine Coast Airport at Mudjimba (just north of Maroochydore) in the presence of Department of Defence, RAAF representatives and invited guests. Federal Member for Fisher, Andrew Wallace MP, officially handed over the aircraft to members of the Queensland Air Museum.



L to R: Peter Scovell F/E ex 10 Sqn, Al Chiesa F/E ex 11Sqn, Grant Mullins groundie Ex 492 Sqn and John Lardner ex No 9 Course Wagga Appy, who went on to be commisioned and now an RSL Pension officer/advocate. At the Sunshine Coast Airport, Sat 13 Nov.

The Orion is a very significant acquisition for QAM. A9-760 was flown into the Sunshine Coast Airport from Edinburgh, it will be partially dismantled and transported to QAM by road. It is a huge project and is expected to take many months planning and perhaps, even longer in the implementation stage, but visitors to QAM can expect to see A9-760 at QAM early in 2019.

Unfortunately, the airport at Caloundra was not suitable for the aircraft to land there.

The Orion was developed from the Lockheed Electra airliner and the first aircraft entered service with the United States Navy in 1962. The Orion proved to be a very versatile anti-submarine and maritime surveillance aircraft which was operated by many other nations including Australia, New Zealand, Canada, South Korea and Japan.



A9-760 is particularly famous for its role in the rescue of yachtsmen Thierry Dubois and Tony Bullimore who were competing in the Vendee Globe single-handed around the world race in 1997. A9-760 was the first RAAF Orion to join the search and its crew made the first sighting of the missing yachtsmen. In the late nineties, the RAAF Orion fleet was given a major system upgrade which brought significant improvements in capability. So extensive was the upgrade that the aircraft were redesignated AP-3C with the A denoting Australia. A9-760 was the first Orion to be upgraded.

RAAF Orion's, including A9-760, were deployed to the Middle East Area of Operations from 2003 until 2012. The RAAF Orion fleet was also involved in the search for MH370 as well as many other search and rescue operations.

A9-760 will sit comfortably at QAM amongst the 80 historic aircraft, all with a story to tell.

Click [HERE](#) to see the arrival of the aircraft.

Bloke would spend many hours a day on his CB radio talking to his mates. His wife said to him, "You've got no time for me, always talking to your mates, this relationship is over". The bloke says "This relationship is what? – over".

Mirage emergency landing at Evans Head.

On the 16th April, 1969, a Mirage (A3-4) was conducting manoeuvres at the Evans Head Weapons Range when it encountered fuel problems. 76 Squadron had been engaged in an operational low level navigation exercise involving sections of four aircraft, a pull-up from low level to 15,000 feet in order to drop two live 500Lb MK 82 bombs on the Range, followed by a landing at RAAF Amberley. The exercise with live weapons was designed to simulate an actual combat situation associated with 76 Squadron's responsibilities in the Ground Attack role.

To provide as much realism as possible the low level navigation phase required the use of 376 gallon drop tanks. As the Mirage had been designed as a Cold War high level interceptor the fitting of drop tanks was an after thought which meant that the fuel system was difficult to manage. In fact it was a cow, so much so that one of the pilots failed to detect that one of his drop tanks had not fed. This meant that when he got to Evans Head he suddenly realized that he did not have enough fuel to get to Amberley.



After getting the fuel flow procedure quite wrong, which was easy to do because the Mirage fuel system was a swine to manage, Jack "Smitty Hayden" then did all the right things and put the Mirage down in one piece on the runway at [Evans Head](#). Actually it was feat in itself when the very high final approach speed, 195 Knots (230 MPH) of the Mirage and the length of the Evans Head runway is considered. It required an awful lot of pressure on the toe brakes which resulted in it severely damaging the Dunlops. The runway at Evans Head is only 4,275 ft in length (1,300m) which is a bit short as the Mirage, when fully serviceable and fuelled up, needs about 4,000 ft to pull up safely without soiling the underwear.



Getting the aircraft out of Evans Head was the next problem so they called on Jim Treadwell, to do the honours. At the time, Jim was the CO of 76 Squadron. He had completed his exercise at Evans Head and was back on the ground at Amberley when he was informed that there was an aircraft down at Evans Head. Jim arranged for guards to monitor the aircraft, got hold of an Army Pilatus Porter aircraft and flew down to Evans Head with the Senior Air Traffic Control officer from Amberley. Their aim was to assess whether it would be possible to fly the Mirage out and save all the trouble of getting the aircraft out by road.

After arriving at Evans Head they got hold of a heavy vehicle and tore up and down the runway to establish whether the surface would support a Mirage and to sweep it clean of FOD. They also consulted Mirage take-off performance data and, although tight, worked out that we could reduce take-off distance by just taking on enough fuel to get to Willytown.

A Caribou rescue 8 was put on and a bunch of framies arrived from Willytown with some new bits and also jacks and new wheels and before long the aircraft was serviceable again.



By now the news of the arrival of all those military aircraft, along with a bunch of blokes in various types of uniform, popping into the small Evans Head airport had spread like wild fire and a huge number of people had gathered at the airport to have a look see.

Late next afternoon, after the framies had done their magic, it was crunch time. There was a quick call to the closest met office to get an actual then it was time to fire up the Mirage and line her up. The local policeman was asked to move all the people from the end of the strip, just in case the calculations proved not to be correct. Afterall, a RAAF Mirage at full chat plowing into a couple of hundred people wouldn't look good on the news.

Jim taxied to the very end of the runway, turned into what wind there was, held the aircraft on brakes and throttled the engine up to full bore. He then lit the after burner and let the brakes off while also selecting the "over speed" facility (this was an arrangement that in a marginal take-off situation the engine would rev to 110% and produce addition power) which didn't engage as the outside air temperature was not high enough.

Initially the aircraft accelerated normally but then slowed as the wheels started sinking into the runway surface - but it was too late to stop. Jim could see the fence at the far end of the runway looming up and some of his body things started to tighten. At 145 knots, 15 knots lower than normal take-off speed, he hauled back on the pole, the nose of the aircraft reared up and just then the over-speed clicked in. The fence was hellishly close. The aircraft leapt into the air with the nose at an alarmingly high angle but the additional overspeed thrust had done the trick.



He missed the fence but scorched the paintwork on a few cars that had foolishly parked at the end of the runway. To get to a safe airspeed, he lowered the nose and some distance down the track got the aircraft up close to 600 knots, turned back and buzzed the airfield at a very very low level.

45 minutes later he was in circuit at Willytown and shortly thereafter into the Mess for a thirst quencher or two.

There was some video taken of the incident, you can see it [HERE](#)



The Plucked Ducks.



The Plucked Chooks, drinking team, is from left Geoff Kimmins, Owen Rawlins, Sean O'driscoll, Marcus Murray & Dave Brown.

Frognall Diploma Courses.

Graham Darley sent us this

I joined RAAF Radio Apprentice School at Frognall in March 1952 on #6 course with 51 others and all members started studying the Victorian matriculation subjects along with military oriented Associate Diploma of Radio Engineering subjects. As individuals failed at the academic level they reverted to a radio technician course.

In my second year, 1953, the #1 Diploma Cadet Course was formed comprising those apprentices originally on #1, 2 and 3 courses (1947, 48 and 49) who graduated from the then



Royal Melbourne Technical College with the Associate Diploma of Radio Engineering. From memory their names were:

Les Riggall, Don Johnston, Frank Pederick, Don Grey, Viv Norrish, Bob Bell, Ron Clark, Bob Fretwell and Bernie Pollett.



This course subsequently graduated from RMTC (now RMIT University) with the Fellowship Diploma of Communications Engineering in 1954, (now presently termed BEng (Communications)) which was a course fashioned around military electronics developments.

These cadets became pilot officers in December 1954 and were posted to various engineering appointments throughout the RAAF

In 1954, #2 Diploma Cadet Course was formed from just the 2 members, Ian Grant and John Harper, who had graduated in 1952 from #4 Radio Apprentice Course (1950) with the Associate Diploma of Radio Engineering. They graduated with FDipCommEng in December 1955

In 1955, #3 Diploma Cadet Course comprised *Peter Coutts and John Ryan* who graduated in 1953 from #5 Radio Apprentice Course (1951). They graduated FDipCommEng in December 1956)

My Radio Apprentice Course #6, (1952) was reduced over the next 3 years from 52 to just 6 who graduated in 1954 with the Associate Diploma of Radio Engineering (one was a Pakistani cadet), (the remainder passed out as Radio Technicians). The five Australians comprised:

Peter Coleman, Graham Darley, Graeme Farthing, David Haber and Geoff Jensen



Graeme Farthing (right) died some years ago.

These undertook a further two years study to graduate with the Fellowship Diploma of Communications Engineering in December 1957. I retired as a Group Captain in October 1979 as did David Haber who now lives in the UK. Peter Coleman lives in Adelaide and Geoff Jensen resides in Canberra; all breathing fairly well still.

I believe the last FDC #5 graduated in 1958. Subsequently a new scheme was introduced that comprised all engineering cadets across RAAF technical branches.



1 AD Laverton, 1988 (Click the pic for the names)



1 AD Laverton, 1989 (Sorry, no names this time)





John Elliott.

John was a Telecoms Operator and did a stint with 2 Sqn in Phan Rang from June 1967 to June 1968. After the RAAF, he joined the (then) Dept of Civil Aviation (DCA) and was trained as a [Flight Service Operator](#) (FSO). Air Services Australia, in their wisdom (??) disbanded the FSO classification some time ago, along with a lot of essential services they provided and amalgamated everything into the ATC portfolio.



Recently John visited the [Airways Museum](#) at Essendon Airport to reminisce about the “old days”. He can remember when he was at Katherine back in the 1970’s with up to 30 active aircraft on his board, most of whom were “temporarily unsure of their position” – or “geographically embarrassed” Unless absolutely necessary, you never used the word “Lost” as that triggered certain phases and those nasty 225’s which were to be avoided at all costs.

It was a great job.

If you’re in Melbourne and get the chance, take a few hours and have a look over the museum, it is definitely worth a look



38 Sqn to be no more.

Nigel Pittaway.

Defence has confirmed that the RAAF's No.38 Squadron, currently flying the Beechcraft King Air 350 from Townsville, will disband on 14 December. During the course of the year, four of the squadron's eight King Airs were transferred to No.32 Sqn at East Sale and a further four aircraft will be transferred in December 2018 with the disbandment of 38 Sqn.



Defence says that from 2019, 32 Sqn will operate a fleet of 12 King Air 350s, all equipped with the Rockwell Collins Proline 21 avionics suite. Eight of these are the ex-38 Sqn aircraft and the other four are newly manufactured examples which will be leased from Hawker Pacific.



The four new aircraft are already in Australia and are currently undergoing modification to the Mission Aircrew and Aviation Warfare Officer (AvWO) training role.

The eight King Air 350s previously operated by 32 Sqn are all configured with the earlier Proline 2 cockpit and will be returned to Hawker Pacific. Four of these (A32-343, 346, 349 and 351) have already left RAAF service and have been registered to Commuter Air Technology of Oklahoma City in the United States.

According to a Defence spokesperson, 32 Sqn will continue to conduct its existing roles in support of No. 1 Flying Training School (Mission Aircrew and AvWO training), as well as Air Logistics Support. "32 Squadron will also take over the following roles from No. 38 Squadron," the spokesperson said:

- "Imagery Acquisition,
- Base Station Relay and Intelligence
- Surveillance
- Targeting Acquisition Reconnaissance (ISTAR)."



These roles are currently undertaken by three '600 Series' King Airs which have been extensively modified for the ISTAR role by Hawker Pacific under Air Force Minor Project (AFM) 01037. The three aircraft are now permanently configured in this role and are tasked by Air Mobility Control Centre in support of Special Operations Command.

A lot of blokes went through 38 on their way to 35 in Vietnam – it was a great Squadron.

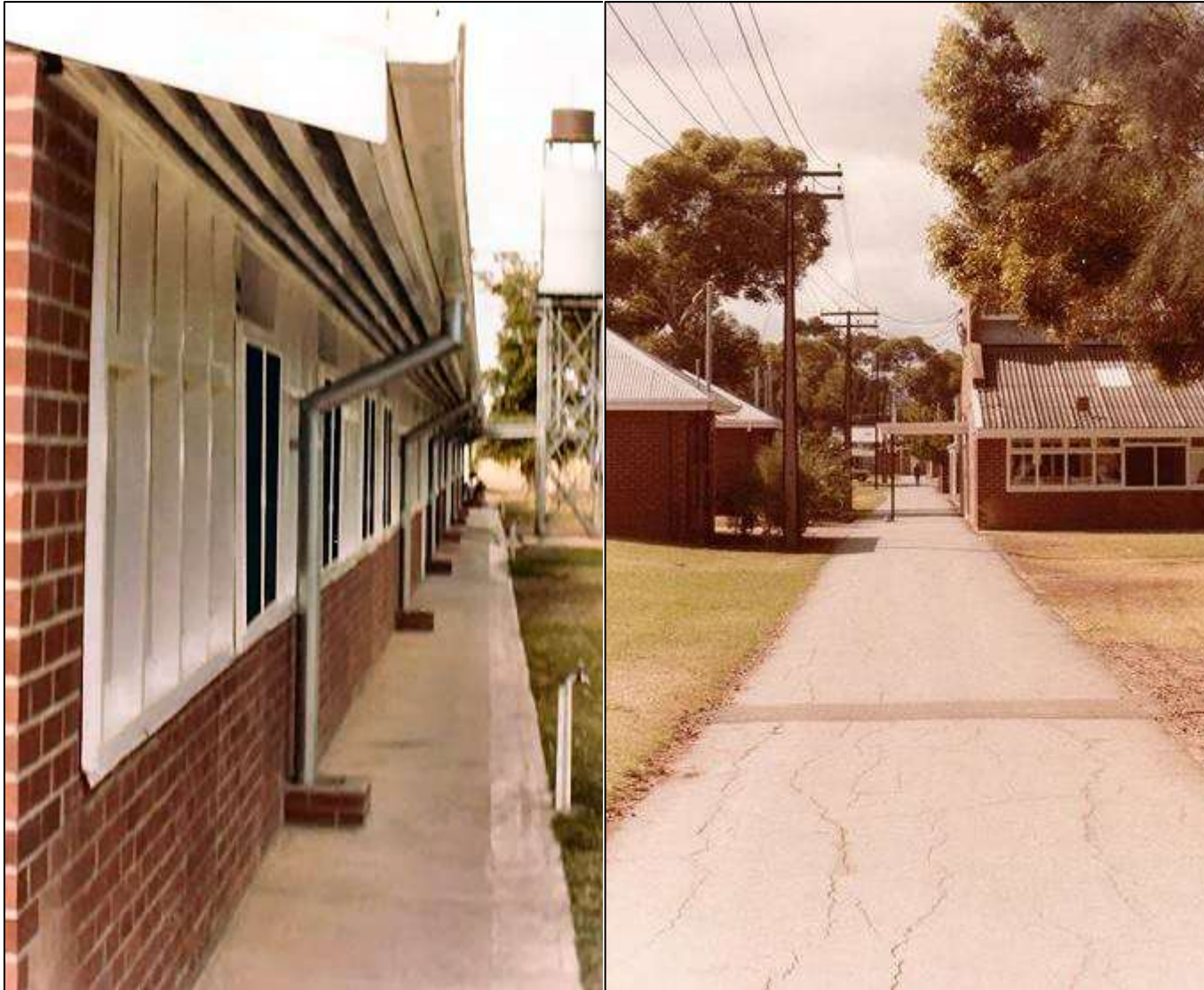
Defence says the planned review date for the King Air 350 fleet is 2024.

Rookies – Edinburgh, 1984.



Fond memories??

THE SENILITY PRAYER
Grant me the senility to forget the people
I never liked anyway,
the good fortune to run into the ones I do, and
the eyesight to tell the difference.





54th Anniversary.

These two blokes got together in Townsville on the 14th September to share a pint of Guinness in celebration of the 54th annual anniversary since they joined the RAAF.



Terry Shanahan, Noel Sullivan.

If there was a way to read a woman's mind, I'm not sure I would want to.
I hate shoes, shopping, gossip and I already know I am annoying.

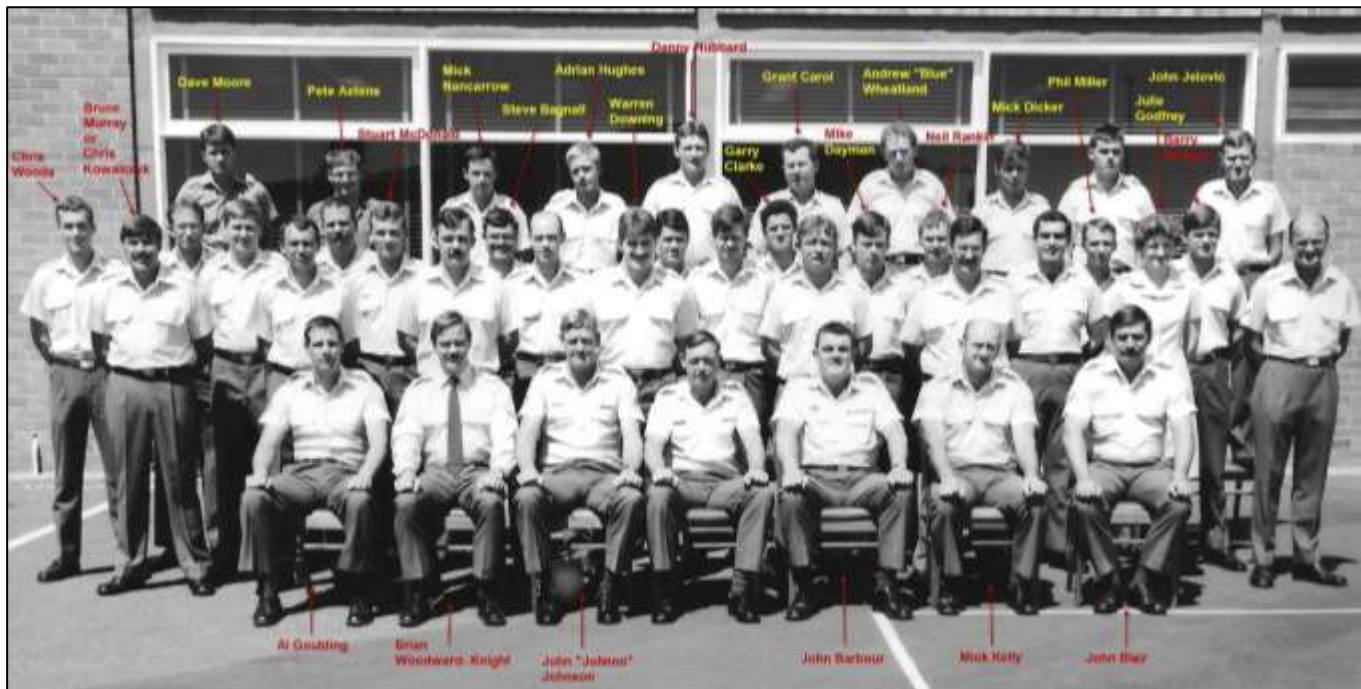


Fanny Bay hotel, Darwin, 1965



Had one or two in there Dec 1970.

Cyrano. (Click the pic to read the names.)





Radschool Course 7-89

Peter Smith sent us these pics.



L-R from the Centre, Val Robinson, Wayne “Nugget” Krystalyn, Mark Beggs, Peter smith, Darren “Red” Clifford.

It is funny when my wife gives me the silent treatment
she thinks it's a punishment!



Pete Smith getting the CO's award for Student Excellence from Val Robinson.

Judging by the frying pan that just flew by my head, I did something wrong.
I can't wait to find out what it was.



18/88 Superman Course.

30May1988 – 29Jun1988

(Sorry, no first names)



Back Row L-R: N Carle, K Williams, L Lawrence, R Tinsley, T Rackham, J Banning.

Middle Row L-R: L Shand, P Gwythor, D Wylie, S Ibbotson, S Anderson, A Fulwood.

Front Row L-R: R Eggmolesse, T Hayter, J Gibbs, P Saunders, (Course Director), R Dennis, B Cooper, J Edmunds.

I once won an argument with a woman.....
in this dream I had



The Sidewinder Missile.

The ubiquitous AIM-9 Sidewinder is without doubt the most important heatseeking missile of the last three decades, seeing service in every engagement between Western powers and their adversaries since the 1950s. Shamelessly copied by the Communists as the K-13/AA-2 Atoll, the Sidewinder has had a profound influence on the design of modern heat-seekers and is much the yardstick against which such missiles are judged today.

The collapse of the agreement between the US and EEC nations on the ASRAAM, the planned successor to the AIM-9, has seen further life injected into the humble Sidewinder, with the US at the time of writing electing to continue the development and production of the weapon for its own services.

The AIM-9 has had a colourful history and has evolved considerably since the first of its kind left a missile rail in the distant fifties. Its story of technical ingenuity as much as operational application and more than anything underscores the fundamental soundness of the basic airframe and system design, which has seen ongoing evolutionary development since the fifties.



The AIM-9 traces its earliest ancestry to the US Naval Weapons Centre (NWC) at China Lake, in the Mojave Desert. The NWC initiated, in the early fifties, a program to design a heatseeking air intercept missile for the intercept of bombers by naval interceptor aircraft, until then armed with either .50 cal or 20 mm guns. The fledgling missile was aptly named after the Sidewinder, a desert rattlesnake which detects its prey by sensing the animal's heat emissions.

The result was a compact lightweight cruciform canard weapon, which used a solid propellant rocket motor, a fragmentation warhead and an uncooled optical seeker.

The AIM-9B used a fragmentation warhead triggered by a passive infrared proximity fuse. The Thiokol Mk.17 solid propellant rocket delivered 8,200 lb-sec of impulse with a burn duration of 2.2 seconds.

While by modern standards the AIM-9B is a very limited weapon, it had no serious competitors in its day and was soon adopted by the USAF and NATO as a standard weapon, with no less than 40,000 guidance units built by Ford Aerospace, the prime contractor. The RAAF also adopted the missile, fitting it to the CAC Avon-Sabre, and subsequently the Mirage.

NATO rounds were mainly built by West Germany's FGW, who evolved an improved subtype designated the AIM-9B-FGW Mod.2. This AIM-9B used solid state electronics, carbon dioxide seeker cooling, a new nose dome and better optical filtering, the latter providing for much better seeker sensitivity.



The Sidewinder was by the early sixties the principal heat-seeker in Western service and as such first drew blood over North Vietnam, there used by the USAF and USN. Its early combat record was not spectacular, as the seeker performance limitations were exacerbated by the poor reliability of the tube electronics and the inexperience of its users, who until then trained for intercepts rather than dogfights. Kill probabilities were in the tens of percent, very sensitive to how well the launch aircraft was positioned. Designed to intercept lumbering bombers, the AIM-9B was ill suited to knife-fights with MiG-17s at low level. Its launch load factor limit of 2G hampered aircrew, while its seeker very often locked on to the sun or clouds, subsequently sending the missile ballistic. The range limit of 2.6 NM meant that the launch aircraft had to be quite properly positioned for a shot, and the pilot very careful about closure rate and range.

Nevertheless, no less than 28 MiGs were killed for 175 launches between 1965 and 1968, by USAF F-4C/D aircraft, an aggregate P[k] (kill probability) of 16%.

Click [HERE](#) to see video of the RAAF fitting the sidewinder to the Sabre.

35 Squadron C27J Spartan

NEW facilities at Amberley for No. 35 Squadron and the C-27J Spartan are in the final stages of construction. The project contractors took members of 35SQN and the C-27J Relocation Working Group on a tour to familiarise themselves with the facilities ahead of the squadron's move from Richmond by the end of the year.

A purpose-built hangar for the Spartan, along with a new flight line and squadron headquarters, are being built at Amberley to house the fleet of 10 Spartans. Since 35 Sqn's re-establishment at Richmond in 2013, it has used facilities formerly belonging to the C-130H workforce. This has meant the squadron headquarters, deeper maintenance and flight line have been located in three separate areas of the Richmond base.



CO 35 Sqn WGCdr Ben Poxon said Defence and the contractors had been working closely to ensure the new facilities at Amberley met the needs of the Spartan. "The squadron buildings have been designed with the future missions in mind," he said. "The layout and workflow enables 35 Sqn force generation to minimise time to respond quickly to emerging situations. From the mission planning to the maintenance areas and the dispersal, each area is fit for purpose and what the squadron needs to get the most out of the space." The investment in purpose-built facilities demonstrates the Air Force commitment to the entire service life of Spartan operations





“Constant communication with the contractor, the project managers and the staff permitted slight adjustments to the building where we have expanded the role of the aircraft or changed an operating element,” Ben Poxon said. “Moving 35 Sqn to Amberley will place the Spartan closer to exercise areas and result in quicker deployment times to Northern Australia and into the wider region.

35 Sqn welcomed the 10th and final C-27J into Air Force service in April this year.

Pension Rates, WEF 20 September, 2018.

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,394.20	\$1,408.00	\$13.80	1.0%
Extreme Disablement Adjustment	\$770.20	\$777.90	\$7.70	1.0%
100 per cent General Rate of Disability Pension	\$495.70	\$500.60	\$4.90	1.0%
50 per cent General Rate of Disability Pension	\$251.70	\$254.15	\$2.45	1.0%
Intermediate Rate Disability Pension	\$946.60	\$956.00	\$9.40	1.0%
Service Pension - Single	\$907.60	\$916.30	\$8.70	1.0%
Service Pension - Couples	\$1,368.20	\$1,381.40	\$13.20	1.0%
War Widows/ers Pension	\$922.50	\$931.50	\$9.00	1.0%
Income support Supplement	\$272.60	\$275.40	\$2.80	1.0%

There are times when I really miss my wife. I wish I could remember where I buried her.

Butterworth.

Back in 1968, I was in Vietnam keeping the world safe from those nasty insurgent people who had designs on our wonderful land. And, being a very patriotic Christian lad, I would always put my country's welfare ahead of my own, I would work 7 days a week, spending at least 14 hours a day in the hangar and when there was no immediate work to be done, I would take up the broom and sweep out the hangar keeping it clean for my fellow workers.





It was common knowledge that I was probably the second best Radtech the RAAF ever had and if it hadn't been for me, those Caribous wouldn't have flown – just wouldn't have left the ground.

The RAAF knew they were on a good thing having me over there, they knew the Squadron would and could not have operated without my input and they tried to make my life as pleasurable as they could. For instance, most lunch times the ENGO would hop in his little jeep, head into downtown Vungers and bring me back a nice ice cream and a flake.

Every now and then one of those subsonic Caribous would spend a while in the hangar undergoing what used to be called a D servicing. Being a very experienced Radtech, I had one of the most important jobs and oblivious to the stifling heat of the day, would spend hours energetically rolling up the wander leads while the sumpies swanned around and wiped down the cowls with bits of dirty rags. After I had inspected the aircraft and declared it airworthy, it would be flown over to Butterworth for what was called a compass swing. This was the RAAF's way of giving me a break after all my hard work. A compass swing could be done anywhere, it only took 2-3 minutes, but because I needed a break every now and then, the war would be put on hold for a week and off we'd go.



Butterworth had this thing called "The Boatie" which was a place that sold, along with the popular coco cola, lemonade and other goffers - alcoholic drinks, though why anyone would want to drink alcoholic drinks is beyond me. We'd always go to "The Boatie" where I'd selfishly spend hours chatting with the local underprivileged kids and their mums.

Just the other day I was chatting with "Jake" Jacobsen who was one of those people who didn't do much, just drove the Caribous while yours and a few others worked our tails off keeping them serviceable. We could never understand the RAAF's reasoning on giving people like Jake, who



just drove the aeroplanes, a commission. Afterall, they just spent a few days at Point Cook learning where the key goes to start the thing, where to sit, what the wing is for, what that thing at the back that sticks up does, then when they lose the L's, they're commissioned. People such as myself spend 3 or more years of hard study learning the aeroplane's bits only to be rewarded with solitary prop to sew onto one's arm.

And we had to get our own drinks, not have them served to us by pretty young girls.



L-R: “Jake” Jacobsen, Phil Humphries – Vung Tau Provost Marshall and a spritely Jock Cassels nicking a second can from Phen, the bar girl in the Offices Mess.

Jake said to me “Courage Breweries sent up some pallets of beer as a gift for the troops (read Officers only), thus the pic which was used in a Courage promo. The slogan that went with the photo was “If you need Courage – drink it like the Caribou pilots in Vietnam”. (Good gwief!!)

Naturally, they chose the most handsome people for the photo shoot.



I was fortunate enough to fly three of the Butterworth compass swings during 1968. One of them was with Maurie Lewis as the other pilot from 1-5 August. My bet is that that your life was in my tender hands as we flew across the middle of the Gulf with the NDB needle swinging all round the dial. Bloody Radtechs!"

See!! No respect!!

Adrian Cronauer.

In 1965 and 1966, Adrian Cronauer signed on at 6 a.m. from a Saigon studio as the morning DJ for Armed Forces Radio (AFVN), waking up the troops with a signature line that became the title of a hit movie and has echoed through the years: "Good morning, Vietnam!" You can hear him [HERE](#).

He was an Air Force enlisted man with a golden voice and the aim of giving his listeners an auditory taste of home, with rock-and-roll, soul music and a sassy irreverence that became the basis for the 1987 film that starred Robin Williams. The movie took liberties with Cronauer's real-life experiences, but the resemblance was close enough that it brought him a degree of celebrity.



Cronauer, a longtime broadcaster and advertising executive who later became a lawyer and a Defence Department official, died on the 18th July 2018 at a nursing home near his home in Troutville, Vaginia. He was 79. The death was confirmed by his daughter-in-law, Mary Muse, who declined to provide a specific cause.

At first, Cronauer had reservations about being portrayed on film, especially by such a flamboyant talent as Williams. "I was afraid of what they were going to do to me and it took me a little while to get used to seeing someone named Adrian Cronauer up there on the screen, but I saw it and I liked it."

Williams's antic character displayed a more subversive, anti-authoritarian bent than Cronauer did. Williams's DJ ad-libbed monologues about sex, politics and absurd regulations and invented a variety of characters, including an imaginary designer of military uniforms: "Why not plaids and stripes? When you go into battle, clash!"

Still, there were similarities between the character and Cronauer: Both taught English to Vietnamese students and encountered reprimands from superior officers for shaking up the staid announcing style and bland musical playlist of military radio. In Cronauer's Vietnam morning show, called "Dawn Buster," the silky strings of Mantovani were shelved in favour of the Supremes, the Beatles and the Righteous Brothers. He spoofed popular culture and made fun of military doublespeak, all in an effort to boost the morale_of homesick U.S. troops.

"There were lots of ridiculous announcements, like 'Send your gifts by August to arrive in time for Christmas,'" he told the Chicago Tribune. "The crowning achievement for me was when I heard



from some guys that when they tuned into 'Dawn Buster' for the first time, they assumed they had picked up some radio station from the States."

After he left Vietnam in 1966, later DJs — including future "Wheel of Fortune" host Pat Sajak (right), continued his show-opening shout of "Good morning, Vietnam!" (You can hear him [HERE](#)). Cronauer, in the meantime, worked for a television station in Ohio before moving to Roanoke in 1967. For the next 12 years, he worked as a local TV anchor, FM-radio announcer and broadcast executive, but he seldom spoke about his days in Vietnam.



He moved to New York in 1979 to work as an announcer at the classical music station WQXR. He also opened an advertising agency and did voice-over work. In New York, Cronauer and another Vietnam veteran, Ben Moses, began to kick around an idea for a TV show based loosely on two popular sitcoms of the time: "M*A*S*H," set during the Korean War, and "WKRP in Cincinnati," about high jinks at a radio station. "It occurred to us that if you take the two of them and put them together," Cronauer told Newsday, "you've got Armed Forces Radio."

They called their show "Good Morning, Vietnam!"

They shopped the idea around with little success until it found its way to Williams's agent. The sitcom idea was scrapped, and screenwriter Mitch Markowitz reworked the script as a feature film. Director Barry Levinson kept Williams and Cronauer apart until the film was completed. "His theory supposedly was that if we met, Robin would subconsciously start trying to do an imitation of me, which would change the characterization," Cronauer told the Roanoke Times. "When the movie premiered in New York, we met, and we shook hands and Robin said, 'I'm glad to finally meet you.' And I said, 'Well, I'm glad to finally meet me, too.'"

"Good Morning, Vietnam!" earned Williams an Oscar nomination as best actor and proved to be his breakout film performance.

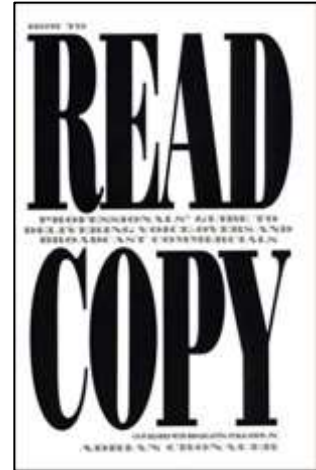


Adrian Joseph Cronauer was born Sept. 8, 1938, in Pittsburgh. His father was a steelworker, his mother a teacher. He first appeared on a local children's TV program when he was 12, and in high school he worked on a show with Fred Rogers, later the host of the long-running "Mr. Rogers' Neighbourhood." At the University of Pittsburgh, Cronauer helped establish a student-run radio station before transferring to American University. A few credits short of graduating in 1962, he enlisted in the Air Force. While stationed at Iraklion Air Station on the Greek island of Crete, he began using a version of his famous salutation. "It started out to be a calm, matter-of-fact, 'Good morning, Iraklion,'" he told the Fayetteville (N.C.) Observer in 2011. "But as the program developed, it got wilder and wilder: 'Gooooooood morning, Iraklion!'"



In the early 1980s, Cronauer received a master's degree in media studies from the New School for Social Research in New York. He used his earnings from "Good Morning, Vietnam!" to attend law school at the University of Pennsylvania, graduating in 1989. He then opened a communications law practice in Washington. In 1990, he published a textbook, "How to Read Copy," for professional announcers and voice-over artists. He joined the US Defence Department in 2001 as a special assistant on issues related to prisoners of war and missing military personnel. He retired in 2009 and settled in the southwestern Virginia town of Troutville.

In 2014, he was disbarred in the District of Columbia and later in Pennsylvania, accused of misleading clients on matters related to foreclosures and loan modifications. His wife of 36 years, the former Jeane Steppe, died in 2016. Survivors include a stepson, Michael Muse of Troutville; four grandchildren; and a great-grandson.



Cronauer recognized that "Good Morning, Vietnam!" was forever a part of his life, and wherever he went he was asked to repeat his signature wake-up call. "The movie is much more interesting than the experiences I had," he said in 1988. "Robin Williams is very funny. I'm not. Williams is the disc jockey I would have liked to be."

There was a power failure in a Dublin department store last week and three hundred people were stranded on the escalators for more than two hours.

What are Mirrorless Cameras, and are they better than normal DSLRs?

How-To Geek





People say that are done buying DSLR cameras because mirrorless cameras are the future. Let's take a look at what these cameras are and see if they are onto something, or is it just a lot of hot air.

The big question is what are "mirrored" cameras and how does this new generation of cameras fit into the history of photography and the development of better and better equipment.



Some years ago, when photography was first brought to the masses, cameras were very simple objects. They had a shutter that blocked light and a photosensitive material that reacted to light when that shutter opened. The problem with this very simple design was that it was impossible to see what you were about to expose and therefore very tough to compose a good shot. If you've ever seen or experimented with pinhole cameras, you'll know what this is like—it's mostly guesswork.



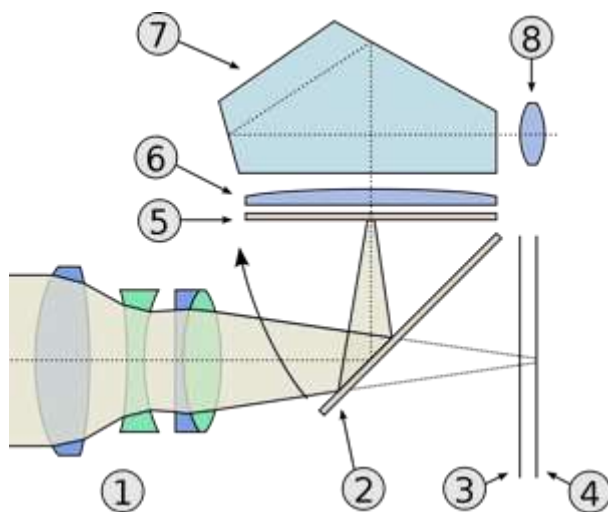


Later generations of cameras had viewfinders for photographers to look through to compose their images, but this viewfinder was a completely different lens than the one that focused light on the film. Since you were composing with one lens and shooting with another, this created a parallax. Simply defined, a parallax with this type of camera, called a twin lens reflex, means that what you see isn't what you get. In order to solve this problem, camera engineers had to design a machine that was capable of allowing photographers to see and expose through the same lens.

Enter the Single Lens Reflex



Single lens reflex, or SLR cameras were the answer to the parallax problem. With a clever mechanism of moving parts, SLR cameras reflect the light coming through the lens to optical viewfinders (and to the eye of the photographer). When the shutter release button is pressed, the mirror moves and that same light through the same single lens is allowed to expose the image on the photosensitive film.



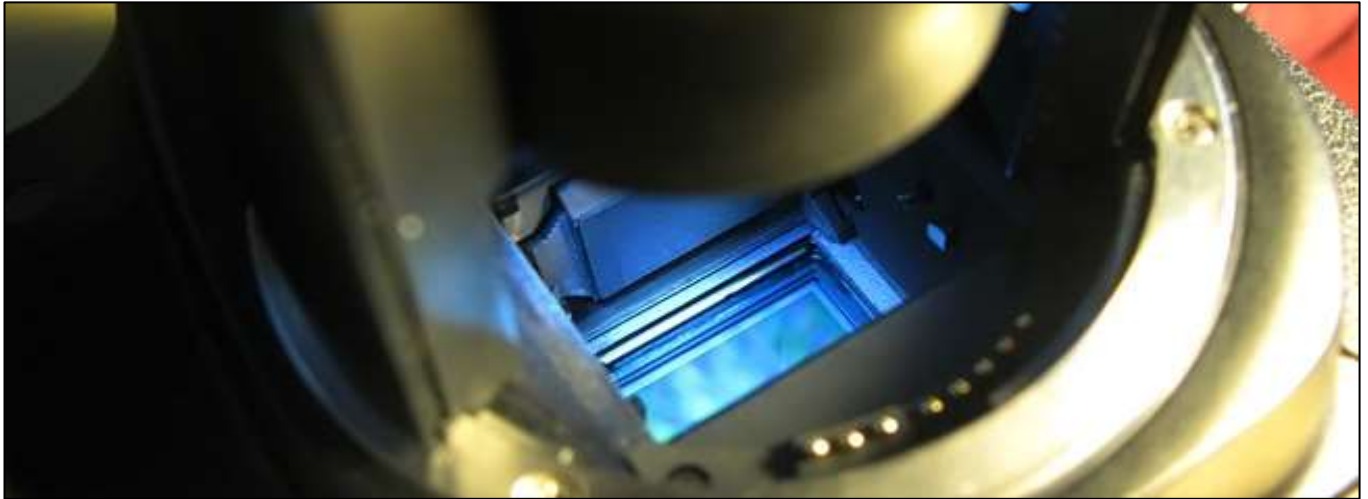
Cross-section of SLR

1. Lens assembly
2. Mirror in down position
3. Focal-plane shutter
4. Sensor/Film
5. Focusing screen
6. Condensing lens
7. Pentaprism or Pentamirror
8. Eyepiece



As SLR cameras evolved, a few trends started to take place. Cameras started to normalize layouts—shutter advances, shutter releases and film storage all moved to similar locations, despite the manufacturer. And 35mm film became the de facto format for professional and home use—with some exceptions, obviously. Eventually the professional photographers got interchangeable lenses, all with standard lens mounts and lenses tuned to the format of that specific camera. What this meant was that a photographer could carry a single camera body and exchange lenses to shoot a variety of situations and the camera companies had a whole new line of products to develop, manufacture, and sell to consumers. In this age of 35mm film photography, most home photographers likely would not need the versatility of interchangeable lenses and opted instead for more compact and simpler point and shoot cameras with permanent lenses. Even today, this same two market approach to camera design is obvious.

A Bit About Digital Cameras,



Digital cameras use photosensors in place of old-fashioned film to detect and record light coming in through a focused lens. Using this same single lens model (in general), digital cameras have (obviously) transformed how we take pictures today. Let's briefly talk a little bit about how.

Digital Single Lens Reflex, or DSLRs, as they're branded, have continued the tradition of interchangeable lenses, but have the additional added benefits of through the lens metering (reading the available light through the main lens) and auto shooting modes, allowing (to the chagrin of many photographers) users to take better pictures without having much knowledge of the art or science of photography.

In addition, digital cameras allow for a shorter feedback loop for those of us hoping to actually learn more. This means that we can instantly learn if a photo is bad or good and make changes on the fly. In the past, changing ISO more or less meant changing a whole roll of film and learning what you shot wrong took developing a whole roll and starting over if you made a mess of it.



Many modern point and shoot cameras have viewfinders with separate lenses, so we come back to the problem with parallax, however, these fixed lens, point and shoot cameras cleverly use the same lens and sensor to create an image on an LCD screen, replacing the optical second lens viewfinder altogether. This development is what allows the so-called “mirrorless” cameras to be mirrorless.



Mirrorless Cameras are here! But - are they the future?



Unlike a lot of innovations in digital imaging, mirrorless cameras are already commercially available and there are several companies currently making high quality mirrorless digital cameras.



What makes these mirrorless cameras truly different from both DSLR cameras and modern point and shoot digital cameras is a sort of “best of both worlds” scenario. Because the design is mirrorless, the camera body is much simpler, smaller, and easier to carry, and because the camera body has been designed differently, the lenses for these cameras are also simpler and smaller to manufacture. This allows for smaller, high quality lenses to be made at lower costs.

Eventually, some of that savings is bound to be passed on to the consumer, if it isn't already, and because this new generation design incorporates interchangeable lenses, photographers will be able to use the lens appropriate to the situation—a must to attract the professional crowd.



Like the point and shoot cameras, mirrorless cameras use the LCD screen in place of an optical through-the-lens viewfinder. The advantage of that is obvious—photographers get a larger, more accurate idea of what their final image is going to look like, even before the image is recorded. However, consumers that insist on using the optical viewfinder will find that they aren't happy with the parallax, or being forced to use the LCD screen to compose.



When you look at the overall trend of technology improvements over the years, it does sort of make sense that these mirrorless, or “3rd generation” cameras, would be the future of digital photography. Mirrors in single reflex cameras were an engineering feat from the late 20th to early 21st century to solve the problem of parallax without exposing film. With today's technology, it's simple to use one lens to create a preview of an image on an LCD, solving the parallax problem in a much more modern way.

Is this way inherently better? Depends on whom you ask.



Are DSLRs on the way out? It might not be as cut and dry as some people say. It may depend more on marketing and the reaction of camera buyers and the amount of resources camera manufacturers will put behind this generation of mirrorless interchangeable lens cameras. You might draw a parallel to photographers buying "mirrorless versus DSLR" to "Betamax versus VHS", or "Blu-Ray versus HD-DVD." It's a complicated question, and even if some photographers or experts call the fight, if camera companies can't convince their customers that mirrorless is truly the future of professional digital photography, it never will be, despite any advantages.

The Doctor said to Joe, "The good news is I can cure your headaches...The bad news is that it will require castration. You have a very rare condition which causes your testicles to press up against the base of your spine and the pressure creates one hell of a headache. The only way to relieve the pressure is to remove the testicles." Joe was shocked and depressed. He wondered if he had anything to live for. He couldn't concentrate long enough to answer, but decided he had no choice but to go under the knife. When he left the hospital, he was headache free for the first time in over 20 years, but he felt as if he was missing an important part of himself.

As he walked down the street he realized he felt like a different person. He could make a new beginning and live a new life. He saw a men's clothing store and thought, "That's what I need, a new suit." The elderly salesman eyed him quickly and said, "Let's see, you're a size 44 long." Joe laughed and said, "That's right, how did you know?" "Been in the business 60 years!" Joe tried on the suit. It fit perfectly. As Joe admired himself in the mirror, the tailor asked, "How about a new shirt?" Joe thought for a moment and then said, "Sure." "Let's see, 16 and a half neck, 34 sleeve." Joe was surprised. "How did you know?" "Been in the business 60 years." The shirt fit perfectly. As Joe looked at himself in the mirror, the salesman said, "You could use new shoes." Since Joe was on a roll, he said, "Sure." The man eyed Joe's feet and said, "9-1/2E." Joe was astonished. "That's right. How did you know?" "Been in the business 60 years." Joe tried on the shoes and they also fit perfectly.



As Joe walked comfortably around the shop, the salesman asked, "How about new underwear?" Joe thought for a second and said, "Why not." The man stepped back, eyed Joe's waist and said, "Let's see, size 36." Joe laughed. "Finally I've got you! I've worn size 32 since I was 18 years old." The tailor shook his head and said, "You can't wear a size 32. Size 32 underwear would cause your testicles to press up against the base of your spine and give you one hell of a headache!"

Exemption from GST.

If you are eligible to purchase a car GST-free, you are also entitled to:

- lease a car GST-free, providing you meet the other conditions relating to intended use
- purchase car parts (such as batteries, tyres and disc brake pads) GST-free.

Petrol, oil or accessories such as mudflaps are not GST-free.

If you satisfy the eligibility criteria, (see [HERE](#)) complete a Declaration for an exemption of GST on a car or car parts (see [HERE](#)) and present it to your car or car parts supplier.

If you do not have a declaration for exemption before you purchase your car or car parts, the dealer or supplier may charge you GST. You may be able to obtain a refund of the GST after you have purchased your car or car parts, but it is simpler for you if the declaration is provided before you make your purchase. Under the tax law, the ATO is unable to provide you with a direct refund of the GST you paid on either your car or car parts.

Exemption from GST for an eligible person applies up to the value of the 'car limit'. The 'car limit' figure is set annually (see [HERE](#)). You must pay GST on any amount above that limit. The value of the car you purchase does not include the value of any modifications made solely to adapt the car for you to drive or be driven in. If the value of a modified car exceeds the car limit, you must pay GST on the value above the car limit. You do not pay GST on the value of the modifications made to the car.



If you are eligible to purchase a car GST-free, then you can also lease a car GST-free, if both of the following apply:

- the lease is for a minimum of two years, or you use the car to travel 40,000 kilometres from the date you lease it, and
- you intend to use the car for the prescribed purpose for the whole of that period – for example, an eligible person with a disability must also plan to use the car to travel to or from gainful employment for the whole period.

Novation arrangements



Under a novation arrangement, you may agree with the lessor and the finance company to take over all or part of the lessee's rights and obligations under a lease. Whether a car is GST-free under a novation arrangement depends on the type of arrangement you enter into. If you lease it under a partial novation arrangement the car is GST-free. Under a partial novation lease your employer does not lease the car, but you lease it directly.

If it is subject to a full novation arrangement the car is not GST-free. Under a full novation arrangement your employer leases the car.

If you are eligible to purchase a car GST-free, you are also entitled to purchase certain car parts GST-free, including items such as:

- batteries
- disc brake pads
- tyres
- oil filters
- petrol filters
- liquid petroleum gas (LPG) conversion kits
- spark plugs
- water and fuel pumps
- radiator hoses
- windscreens
- head and tail light globes.



Items that are not car parts are not GST-free, these include:

- oil and grease
- paint
- hydraulic fluid
- radiator or petrol additives
- refrigerant gas
- brake fluid
- petrol.

Accessories are not car parts and are not GST-free, these include:

- spoilers
- mudflaps
- pin striping
- roof racks
- CD players.

Parts that are not specifically for cars are not GST-free, for example, parts specifically for trucks, vans, buses, motor cycles and other machinery. Car parts purchased by a business for sale to eligible people are not GST-free for the business. The business must pay GST when it buys the car parts and can later claim a GST credit (if registered for GST) on their activity statement. The



business can sell the car parts GST-free to eligible people when it receives a completed declaration.

Car parts supplied to you during a repair of your car and the cost of labour services in fitting those parts to your car, are GST-free. This is because the supply of car parts and labour to an eligible person is treated as a single GST-free 'sale of car parts'.

If car parts are supplied to you when you service your car and those parts are integral to the servicing of your car, for example, spark plugs fitted in the course of a service, then those parts and the labour services in fitting those parts are not GST-free. A car service, which typically involves mostly labour services with some integral parts, such as spark plugs or filters, is a taxable sale and incurs GST.

***This poor kid doesn't know it yet, but he
can never run for political office now!***



HMAS Brisbane.

HMAS Brisbane (II) was the third of three improved Charles F Adams class guided missile destroyers (DDG) built in the United States for the RAN; her sister ships were HMA Ships Perth (II) and Hobart (II). The destroyers were referred to in the RAN as Perth class DDGs and their primary role was air defence. Seen by many as one of the most successful acquisitions in the post-World War II era, the ships had vastly increased capabilities in all warfare areas, but particularly air defence, and command and control.



With the decision to cease fixed wing naval aviation in the early 1960s, a need arose to replace the capability previously provided by the carrier, HMAS Melbourne(II).



The River class frigates, which were at the time still under construction, were expected to address anti-submarine capability, but air defence capability still needed to be addressed. For naval planners, the choice came down to the Royal Navy's (RN) County class destroyers, designed around the Sea Slug surface-to-air missile system, and the United States Navy's (USN) Charles F Adams class destroyers designed around the Tartar missile system.

The Tartar system was a superior weapons platform to the Sea Slug and offered the added bonus of being compact enough to be retrofitted into the RAN's existing Daring and Battle class destroyers, but any decision to acquire an American design still bore considerable risk. As the Chief of Naval Staff at the time, Vice Admiral Sir Henry M Burrell, KBE, CB, RAN, stated "It was not the ships and equipment that worried me but the practicability of dealing with logistics, problems resulting from different types, sizes and nomenclature of equipment."

During her career, Brisbane made two deployments to Vietnam, was involved in the post-Cyclone Tracy disaster relief operation and deployed to the Persian Gulf during the first Gulf War. Brisbane was decommissioned in 2001 and was sunk as a dive wreck off the Queensland coast in 2005.



Husband: My wife is missing. She went shopping yesterday and has not come home!
Officer: Age?
Husband: I'm not sure. Somewhere between 50 and 60. We don't do birthdays.
Officer: Height?
Husband: I'm not sure. A little over five-feet tall.
Officer: Weight?
Husband: Don't know. Not slim, not really fat.
Officer: Colour of eyes?
Husband: Sort of brown, I think.
Officer: Colour of hair?
Husband: Changes a couple times a year. Maybe dark brown now. I can't remember.
Officer: What was she wearing?
Husband: Could have been pants, or maybe a skirt or shorts. I don't know exactly.
Officer: What kind of car did she go in?
Husband: She went in my truck.
Officer: What kind of truck was it?
Husband: A 2016, pearl white Ram 2500 Limited 4X4 with 6.4l Hemi V8 engine ordered with the Ram Box bar and fridge option, led lighting, back up and front camera, Moose hide leather heated and cooled seats, climate controlled air conditioning. It has a custom matching white cover for the bed, Weather Tech floor mats. Trailering package with gold hitch, sunroof, DVD with full GPS navigation, satellite radio, Cobra 75 WX ST 40-channel CB radio, six cup holders, 3 USB ports, and 4 power outlets. I added special alloy wheels and off-road Toyo tires. It has custom retracting running boards and under-glow wheel well lighting. At this point the husband started choking up

Officer: Take it easy sir, We'll find your truck

Officer convicted, jailed.

AFTER an investigation into allowance fraud by the [ADF Investigative Service](#) in early 2017, a lieutenant colonel (Wing Commander equivalent) was convicted on four counts of obtaining a financial advantage contrary to the Defence Force Discipline Act 1982 (Cth) and Criminal Code Act 1995.

The officer joined the ADF in the early 1990s and was a distinguished and valued contributor, however, while occupying a rental property and receiving full rental allowance (RA), the officer decided to sublet a room to a friend, initially for \$150 a week, before raising that amount to \$170 a week. Defence Housing Authority (DHA) was never notified of the change in circumstances despite the arrangement lasting several years and the officer completing annual reviews.



The ADF Investigative Service became aware of the officer's criminal conduct via a tip-off and commenced an investigation. The investigation determined that:

- the officer did not meet their obligation to tell DHA of a change of circumstances when it occurred;
- the action resulted in personal gain to the officer; and
- the officer not only received the full amount of RA, but also received additional payments from the person staying with them.



This is contrary to DHA guidance and PACMAN (Division 4) which states that:

- If a member is receiving RA and sublets part of the premises to another person, that subletting has implications for the rate at which RA is to be paid.
- In particular, that money, received by way of sublease rent, is to be taken into account and reduce the RA pay able to the member; and
- Members are obliged to inform DHA of changes in circumstances as soon as practicable and not wait for the rent review stage.

When ADF members receive significant allowances to alleviate the demands of service life, it is essential the privileged nature of these benefits are respected. With regards to the member in question, not meeting their reporting obligations to the Commonwealth constituted a serious breach of Defence values. The presiding magistrate said:

"It is well recognised that where there is a breach of trust involved, that is a significant factor. The military relies on the honesty of its members in relation to the payments of allowances such as rental allowance. Where there is an abuse of trust, as in the present matter, that breach of trust must be dealt with by way of [the appropriate] punishment."

The officer was found guilty of allowance fraud and consequently:

- dismissed from the ADF;
- sentenced to 60 days' imprisonment at the Defence Force Correctional Establishment and Metropolitan Remand Centre at Silverwater; and
- ordered to repay to the Commonwealth the amount of \$27,000.

DVA Health Cards

DVA issues health cards to veterans, their war widow(er)s and dependants to ensure they have access to health and other care services.

The DVA Health Entitlement Cards Summary is a printable table for health providers summarising the types of DVA health cards and services covered by each card. It also has useful contact details.



You can see it [HERE](#).

Iceland.

Whilst touring through Iceland in June this year, I ran into some mates, in case you are confused, I'm on the right on the red jacket !!





My Story.

Peter Condon.

I started my flying career as a cadet in the Air Training Corps (ATC) in Adelaide in late 1961. I had been awarded an ATC flying scholarship and started flying De Havilland Chipmunk aircraft at the Royal Aero Club of South Australia, passing my Private Pilot Licence test in March 1962 when I was still sixteen. The scholarship then provided four hours of flying each month at the Aero Club until I reached the age of eighteen and joined the RAAF's [No. 52 Pilot Course](#) in late 1963.

I had flown about 130 hours before I started flying at Point Cook in Victoria and this experience gave me a good kick-start. After completing the basic flying training on the Winjeel at Point Cook, No. 52 Pilot Course moved to Pearce in late 1964 for advanced flying training on the Vampire. I can assure you that it was a wonderful experience to fly the Vampire after the piston-powered, propeller-driven Winjeel. On the first take-off, I can still recall the experience as the little jet accelerated into the sky after take-off; all quiet until the air-conditioned air was turned on and we zoomed towards the training area. No propeller out the front either—just the jet engine behind the cockpit whirring at about 10,600 RPM.



AUSTRALIAN WAR MEMORIAL

P05754.006

The course graduated in March 1965 and following is a photograph of the graduates so readers can have a bit of a chuckle over the changes in appearance of those they know, changed caused by (perhaps?) some nerve-wracking careers.



Standing L-R: Mac Cottrell, John Foran, John Harrison, Dick Cooper, John Lanning, Peter Condon, Peter Hay.

Seated L-R : Peter Spurgin, Alby Fyfe, Ian McIntyre, Peter McNair, Bob O'Hanlon.

I was posted from 1AFTS to 2(F)OCU at Williamtown to fly the Avon Sabre, with my first Sabre flight three days before my 20th birthday. Conversion ride number ten, three days after my birthday, included the Mach 1.0 run so I was almost a supersonic teenager. The RAAF did not have two-seat Sabres so on my first flight I was all alone. We did have simulator training beforehand which was quite realistic and a taxi ride around the airfield with an instructor standing on the wing near the cockpit to hit me over the head if I did something wrong. I remember the nose-wheel steering was very sensitive (or sloppy) so the instructors needed a good grip on the side of the cockpit to avoid being flicked from their post.

Conversion flight number ten, where we broke the sound barrier, would be interesting to the fighter pilots of today. We climbed to 48,000 feet, which took some time, maintained climb power and rolled in and pointed the nose vertically down. If the aircraft was slightly out of aileron trim and it wanted to roll during the vertical acceleration, then we let it roll. Any aileron deflection would have added to the overall aircraft drag which may have prevented the aircraft from reaching Mach 1.0.

I broke the sound barrier that day.

**2(F)OCU Sabre Course:**

L-R: Brian Fooks, Peter Spurgin, Roger Wilson, Kevin Foster, Peter Condon, Mac Cottrell.

After graduating from OCU in August 1965, I was posted to No. 76 Squadron at Williamtown, along with Brian Fooks and Mac Cottrell. Soon after, we were all on a squadron detachment in Darwin which had been operating for some time because of what was called the 'Indonesian Confrontation' - this included Malaysia. 76 Squadron had a permanent detachment of eight Sabre aircraft at Darwin for nearly the whole time I flew Sabres. We generally had a month in Darwin followed by a month back at Williamtown. We also had a bombing camp in Townsville where we bombed Cordelia Rock with old WWII 1,000lb bombs. A tough life!



On one of our returns to Williamtown from Darwin, Brian Fooks, Mac Cottrell and I noticed that, in our absence, we had been 'volunteered' to undergo Forward Air Controller (FAC) training. It seems that no one else wanted to do the course and our names were submitted without us being consulted. So much for the power of a Pilot Officer, even though Brian was a Flying Officer! The course consisted of two weeks of lectures, mainly about Army operations, followed by one week controlling some Sabres and Vampires in the low flying area, from the comfort of a jeep. We had a large-scale map under perspex and a black grease pencil to plot tracks from well-defined features to a target in our vicinity, like a bridge. Basically, we told the fighter pilot to 'hack' at low level over the defined feature, steer a heading for so many seconds and to then 'pop' for a rocket, bomb or gun pass. We would pick them up in the 'pop' (climb) and describe the target type and location to them. This was in 1966 before the Winjeels were used for airborne FAC training.



A Sabre deployment to Darwin in 1966.



L-R: Charlie Philcox, Brian Fooks, John De Ruyter, Brian Dirou, Peter Condon, Mac Cottrell, Geoff Peterkin, Jack Smith, Dick Kelloway, Al Walsh.

I flew in an 'End of 76 Squadron' flypast on 15 July, 1966 and continued my Sabre career with 'Transition Squadron', a part of 2OCU. I had 303 hours flying time in the Sabre when I joined No. 7 Mirage Course at 2OCU and had my first Mirage flight on September 12th. Again, this conversion training was all done in the single-seat Mirage. The training included simulator training and the first flight was flown with the instructor flying in formation in another Mirage. It was interesting getting airborne and looking outside to find the wing was not in view unless I looked well to the rear. I also still remember my first approach and landing in the Mirage. The flight called for a quick flight to the training area before returning to the circuit via a pitch-out, approach and overshoot, then back out to initial for a second circuit, this time landing.

Well, I have to tell you that 200 knots on base leg and 180 knots on final approach is pretty fast compared to the Sabre's approach speed of about 140 knots. After turning base on the first circuit I managed to get in one 'S' turn before I had to overshoot. Things moved soooo fast. I was pleased that we were briefed for an overshoot because I had no other option. The landing off the second approach must have been okay because I'm still here. I should point out that with experience the base and approach speeds were reduced a bit.

Every year it gets harder to make ends meet
Ends like hands and feet!



No. 7 Mirage Course at 2(F)OCU in 1966.



On wing L-R: Peter Condon, Jim Treadwell, Reg Meissner, Tassie Carswell.

Standing L-R: Bruce Searle, Andy Patten (USAF), Jake Newham (Later CAS), Ron Magrath, Hugh Collits, Duane Madden (USAF).

I was posted back to 76 Squadron after the Mirage Course and a few months later I was posted to 75 Squadron before the squadron deployed to Malaysia in May 1967.

Old age is when you know all the answers
But no one bothers to ask you the questions



A PR photo before departure for Malaysia:



L-R: Errol Walker, Dick Waterfield, Peter Condon, Bryan Sweeney, Jim Flemming (C.O.), Dick Moore, Roger Lowery, Geoff Coleman, Allan Walsh.

We flew twenty aircraft to Butterworth, Malaysia, in four days, including two days rest in Darwin. We flew Williamtown—Townsville—Darwin on the first day, then Darwin—Juanda—Butterworth on the fourth day. I flew A3-24.

The operation was called “Fast Caravan” and squadron members of all ranks still gather in the Williamtown area for reunions every second year.





23 Mirages (some spares) lined up at Williamtown on the morning of the departure for Butterworth, Malaysia. They all made it.

The tour in Malaysia was very interesting. We were all in a new environment with interesting tropical flying and life in a foreign country and the married members had servants to help them in the home—paradise eh? The squadron also started operations in Singapore, being based at the Tengah fighter airfield where the RAF had Javelins and Hawker Hunter fighter aircraft. A squadron of Lightnings arrived in Singapore soon after.



No. 75 Sqn in action soon after the arrival in Butterworth. A3-24 is behind A3-30. The Mirage III is still the prettiest fighter aircraft on the planet.

Much of the initial flying in Butterworth was in the Air Defence role with plenty of GCI controlled intercepts and Air Combat Tactics, and with Ground Attack flights being introduced in early 1968.



Air Defence Exercise (ADEX) time in RSAF Tengah in Singapore. A3-41 fitted with Matra 550 and AIM 9-B missiles.

I was posted out of 75 Squadron back to 76 Squadron in early 1969, only to be posted to South Vietnam to be a Forward Air Controller in April. This operational posting to Vietnam as a FAC flying USAF aircraft in support of allied ground forces would be most interesting to your readers so I will describe it in more detail as I don't think many people understand what we did in Vietnam.

The Forward Air Controller's job was one of the most dangerous flying occupations in Vietnam. It involved flying slow light aircraft over enemy territory at low altitude for up to six hours in a day searching for the enemy and then directing pilots flying ground-attack aircraft onto those targets—the average FAC mission lasting just under three hours. Other FAC tasks included artillery adjustment, visual reconnaissance and assisting ground forces with navigation. During the war the USAF lost 220 FACs killed in action, which is about a 10% loss rate. 36 RAAF fighter pilots flew as FACs with the USAF in Vietnam between 1966 and 1971 and we had no losses; but Chris Langton was shot down in his OV-10 in February 1970 and was rescued.



Arrival at Bien Hoa in Vietnam.



Dick Kelloway, on the right, points to the Cessna O-1 rockets as Doug Riding, Peter Condon and Huck Ennis pose for the camera.

Doug Riding, Huck Ennis and I arrived at Bien Hoa in late April of 1969 after completing some administration at RAAF Vung Tau a few days earlier. There was one OV-10 'Bronco' and two O-1 'Bird Dog' positions to be filled and I'm afraid that rank had its privileges—Flight Lieutenant Riding got the OV-10 slot while the two Flying Officers tried to work out what went wrong. What happened to the three-straw draw? We all had an operational flight in a Cessna A-37 Dragonfly strike aircraft belonging to the 'Rapp' squadron at Bien Hoa before moving on to Phan Rang. The A-37 was a very effective ground attack aircraft but was only fitted with machine guns, not cannons. Maybe firing 20mm cannons would have pushed it backwards.



We all flew to Phan Rang where the USAF FAC training school was located and we were billeted with the RAAF's No. 2 Squadron personnel. After seven days and seventeen hours, Huck and I were checked out as Forward Air Controllers in the Cessna O-1 'Bird Dog', one of the slowest aircraft in the world! It had a 213 hp Continental piston engine and a maximum level speed of 100 knots; but the usual cruise speed was around 70 knots. Its maximum 'g' limit was "pull until the door pops open." Because of our fighter background we were 'A' class FACs which allowed us to control airstrikes in close proximity to friendly ground troops. These close encounters were known as 'troops in contact' situations and involved a lot of liaison with the troop leader on the ground.



A Cessna O-1 'Bird Dog' fitted with four marking rockets. Photo by USAF FAC Gary Dikkers. The Bird Dog was developed from the Cessna 170.

Huck and I were assigned to the US 9th Infantry Division in the Mekong Delta area south of Saigon. There was a vacant FAC position at Dong Tam (near My Tho) and another a bit further south at Bin Thuy (near Can Tho). We travelled from Bien Hoa in a USAF Caribou to Dong Tam, the home of the US 9th Division HQ, where we drew straws to see who was the lucky man to remain at Dong Tam with the 1st Brigade FAC team. I lost that draw too! Huck flew down to Bin Thuy to join the 2nd Brigade crew and Doug Riding moved to Lai Khe after his OV-10 conversion to support the 1st Brigade of the US 1st Infantry Division.

After a few rides in the back seat of the O-1 watching experienced FACs controlling some airstrikes I was placed in the front seat with an experienced FAC supervising me from the back seat as I controlled my first air strikes in anger. It was difficult getting used to operating three radios, all at the same time, especially when working with troops in contact. We controlled the fighters on UHF, we spoke with Brigade HQ on VHF and we spoke with the ground forces on FM. I was sent solo after seven days and ended up controlling 34 airstrikes and flying 75 hours in my first month as a FAC. The next month I controlled 35 airstrikes and logged 78 hours flying time. The pace was high compared to my 22 hours per month back in the squadron.



An O-1 revetment at Dong Tam. Sandbags for wheel chocks. Eight smoke rockets.

I controlled airstrikes on most days that I flew. These were mainly pre-planned strikes on targets identified by the army during some of their previous patrols. I knew the time the fighters would arrive in the target area so I would depart Dong Tam in time to find the target and make a few assessments about attack heading, position of any friendlies in the area, safe bail-out areas and the nearest diversion base for the fighters if anything should go wrong. Soon after, the fighters would check-in on the UHF radio and I would describe where I was holding relative to a well-defined ground feature. They got close to my position by flying to a TACAN radial and distance from Bien Hoa. After they made visual contact with me I would ask the fighter pilots what weapons they were carrying and then give them a detailed briefing of the target and how I planned to run the airstrike. For example, bombs and napalm were usually dropped before any 20mm strafing passes.

There was a general rule that FACs should not fly below 1,500 feet to remain safe from enemy ground fire. In the early days many FACs were shot down trying to win the war at low level all by themselves; hence the height rule. However, If low flying was necessary to complete the mission, especially when friendly ground forces were in serious trouble, then a FAC would do what was necessary to get the job done. After the weapons were expended the FAC would give the fighters a Bomb Damage Assessment (BDA) and they would depart the area while the FAC positioned himself for the next scheduled airstrike. Having two pre-planned airstrikes each day was common when I was with the 9th Division, and on a busy day, especially after ground forces called for assistance because they were engaged with the enemy, I controlled up to four flights of fighters. On one day I managed to log four hours and five minutes for the one mission, only to be told some time later that I exceeded some rule about flying time. It was the only mission where I intentionally ran one fuel tank dry and played around with the mixture control while using the other fuel tank.

It never worries me when I get a little lost.
All I do is change where I'm going.



The most common fighter aircraft used for ground attack when I was in Vietnam was the USAF F-100 Super Sabre. These aircraft were based at various locations around Vietnam but the most common departure airfields for operations in my area were Bien Hoa and Phan Rang. The weapon load usually consisted of a mix of bombs and napalm and 20mm cannon. I controlled USAF Cessna A-37 attack aircraft, USAF F-4s and F-5s along with a few Australian Canberras, the 'Magpies'. I even controlled a USN OV-10 which stumbled into the target area looking for somewhere to expend his Zuni rockets. The Vietnamese Air Force operated F-5s and piston-engined A-1 bombers and they were very accurate in the ground attack role. Understanding the VNAF pilots, and them understanding me, was a bit of a problem so we had to run the briefing very carefully, emphasizing the important points. They had been doing the job since they were old enough to fly so I respected their skills. They were good.



A USAF F-100 drops napalm canisters on a low-level pass. USAF Photo.

Controlling fighters in troops-in-contact situations was very rewarding, especially if I managed to get the fighter ordnance on target and the enemy assault defeated. I ended up being very busy during these missions, listening to all three radios at the same time and liaising with the ground forces to mark their positions with coloured smoke. Once the friendly positions were identified I would roll in to mark the enemy positions with a White Phosphorus (WP) smoke rocket. I aimed the rocket by lining up a painted nut on the inside of the divided windscreen with the tip of a welding rod fitted to the nose of the aircraft.

On most occasions when I controlled airstrikes in close proximity to friendly ground forces, only the fighter's 20mm cannons could be used because the friendlies were inside the safety distances of the bombs and napalm. On two occasions when controlling airstrikes in the Bird



Dog I ran out of smoke rockets and had to mark the enemy position with beer can-sized white smoke grenades. The smoke grenades were carried behind the seat and had to be dropped by hand through the open cockpit window after the pin was pulled. I lined the aircraft up in a shallow dive towards the enemy position, and when overhead the enemy at about 200 feet, dropped the grenade. Descending so close to the enemy was a bit uncomfortable because I knew the aluminium engine cowling would not stop a pea shooter if someone wanted to have a go at me. I wanted to hide behind the engine but I could not lift my feet off the rudder pedals nor duck my head down low because I had to see where I was going. There I was, flying the slowest aircraft in the war, trying to hit the enemy on the head with a smoke grenade! The smoke bloomed soon after it was released. It was during these two low flying missions that I realized the Bird Dog did not climb very well on full power. It took forever to get away from the action on the ground.

In all, during my time flying the Bird Dog, I flew 13 missions supporting troops in close contact with the Viet Cong (VC) enemy. These missions usually involved controlling three flights of fighters. During one afternoon battle, I had to request a Dakota flare ship (Spooky) to illuminate the target area as the fight continued into the night. That was a different and difficult experience again.



In a bit over two months flying the Bird Dog I clocked up 210 flying hours and controlled 91 airstrikes. The US 9th Infantry Division was one of the first US Divisions to return to the USA so Huck and I were out of a job and sent back to Phan Rang to learn how to fly the new OV-10 twin-engined FAC aircraft. It carried 14 smoke rockets so I would never have to do a low-level grenade-dropping pass ever again.

Growing old is compulsory.
Growing up is optional.



Dong Tam was a rocket and mortar target about every second night. If the 'incoming' siren sounded while we were having a few beers after flying, we FACs would move into our bunker adjacent to our hooch until we got the all clear. Here USAF Captain Joe Nuvolini poses behind a mortar/rocket crater. Our hooch is behind the truck in the background.



I took this photo from the backseat soon after I arrived at Dong Tam. Looking south, it shows the north arm of the Mekong River in the distance and four rocket tubes under the wing. On the ground we can see a bright white WP smoke just blooming alongside a burnt-out smoke rocket. The larger smoke blooms are the result of bombs hitting the target nearer to the canal.



Further to the right of the target area is a triangular shaped abandoned Vietnamese Army fort. We were probably around 1,500 feet high.



A direct hit with a 500lb bomb spreads the smoke.

The idea for the OV-10 was started by two US Marine officers. They saw the need for an aircraft that could operate from rough fields and be able to support troops on the ground with some fire power such as bombs and machine guns. They wanted it to be able to carry 2,000lbs of cargo or carry six paratroopers and have a short takeoff and landing capability. Two seats and good cockpit visibility were other requirements. The production aircraft was fitted with two 715 shp T-76 Garret turbine engines and two zero-zero ejection seats. In the FAC role it carried four seven-rocket canisters—two for WP and two for HE, and four M60 machine guns.

It had a 40 feet wingspan and its maximum speed at sea level was about 250 knots. Its take-off speed was around 100 knots and its red-line speed was 350 knots. The usual recon speed with the rocket pods was about 130 knots. The approach speed was 100 knots and it was aerobatic with a +6.5 'g' limit. A joy to fly.



An OV-10 'Bronco' with a centre-line fuel tank. Photo by USAF Captain Brad Wright.



An OV-10 before flight on steel matting at Di An. An improvement on the Dong Tam O-1 revetment.

At Phan Rang we were checked out in three days (eight flights) and sent back south to join the US 1st Infantry Division. Huck joined Doug Riding at Lai Khe and I joined the 2nd Brigade FAC



team at Di An just to the north of Saigon. At Dong Tam and at Di An, the FAC teams consisted of about five FACs so we sometimes flew two sorties each day while covering the Area of Operations (AO) during daylight hours. The living quarters were quite basic in both places. I had a bed and a small table and chair in a long 'hooch' building, separated from the other FACs with a fixed partition and a metal locker. The shower and loo facilities were very primitive too.



Preflight inspection of the OV-10 armament. WP and HE rockets and M-60 machine guns. The guns were not loaded nor fitted to all Di An aircraft when I flew the OV-10.

I supported the 2nd Brigade of the US 1st Infantry Division, flying the OV-10, from late July to mid December 1969, ending my eight month posting to Vietnam. I logged 260 hours and controlled 48 airstrikes in the OV-10. I was promoted to Flight Lieutenant in September.

We had one OV-10 aircraft at Di An which is now of particular interest to all Australians because it is being restored for display by the Australian War Memorial in Canberra. It will be the only USAF aircraft in the Memorial. Seven Australian FACs flew #639 while on duty in Vietnam and I managed to fly it on 41 missions before I returned to Australia.



You can check the history of the aircraft and see the restoration progress [HERE](#). (Definitely worth a look). When the restoration is completed, it will probably be on display at the Mitchell Centre in Canberra unless we can convince the AWM Director to move “G for George” to make room in the main memorial building.



Ron Slater and me with OV-10 No. 639 at Di An in September 1969. This aircraft is currently being restored by staff at the Australian War Memorial for display.

Living to 100 has one advantage – no peer pressure.



The OV-10 idea originated as a Counter Insurgency (COIN) aircraft by two Marine officers. Besides being easy to operate 'in the field', its cargo compartment was at truck-tray height and large enough to carry five parachutists (door removed). The engines could be easily changed in the field and operate on truck fuel in an emergency.

After Vietnam I returned to No. 76 Squadron flying Mirages again, however I did spend a month flying a Winjeel in the FAC role on an Army exercise at Rockhampton, logging 55 hours which included a refresher flight with [Arthur Sibthorpe](#). In August 1970 I was posted to McDill AFB in Florida, USA to undergo training on the Phantom F-4E fighter which the RAAF was leasing until a problem with the F-111's wing carry-through box was sorted out. The RAAF leased 24 F-4Es for about three years while waiting for the F-111s to arrive.

The F-4E was a very capable aircraft. It was a Mach 2.0 all-weather fighter which could carry an impressive load of bombs. At McDill I flew 35 hours which included general flying training, weapons training and air-to-air refuelling before moving on to the McDonnell Douglas factory in St Louis to pick up a brand new F-4E to fly home to Australia. That exercise took four flights and 22 hours—the longest hop being seven hours between Honolulu and Guam. The most refuellings were done on the 5.5 hour leg from George AFB near Los Angeles, to Honolulu. This was because there were no diversion airfields available so our fuel tanks were kept topped up around the midway point so we could make it back to George AFB if something went wrong. I think we had three top-ups in the space of about one hour.



I served my time on F-4Es in No. 1 Squadron at Amberley. Our main role was Air-to-Ground so we spent a lot of time on the Evans Head bombing range using all the different bombing methods and techniques the aircraft equipment offered. The F-4E was a two-crew aircraft so the 'Guy In the Back' (GIB) controlled all of the radar and navigation equipment used when operating on the weapons range or in the air intercept role. The F-4Es also did quite a few maritime strike missions against RAN targets and I recall the low flying training sorties we did over the sea to gradually step our height down to 50 feet above the water (I think it was 50 feet). The CO, Wing Commander Mike Ridgeway was the leader of the four-ship formation. The normal minimum height over the sea was 150 feet. On the subsequent strike against the RAN I can still recall seeing under the lip of the aircraft carrier deck as we whizzed past.

I flew about 680 hours in the F-4E.



Two RAAF Phantom F-4Es.

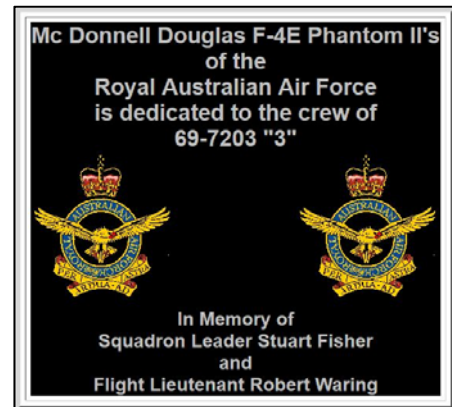
In the early days of F-4E operations at Amberley an F-4E had a hydraulic failure so the crew decided to make an approach-end barrier (hook wire) engagement. This was normal procedure but the barrier malfunctioned and the F-4E ended up on its belly on the grass adjacent to the runway.

Age doesn't always bring wisdom.
A lot of time age turns up all by itself.



The barrier system was bought for the F-111 fleet so had been sitting idle for some time before the engagement. Basically, one of the braking drums did not work correctly so the landing roll-out after engagement was all one sided. This accident lead to the need to service the system and conduct some trials using an F-4E with a hook to prove that it worked as designed. Jim Graham (GIB) and I were picked for the task and we conducted about 30 hook-wire engagements at various speeds before the ARDU trial was completed.

On 16 June, 1971 Jim Graham and I were on a night time navex to Evans Head bombing range to do some 30 degree Dive Toss passes when we received word that an aircraft ahead of us had crashed into the sea while in the bombing circuit. The crew were Squadron Leader Stu Fisher and Flight Lieutenant Bob Waring. Jim and I spent some time flying around the area listening and watching for any sign of life, but there was nothing. We returned to Amberley knowing we had lost two mates that night. When we were on GCA finals with about five miles to run to landing I started to shake. The shakes continued to landing.



In mid-1973 I was posted to Central Flying School to undergo Flying Instructor training. From there I was posted to 2FTS at RAAF Base Pearce in WA to instruct on the Macchi jet trainer. My first instructional flying was with No. [87 Pilot's Course](#). While at Pearce I was promoted to Squadron Leader and became the 'A' Flight commander, and in 1975 Bruce Wood and I performed a synchronized aerobatics routine for some RAAF air displays around the country. Our routine included a line astern tail slide from the vertical position which was a bit different in those days. I had testicular cancer diagnosed about that time and I would receive radiotherapy in Perth in the mornings and practice our flying routine with Bruce in the afternoons. I underwent 20 radiotherapy sessions at the time, and because of the need to be reviewed by the Perth doctors, my Pearce posting was extended for a further year. My last pilot course was [No. 97 Pilot's Course](#). In January 1977 I was posted to Williamtown for a Mirage Refresher



Course before my posting to No. 75 Squadron in Malaysia as the squadron Operations Officer. Life was good.



A Macchi during a formation flypast over the city of Perth.

Returning to Malaysia for my second tour was a wonderful surprise. The local scene had changed quite a bit since my first tour ten years beforehand. What was noticeable was the improved standard of living of the local people. In 1967 the streets were cluttered with bicycles and motor bikes but in 1977 they had graduated to motor bikes and cars. We also used the local restaurants much more than we did in 1967.

Squadron flying operations remained similar but the air-to-air and air-to-ground training was more even, utilizing the Song Song weapons range, WSD-42 (HE bombing range) and the air-to-air gunnery range over the Malacca Straits to the west of Butterworth. Detachments to RSAF Base Tengah in Singapore continued; the task being shared with 3 Squadron.



A Mirage taking off from runway 36 at Butterworth.



This photo was taken west of Penang Island on 13 December 1977. The fins were painted with the RAAF squadron colours by the two local squadrons, Nos 75 Sqn and 3 Sqn. From the leader, the fin colours represent the order in which the Mirage aircraft entered RAAF service. No 1-ARDI-Nick Ford. No 2-2OCU-Peter Condon. No 3-75 Sqn-Mick Parer. No 4-76 Sqn-Jack Smith. No 5-3 Sqn-Bruce Grayson. No 6-77 Sqn-Neil Burlinson. Camera aircraft-A3-107-Brian Brown with photographer Dennis Hersey.



After my 75 Squadron OPSO posting I was posted to Canberra in 1980 to do the 12-month [RAAF Staff College Course](#). I was caught! After graduating from Staff College I was posted to Air Force Office to be Operational Requirements–Fighter, taking over from Al Taylor. Al Taylor and Ray Conroy, the leader of the small team formed to select the Mirage replacement, had recommended the RAAF purchase the F/A-18 so my task was to help higher management progress that decision to the purchase being finalized. The other aircraft in contention was the F-16 but it did not have an all-weather intercept capability. Another task was to convince the higher committees that our F/A-18s needed HF radios to operate at long range over the sea, in conjunction with the Jindalee Over-The-Horizon-Radar. This was a touchy point because the RAN did not support this proposal because it felt that the aircraft carrier could and should handle the job and suggested that if the Hornets were ever tasked for such long-range missions then they could fly out towards the targets in 50-mile line astern, relaying commands through the formation back to the controller. The installation of HF radios in the Hornets was approved and the RAN carrier was decommissioned some time later. I thought we were all on the same side!



RAAF Base Darwin in about 1983. RAAF Photo.

In late 1982 I was posted to Darwin as the temporary CO of Base Squadron for eight months before again undergoing Macchi and Mirage refresher training and proceeding to RAAF Butterworth to fly my old Mirage A3-24 back to Darwin, arriving on 11 August 1983. Ray Conroy (CO) led the Squadron back to Darwin and the next day I became the CO; my third posting to No. 75 Squadron in 16 years.



Squadron life in Darwin was good. The supply of aircraft spares was quite slow initially as they were mainly distributed from Williamtown and I'm sure the Williamtown people were reluctant to dispatch the last of any item on their shelves. However, the supply chain gradually improved and the squadron was able to operate at its planned rate of effort. Soon after we arrived in Darwin I received permission from HQOC to take Wilf Arthur, a WWII commanding officer of the squadron in New Guinea, for a ride in the two-seat Mirage. Wilf lived in Darwin and he and his wife Lucille were honorary members of the Officers' Mess. He enjoyed the ride and his aircraft control was very smooth; he had not forgotten anything. At age 24, Wilf was the youngest Group Captain in the history of the RAAF



The old Leanyer weapons range just to the north of Darwin airfield that we used when I was flying Sabres had been decommissioned so the squadron had to deploy elsewhere to conduct air-to-ground weapons training. The Quail Island HE range just to the west of Darwin was also being decommissioned. The squadron deployed to Williamtown in February 1984 to use the Salt Ash weapons range and it deployed to Butterworth via Bali in August to participate in an ADEX and remain there to use the Song Song weapons range. In October we deployed to Learmonth via Port Hedland for some High Explosive bombing and to participate in an exercise with USAF F-16s. In February 1985 we again deployed to Williamtown for air-to-ground training on Saltash Range and followed up with a deployment to NAS Nowra for some Fleet Support work for two weeks.

In May 1984 the fleet was grounded for a month because of undercarriage extension failures. This grounding also resulted in the squadron missing out on a Darwin 'Pitch Black' exercise. More importantly, on 22 June 1984 I fired the RAAF's last two AIM 9B Sidewinder missiles out to the west of Darwin. The target was a flare dropped from a RAAF Caribou aircraft.

On 27 May 1985 Flying Officer John Quaife ejected from Mirage A3-36 as he was turning on the base leg of the circuit just before landing. He had been the leader of a four-ship simulated strike exercise and I saw it all happen because I was his number two and behind him in the circuit. Basically, when he reduced power turning base the RPM reduced to idle and could not be increased (a stops-corrector malfunction). He had a few swings in his parachute before he landed in marshy land on the coast to the west of the airfield. The aircraft continued to fly without the pilot and did a rough bouncy landing in the shallow sea water. It was later dragged from the sea and taken to the airfield. 75 Squadron restored A3-36 in the squadron's colours for static display in the Darwin Aviation Museum where I saw it about 16 years ago. More recently, it has again been restored to 'new' condition by 75 Squadron at Tindal and placed back on display.



The last RAAF 9B Sidewinders: John Quaife, Peter Condon, Mark Pearsall, Peter Batten, Dave Halloran, Ian Davidson, Bernie Voysey, Paul Devine, Neil Burlinson, Bob Chaplin. I included this photo because it includes Flight Lieutenant Ian Davidson who was killed during a night intercept mission one year later.

On the 20th of June, 1985 we lost Flight Lieutenant Ian Davidson during a night time intercept training mission over the sea to the south-west of Darwin. I was flying with Ian on that night. I was the target aircraft at 1,000 feet and Ian was the fighter at a higher altitude. The mission was 'Low level Intercepts with Evasion' and as we were zipping up our 'g' suits prior to the flight Ian said that he was going to 'get' me. During his final attack I noted that he did not respond to a couple of radio calls by his controller so I called him too. He did not answer me so I asked the controller to mark his last seen radar position and alert all concerned. I climbed to about 3,000 feet and searched visually and listened for any sign of life. I recalled doing this 14 years earlier—another mate gone. When my fuel was low I returned to Darwin to land, and once again, on final approach I again started to shake.

The loss of Flight Lieutenant Ian Davidson on the night of 20 June 1985 still hurts.



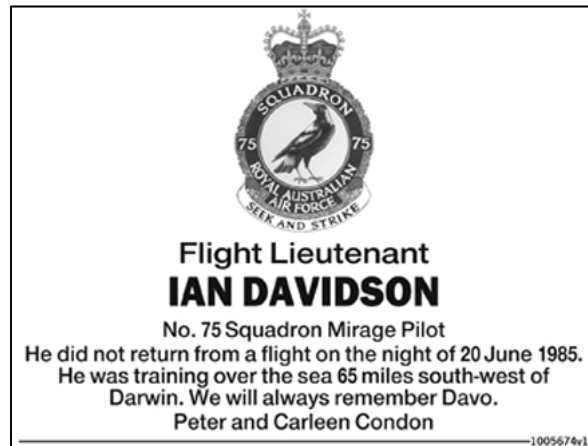
I have placed this notice in the NT News on the 20th June each year since 1985.

My last Mirage flight was on 23rd August 1985. I had been posted back to Air Force office in Canberra to be the 'Tindal Project Development Team' leader. I was not very pleased about being posted out of Darwin in August as our three children were in school in Darwin, so I sought an extension until after the school year. This was not approved. Consequently, our eldest son was sent to a boarding school in Townsville, our youngest son remained in Darwin boarding with the Senior Naval Officer's family, and our daughter went to Canberra with my wife and I. I was not a happy little Vegemite.

Besides operational needs, my position as Tindal Project Development Team leader was mainly to identify and promote infrastructure which would make life comfortable for families. Most of this had already been planned by the Director General of Air Force Works so there was not much to add to the plan. When the plan had been accepted I was being considered for a position in 'Operations' in Air Force Office so I visited the place and asked some questions about what went on there. I returned to my desk and wrote my resignation letter. My last day in the RAAF was on 19 June, 1986. I was 41 and I had served for almost 23 years.

After life in the RAAF I became involved in the Australian Coastwatch activities and returned to Darwin to join a company which had just been awarded a contract to conduct coastwatch operations around the northern coast of Australia. Cutting a long story short, the company failed to meet all contractual obligations so lost the contract. I then joined Lloyd Aviation as their Darwin manager for operations at Darwin and Troughton Island in support of the oil industry. The company operated both fixed and rotary winged aircraft.

After four years at Darwin I joined 'Fleet Support' flying Learjets out of Naval Air Station Nowra in NSW. The company had a Department of Defence contract to provide target towing services to the navy but this soon grew to include all sorts of support, including banner towing for the RAAF, GCI training, DSTO trials, Jindalee trials, and much more. The company had six Learjets and these flew all over the place providing support for the RAN, Army and RAAF. Deployments were made to Butterworth, New Zealand, Christmas Island, Cocos Island, RAAF Pearce, Indonesia, RAAF Darwin and all places in between. The contract later changed hands to 'Pelair' and I became the Learjet Check and Training pilot, mainly because of my instructional experience gained at RAAF Pearce many years before. Pelair operated four 35/36 model Learjets and two Westwind 24 twin jets and we all flew both types.





Learjet 36, VH-SLE on an early morning maritime strike mission 350 miles east of Darwin.

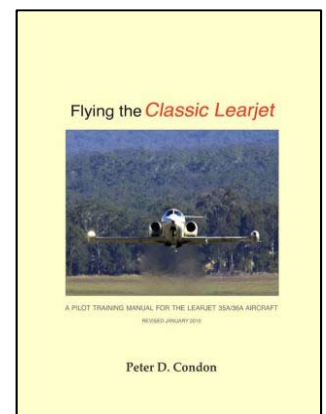
I retired from Pelair in January 2003 and worked on my next life adventure which was to buy a large 31-foot 5th Wheeler Caravan and a Chevrolet Silverado HD 2500 and check out the country from ground level. My wife and I did that for two years and then 'retired' again to the Gold Coast in 2005 and we have been here ever since.

After settling on the Gold Coast I spent quite a bit of time producing a few books. The first book was about the Learjet aircraft that I flew in Nowra, *Flying the Classic Learjet*. It was based on the training notes that I used to familiarize new pilots on the aircraft systems and operating procedures (check lists etc) so that they had something to take home for study.

After that book was self published, I helped the FAC Association in the USA to produce a 'coffee table' book which included the history of US



Forward Air Controlling from the time of the civil war until the end of the Vietnam war. *Cleared Hot* included 232 real-life stories submitted by USAF and allied pilots who participated in the Vietnam war as FACs. I later produced *Cleared Hot Book Two* with a similar number of stories; both books being over 500 pages. After that effort I helped two more USAF authors produce books about their FAC units' experiences during the war, *The Rustics* and the *Red Markers*. My last effort was producing *Gallipoli-the first day* which explained, in simple terms, what went on over there on 25th April, 1915. My wife and I were about to visit Gallipoli and having a bit of an idea what went on 100 years earlier would help her to orientate herself.



I'm now 'booked out' so don't even ask.



Peter Condon, Huck Ennis and Brian Fooks viewing the restoration work on OV-10 639 at the Australian War Memorial in July 2018.

The people I meet.

For a short while I've been meticulously attending the local gym in order to get the old bod in good nick and ready for the summer season – after all, the girls on the beach at Surfers have demanded it. They need a bit of eye candy too and who am I to deny them such.

Normally I would rise at 4.00am, don the Dunlop Volleys, hook up the dog then head off for a 15 mile run at a fast clip, after which it's back home, a quick tub, a liberal application of Mum spoon-on deodorant and off to the gym for an hour's heavy workout.



Although a little hard to get these days, I've found the reliable old spoon-on Mum to be an excellent suppressor of that elusive Radtechitis and after liberal doses I could attend the gym with impunity and not have the other attendees chasing me hither and thither in a vain attempt to garner some for themselves.

Unfortunately, on this day the air conditioning was down and the gymors had installed several large fans in a vain attempt to keep the temperature at a comfortable level for those extending themselves. It didn't work – the temperature inside rose to uncomfortable levels and most gymees worked out covered in generous levels of perspiration.

Unbeknown to myself, on this day the temperature and levels of sweating were too much for Mum and a small area of skin was left briefly unprotected. This allowed a miniscule amount of Radtechitis to seep out and be carried throughout the premises on the gale generated by the multitude of fans. A small whiff carried into the gymor's office where it was detected by the two lovely young lady tormentors who gleefully push gymees to breaking point.

Instantly, all decorum was swept aside and instinct took over. The two delightful young ladies were instantly transformed into prowling huntresses and sweeping aside their breakfasts of kale, sweet potato and mixed nuts, they exploded from the gymor's small office, desperately looking for the origin of that Radtechitis.

With nostrils flaring, they roared round the gym, easily leaping treadmills and cross-trainers like a mob of big red roos until they spotted me hard at it diligently chest pressing 350kg on one of the machines.



They instantly attached themselves to my person soaking up what little Radtechitis they could, all the while purring like a pride of big cats. I allowed this situation to continue for a short 45 minutes before I was forced to seek help and extricate myself.

Such is the torment of the Radtech.



Marissa Pantelas, Lonely Radtech, Veronica Morlotti

Marissa and Veronica are just two of the many experienced and qualified Exercise Physiologists who work with Active Body Conditioning (ABC). ABC has many outlets in Queensland, Northern Territory and West Australia and specialises in helping ex-service men and women suffering from PTSD, diabetes, arthritis, obesity, back pain and other debilitating ailments.

ABC is run by Russell Jones and if you would like to get yourself back into a healthy condition, ring Russel on 0401 857 859, have a chat with him and see what he can do to help.



Marissa studied at Queensland University of Technology for five years to obtain two degrees, she obtained a Bachelor of Exercise Science and Bachelor of Clinical Exercise Physiology. She worked at a Brisbane hospital while studying which provided her with experience and a passion to treat patients with clinical and often chronic medical conditions. She worked at the hospital for six years before moving to Active Body Conditioning two years ago. She now manages two locations, Enoggera and Albany Creek. It's an understatement to say that she absolutely loves working with clients and helping to manage their conditions and improve their daily life!



In 2014, Veronica moved to Brisbane from Hong Kong, where she grew up, to study Exercise Science at the University of Queensland. She studied at UQ for four years and graduated with



two degrees; Bachelor of Exercise Science and Bachelor of Clinical Exercise Physiology. Growing up with an interest in sports and playing a variety of sports herself, she has always had a great passion to work within the Exercise Science or the Health and Fitness field. During her studies and various placements within Cardiac, Pulmonary and Musculoskeletal rehabilitation her passions shifted from wanting to work with an athletic population to wanting to pursue a career within the clinical field. She grew an even fonder passion to work closely with and treat patients with various clinical conditions. Chronic pain management, post-operative rehabilitation and Women's Health are a handful of areas that she is very passionate about and enjoys using her knowledge and practical experience in helping patients live a healthier, happier and pain free life!



She has now been working as an Exercise Physiologist at Active Body Conditioning for almost a year and can definitely say that she loves her job and considers herself privileged to have such wonderful colleagues and patients to work with!

I also can personally recommend ABC most highly.

Church Bloopers. Thank God for church ladies with typewriters.

The sermon this morning: 'Jesus walks on the Water.'
The sermon tonight: 'Searching for Jesus.'

Vietnamese Cross of Gallantry with Palm.

A parade was held by 35 Squadron at Richmond on the 2nd November 2018 to add the Republic of Vietnam Cross of Gallantry Streamer to the Squadron's Colours banner. The Cross of Gallantry was awarded to RAAF Transport Flight Vietnam and 35 Squadron for delivering airlift, during the Vietnam War, from 1964 to 1972. The awarding of the citation is a result of the good work done by the late Lee Scully.



The parade was the final major activity for 35 Squadron at Richmond prior to the unit's relocation to purpose-built facilities at Amberley.



Photo: Cpl Casey Forster.

The Vets at Richmond for the award of the Vietnamese Cross of Gallantry with Palm streamer.



<https://youtu.be/KaMRiWOId4>



Miss Charlene Mason sang 'I will not pass this way again,' giving obvious pleasure to the congregation.

RAAF Aircrew Commemorative Day.

On Saturday morning 3rd November, 2018, a group of men and women gathered at the Queensland Air Museum at Caloundra to commemorate the RAAF aircrew men and women who had lost their lives while defending our nation.





The morning was hosted by the Vietnam Veterans Association, Sunshine Coast Branch and was initially held to honour the two 2 Squadron men, Pilot Officer Robert Carver and Flying Officer Michael Herbert, who lost their lives while on a mission over Vietnam back on the 3rd November, 1970. Their Canberra was lost while heading back to Phan Rang after completing a bombing mission in the Danang area. The reason why the aircraft was lost is still unknown, it was flying at 20,000ft, well above the range of anti-aircraft guns and there were no known North Vietnamese missile sites in the area. The bodies of Robert Carver and Michael Herbert remained lost in the Vietnamese jungle for 39 years until in July 2009 the ADF found the crash site. The remains of the two men were then returned to Australia.

Over time, the commemoration event was subsequently changed to include all RAAF aircrew who had paid the ultimate sacrifice.



Some of the people who attended the event on the Saturday morning.



VVAA Sunshine Coast President Mick Howe and Secretary Mal Sayers.



The morning was declared open and everyone was welcomed by the VVAA SC President, Mick Howe, with the able assistance of Mal Sayers in keeping the sun at bay.



Prayers were offered for those deceased by Padre Arthur Fry.



The Ceremony was held in front of that old Vietnam warhorse, Caribou A4-173



Secretary Mal Sayers then invited those that wished to lay a wreath in respect. Those that did, include:



Bill Bunter laid a wreath on behalf of the 9 Sqn Association.



Ian "Jake" Jacobsen laid a wreath on behalf of RTFV-35 Sqn (Wallaby Airlines).



Mal Sayers laid a wreath on behalf of all animals that perished during all wars

After the Ceremony, Mal invited all those present across to the aircraft hangar for a very generous morning tea which had been prepared by the local Meals on Wheels ladies.

Apart from enjoying the hospitality of the VVAA, those present were able to inspect the huge number of quality aircraft displayed by the Museum.





Mirage A3-16

This particular aircraft's flying career came to a premature end on 24 October 1974 when the aeroplane was inadvertently landed wheels-up at Melbourne Airport (Tullamarine). It was, according to the popular pilot definition, a good landing because the pilot walked away from it. Indeed, it came very close to being a great landing because inspections several years later revealed that they could have used the aeroplane again had there been a will to so do.

Most accounts of the accident emphasise the requirement for civil Air Traffic Control to issue a "Check Wheels" warning with landing clearances to military aircraft and the fact that such a warning was not issued on this occasion. In the past, this requirement had led to amusing instances where pilots of fixed gear aircraft would respond "Down and Welded". Less amusing were instances of USAF C-141s going around from short final at Sydney and Alice Springs because the crew misinterpreted the "Clear to Land Check Wheels" as a warning that the Tower could not see their gear down. Nevertheless, the causes of the accident involving A3-16 were significantly more complex than the lack of a "Check Wheels" warning. As demonstrated by the following first-hand account by the pilot of A3-16, the holes in several layers of the well-known Swiss cheese safety model aligned that day!

The pilot of the aircraft was Nick Ford and you can read his account of the landing [HERE](#).

And here's a pic for our mate Don P who just loves these things..



Other aircraft on display include:



The Bristol Bloodhound Mk 1 missile.

The Bloodhound was a British surface to air missile developed during the 1950s as the UK's main air defence weapon and which saw service with the RAF and the forces of four other countries, Australia, Sweden, Singapore and Switzerland. The design was the result of a search for improved air defence of the British Isles following the USSR's entry into the nuclear armament age.

Initial guidance was semi-automatic, the targets being identified by standard early warning ground radar then, for the final attack, was handed over to local weapon's controllers.

The Bloodhound was chosen to protect the RAF V-Bomber bases from Soviet bombers that may have escaped the RAF Lightning interceptors.

It was powered by two Bristol Thor ramjets and four jettisonable solid-fuel booster rockets. By the time it cleared the launcher it was doing 650kph and by the time it was 8 metres from the launcher, it had reached the speed of sound. Three seconds after launch, as the four boost rockets fell away, it had reached mach 2.5. A very speedy little beast.

Australia ordered 20 Mk 1s in 1959 and they entered service with 30 Squadron at Williamtown in 1961. A detachment went to Darwin in 1965 but all were retired by late 1968.

A bean supper will be held on Tuesday evening in the church hall. Music will follow.



Piaggio P-166

The Italian firm, Piaggio, developed the P-166 as a landplane version of their P-136 amphibian, utilising the same wings and engines, fitted to a new larger fuselage.

Designed as an executive transport to fill the gap between the Aero Commander and the DH Dove, the P-166 was a direct competitor in the European market to the Beech Queen Air and the Twin Bonanza, Cessna 310 and Piper Apache. With its gull wing and twin pusher piston engines, this distinctive aircraft had a spacious eight-seat cabin situated well ahead of the engines to provide the passengers with almost jet-type quietness. It was also well appointed for this type of executive aircraft, in having a toilet, washbasin, galley and bar installed.



First flown in 1957, Piaggio built about 140 P-166s, with the ones built after 1964 having an enlarged fuselage capable of accommodating 12 passengers.

Several were operated in PNG, click [HERE](#) to see one operating into and out of Tapini.

At the evening service tonight, the sermon topic will be 'What Is Hell?'
Come early and listen to our choir practice.



Iroquois A2-310.

This aircraft was an H model and was delivered to the RAAF in November 1973 and started life with 5Sqn at Fairbairn. In July 1977 it was transferred to 35Sqn in Townsville, which at that time also operated the Caribou. In December 1989, along with all rotary aircraft, it was transferred across to the Army and ended up with 171Sqn at Oakey.

It served 3 years in PNG from April 1998 to July 2001 with the peace monitoring group in Bougainville after which it returned to Australia.

In May of 2007 it was withdrawn from service and in May 2014 it was allocated to the Museum.

Two old RAAF bodgies who attended the morning ceremony are L-R:

Steve Wessels and Ian "Jake" Jacobsen.





114 MCRU Reunion.

Most of the pics have been scrunched to allow the page to open quickly.
You can obtain the HD version of each by clicking the pic.

On Monday the 3rd December, 2018, about 50 ex-114 Mobile Control and Reporting Unit (MCRU) blokes and their ladies got together at the Kedron Wavell Services club for lunch, a few drinks and lots of tall tales.



114 MCRU was formed as No.14 (Mobile) Fighter Sector Headquarters at Camden, New South Wales, on 23 May 1943. The following month it deployed to Goodenough Island in New Guinea as part of No. 71 (Fighter) Wing and became operational on 27 June. It controlled two radar stations, No. 401 of the US Army Signal Corps and No. 305 of the RAAF. On the 8th August it moved to Kiriwina, under the aegis of No. 73 (Fighter) Wing.

Responsible for controlling anti-aircraft batteries and air-to-air interceptions of Japanese raiders, the unit was renamed No. 114 (Mobile) Fighter Sector on 18 October. It registered its first "kill" on 31 October, when it directed a Spitfire of No. 79 Squadron to intercept a Japanese "Tony" fighter north-east of Kiriwina. On 2 March 1944, 114 Fighter Sector began redeploying with No. 73 Wing from Goodenough to Los Negros Island. Charged with coordinating air defence during the Admiralty Islands campaign, it was renamed No. 114 Mobile Fighter Control Unit (MFCU) five days later. The redesignated unit became operational on 2 April, and controlled Nos. 337, 340, 345, 346 and 347 Radar Stations.

In January 1945, No. 114 MFCU was withdrawn to Brisbane, where it began preparations to participate in the Australian-led liberation of Tarakan. In April, with a complement of over 800 officers and men, and Nos. 167, 168, 308, 354 and 355 Radar Stations under its command, it embarked for Morotai in the Dutch East Indies. From there it departed for Tarakan, arriving with the main invasion force on the 1st May and became operational within four days.

When peace broke out in 1945, 114 MFCU was rapidly reduced in size. It departed Tarakan for Australia on the 3rd December 1945 and arrived at RAAF Station Deniliquin, New South Wales, on the 14th after which it was relocated to RAAF Station Schofields (near Richmond) then on the 31st May it was off to RAAF Station Williamstown and finally disbanding on the 1st April 1948.



It was re-established under a newly organised No. 78 Wing on the 24th January 1949—"in name only", as it remained non-operational. It began training in late 1955 prior to anticipated reactivation and was renamed No. 114 Mobile Control and Reporting Unit (MCRU) on the 12th March 1956. (Why No 114 was selected and not No 1 is anyone's guess). It was then relocated to RAAF Dubbo and stood up as an independent unit on the 14th November.

From there it was off to Malaya in 1958, becoming operational at Butterworth on the 19th August where it took over responsibility for aerial surveillance and ground-controlled interception from the Royal Air Force's No. 487 Signals Unit. From Butterworth, it directed the Sabres of Nos. 3 and 77 Squadrons and the Canberra bombers of 2 Squadron in the last years of the Malayan Emergency. It also sent controllers on attachment to Ubon, where No. 79 Squadron was based from 1962. On the 3rd September 1964, the unit went on to a 24-hour operational footing to support the Sidewinder-armed Sabres of 3 and 77 Squadrons during the Konfrontasi between Indonesia and Malaysia, though no combat ensued. Konfrontasi having been declared over in August 1966, 114 MCRU transferred its responsibilities to RAF Western Hill and was disbanded at Butterworth.

The unit was reactivated again at RAAF Base Amberley on the 1st April 1968, employing the Plessey "Hub Cap" automated air defence system, which utilised Westinghouse radar and Marconi computer programs. It was to have moved directly from Butterworth to Amberley but delivery of the Hub Cap system, ordered in 1965, was delayed owing to programming issues. The system was also physically larger and heavier than had been anticipated, rendering it less easily transportable. In 1979, it upgraded to the Westinghouse AN/TPS-43 radar system (right), improving both its mobility and its tactical capabilities. It inaugurated the RAAF's Tactical Air Defence System (TADS, subsequently Tactical Air Defence Radar System or TADRS) on the 10th July 1985.



114 MCRU was presented with a Squadron Standard on the 23rd May 1990, becoming the only non-flying unit in the Air Force to receive such an honour. The standard displays battle honours for the Pacific (1943–45), New Britain (1943), New Guinea (1943–44) and Borneo (1945).

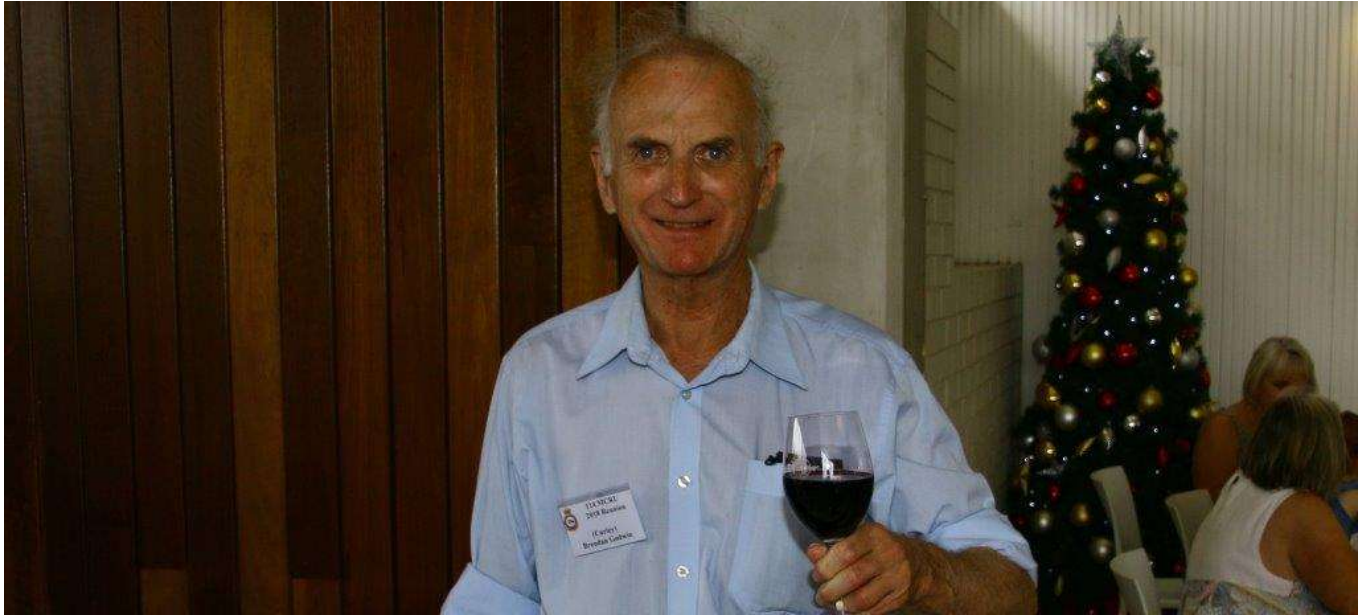
14 MCRU was transferred to Tindal in May–June 1997 and then to Darwin in December 1999. The AN/TPS-43 was retired in September 2005, and replaced by the AN/TPS-77 radar. In May 2007, a detachment of 75 members were deployed for active service at Kandahar Airfield in southern Afghanistan, utilising the AN/TPS-77 to coordinate coalition combat air operations. The detachment returned to Australia in August 2009.

No. 114 MCRU celebrated its 70th anniversary at Darwin on the 23rd May 2013.



This 2018 reunion call themselves 114 in the seventies. It consists of members who were involved in the original installation of Hubcap in 1966, through commissioning of the radar around 1970, right through the seventies and into the early eighties. Even though they've had a couple of reunions in the past, 1996 & 2016, a numbers of members had not seen each other in 45 years. It was deemed such a great success that the members decided on doing it again in 2 year's time.

This year's reunion was organised by Brendan "Curley" Godwin (below), seen here enjoying one of the Borossa's finest.



Those at the reunion included – all names left to right.:

The A Team.



Warren Turner, John Mackie, Hedley Horne, Hedley Horne, Keith Fletcher, Vince Stanton, Grahame Venn, Kev Foster.



Tina Lotz, Marg Shepherd.



Brenda Russell, Wolf Heim, John Russell.



Standing: Brendan Godwin, Warren Turner. **Seated:** Kev Collins, Stewart Skerman, Ron Anstiss.



Cecilia Ward, Robyn Johnson.



Denise and Nev Paten, Mike and Marg Shepherd.



Glenda Venn, Geoff Mayhew, Grahame Venn.



Graham Cotterell, Keith and Kay Fletcher.



Standing: Jeff smith, Brendan Godwin, **Seated:** Stewart Skerman, Sam Cox, Ron Anstiss.



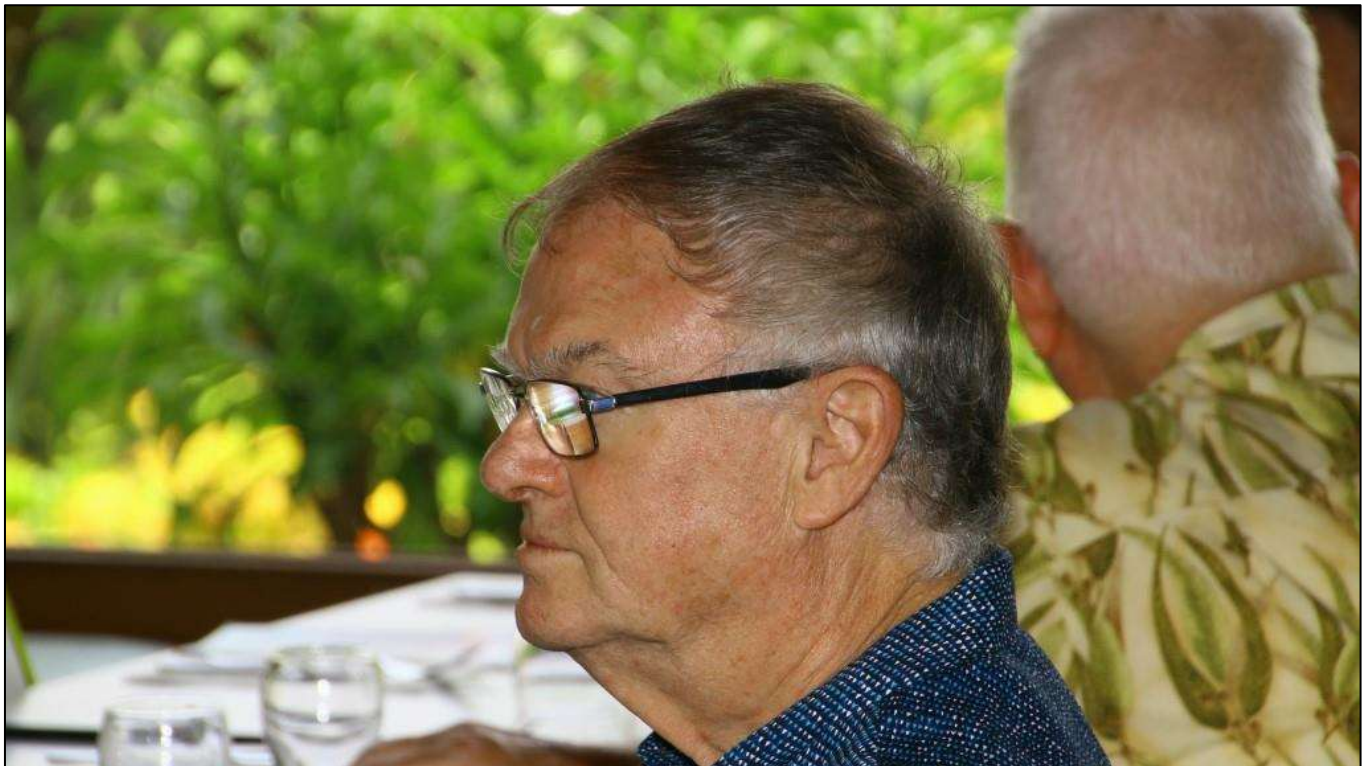
Kev Collins, Hillary and Robyn Johnson, Len Lotz.



Kev Foster, Marilyn Mackie.



Marg Skerman, Cecilia Ward, Maryanne Collins.



Ross Ginn.



Stew Skerman, Jeff Smith, Ron Anstiss.



Ross Ginn, Diane Vickers.



Vince and Cheryl Stanton.



Warren Turner, Len Lotz.



Wolf Heim, John Mackie, John Russell.



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Perth's Anzac Bell

Perth's newest addition, a 6.5 tonne bell which was installed into the Perth Bell Tower to mark the centenary of Anzac, become a reality with VEEM recently completing a successful casting pour.

VEEM was heavily involved in bringing the Anzac Bell to life, from working with designers to develop 3-D printing to show the giant frieze through to test castings of decorative elements. Even though the final tuned weight will be approximately 6.5 tonnes, a total of ten tonnes of liquid bronze (80% copper and 20% tin) was needed to properly cast the ANZAC Memorial bell, which was undertaken on the 3rd of August.

Representatives from the Bell Tower, the Minister for Culture and the Arts and the MP for Jandakot were present at the pour as well as the RSL and the Royal Australian Navy, as the senior service of the Australian Defence Forces.



The Anzac Bell is the first of its sort to be cast in Australia and it will be the largest swinging bell in the Southern Hemisphere. It is expected to last over 500 years and would be a lasting legacy to acknowledge the Anzac centenary.

The Perth Bell Tower is currently home to 17 bells which are made up of 12 bells from St Martin-in-the-Fields and 5 bells from the London diocese of the Church of England. These bells were gifted to Western Australia as part of the nations bicentennial celebrations in 1988.

See a video of the installation [HERE](#)

How Smarter Cylinder-Skipping will make petrol engines better.

Because sometimes your V8 doesn't need all that power.



Far from the car industry's heart in Detroit, Silicon Valley startup company Tula Technology is gearing up for the first product launch of its 10-year history. In all that time, Tula has been working on one thing: Dynamic Skip Fire (DSF), a way to rapidly stop and restart engine cylinders individually based on the driving conditions of every individual moment.

"We're unique in Silicon Valley in that we are an internal combustion controls company," says John Fuerst, Tula's senior vice president of engineering. Like several at Tula, Fuerst used to work at Delphi Technologies, a major parts supplier to the auto industry, but the promise of DSF was enough to lure him away from the traditional to the cutting edge.



Old Idea, New Tech.

It doesn't take all your engine's might to push your car all the time. In fact, 28 horsepower is all that's needed to move a 2½ tonne GMC Yukon Denali down the highway at 65 miles per hour, says Vijay Srinivasan, senior noise and vibration engineer at Tula. That's a fraction of the 6.2L V8's 403 horsepower, which means there's no need for the engine to run at peak capacity.

DSF's software determines how much torque the vehicle needs and—as often as 200 times per second on an eight-cylinder engine and 100 times per second on a four-cylinder—it shuts down every unnecessary cylinder in order to save fuel. Chugging steadily along in traffic, your 6.2L V8 can momentarily become a fuel-sipping 1.6L two-cylinder, and then later maybe a 3.9L five-cylinder, and then maybe a 0.8L one-cylinder. Next year, DSF debuts on 2019 Chevrolet Silverados and GMC Sierras with 5.3L and 6.2L V8s.



Of course, cylinder deactivation systems aren't new. Basic versions came around in the 2000s, but those simpler setups are binary: Either all the engine cylinders are running or half of them are and there's not a lot of rapid switching back and forth. For example, V6 will shut down one row of cylinders, an 4cyl will shut down the inner two cylinders and a V8 will shut down the inner cylinders on one row and the outer cylinders on the other row.



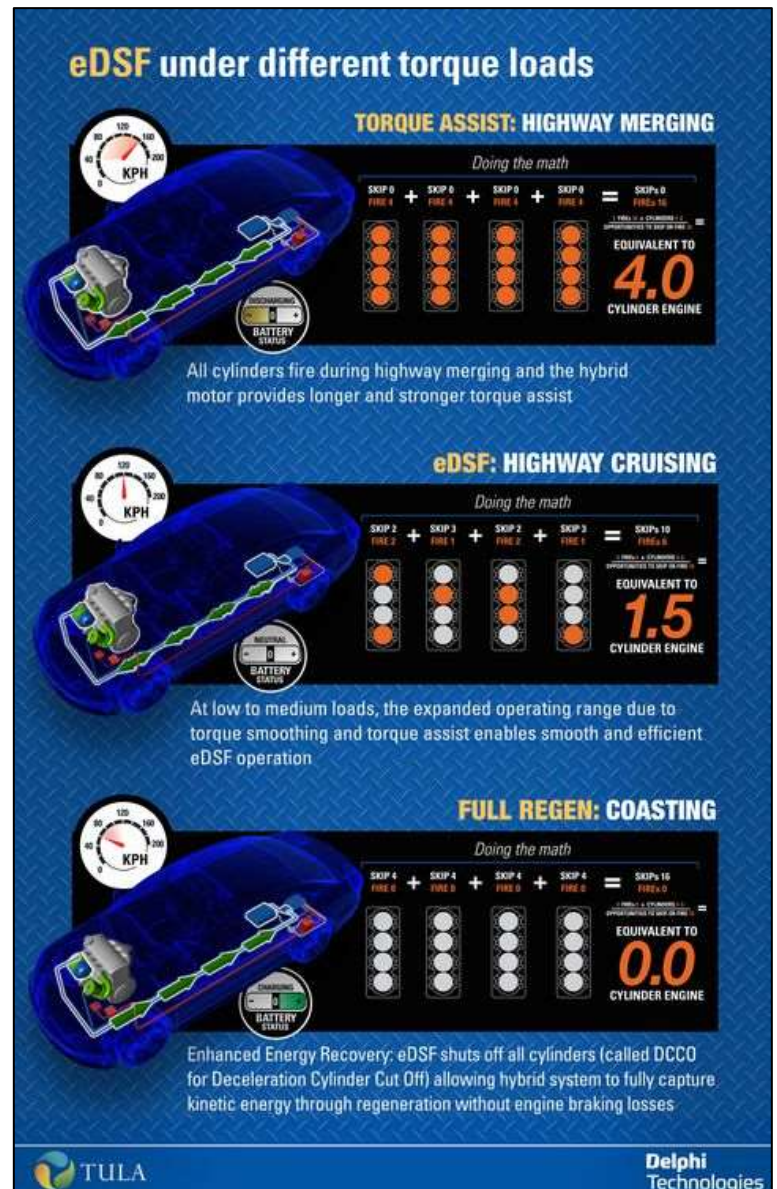
Those combinations in the older systems are based on which cylinders, running together, create the least engine vibration. There are a few exceptions, for example Ford's new-for-2018 EcoBoost 1.5L 3cyl can deactivate one cylinder and Honda's J35Z2 3.5L V6 in 2008-2012 Accords could go from six to four to three cylinders, but only certain cylinders can be switched off. In rare situations, they can use other combinations that would create even less vibration or more accurately meet the power demands, but these computers don't have free reign to pick and choose any combination of cylinders they want.

That's where DSF differs. It can pick any combination of cylinders, calculating which ones pumping away together would create the least combined noise and vibration for that moment's driving conditions. For every 90 degrees that the crankshaft turns on a V8 or every 180 degrees on an 4cyl, DSF is making a decision. How many cylinders to run is based upon how much torque the vehicle needs at that moment and which cylinders to run depends on how they interact with each other to cause noise, vibration, and harshness.

Picking the Right Cylinders.

If DSF decides it needs four cylinders' worth of power to cruise through town, it can also figure out that cylinders 1, 4, 7, and 8 is the smoothest-running combination at that moment. Under different circumstances it might choose four other cylinders, or more than four. Accelerating under most conditions, DSF will fire all cylinders. Maintaining 70 miles per hour under light throttle, it could turn off all but one cylinder. Lift your foot off the throttle and all the cylinders deactivate.

Tula claims up to an 18 percent fuel efficiency boost, depending on the vehicle and situation. For eight-cylinder engines, the company's target is for DSF to reduce fuel consumption by about 15 percent. For four-cylinders, eight percent. Tula says there's little point in adapting DSF to anything with less than four cylinders.





"We've done some development on three-cylinders," says Fuerst, "but the benefit goes down as displacement and cylinder count go down. On a three-cylinder we'd be targeting about a three-percent fuel consumption benefit."

General Motors' upcoming Chevy Silverado and GMC Sierra offer DSF on conventional petrol-only powertrains, however, DSF was designed to play well with petrol-electric hybrids and autonomous cars and across a broad range of engine layouts. Every OEM that licenses the DSF patent from Tula will be able to make proprietary tweaks to integrate it with their engine control systems.



"Early in the next decade, we expect several more launches," Fuerst says. "We're working with customers in all regions of the world, and we're looking at V8s and sixes and fours."

The Uncertain Future of Internal Combustion.

As electrified cars become the norm, Tula still sees a long road ahead for the internal combustion engine. No one agrees on how long, but everyone agrees it'll be measured in decades. Even though the headlines say "Toyota predicts ICE dead by 2050," Toyota's full quote read that 10 percent of new cars will be ICE/electric hybrids.

The non-profit International Council on Clean Transportation says that's too optimistic. It estimates that, at most, 80 percent of new vehicles by 2050 will be electric, and that between now and then 3 billion ICE vehicles will be built. Mazda flat-out says it'll be selling ICE well beyond 2050.



No matter how long it lasts, automakers will continue throwing weight behind technologies like DSF to wring every ounce of efficiency out of internal combustion before it (fittingly) goes the way of the dinosaurs.

Do you ever wake up, kiss the person sleeping beside you and feel glad that you are alive?
I just did and apparently will not be allowed on this airline again.



Brain Freeze.

One second you're gulping down a plate of the most delicious ice-cream you've ever had and the next, your head is throbbing in horrendous pain. All good things must come to an end, they say, but why does it have to be such a terrible one? The mind-aching side effect of indulging just a little too much in your favourite icy treat actually has a scientific name: *Sphenopalatine ganglion neuralgia*.

While "sphenopalatine ganglion neuralgia" probably means nothing to you, it means a lot to doctors and researchers that have spent time trying to understand why brain freezes happen. When you place something ice-cold in your mouth and let it come in contact with your soft palate, it touches a small bundle of nerves near the back of your mouth. This group of nerves we can all thank for the brain freeze effect is called the *sphenopalatine ganglion*, or SPG. It's sensitive to changes in temperature and when it's stimulated by an icy treat, it causes a headache.



The stark and painful reaction to cold is actually a biological reaction to keep your brain at the right temperature. When you drink or eat something too cold, it rapidly cools the area at the back of your throat, which is home to the junction of two important blood vessels:

- the internal carotid artery that feeds blood to your brain, and
- the anterior cerebral artery, which is where brain tissue starts.

It's also where you'll find the SPG. The temperature shock causes these arteries to rapidly dilate and contract, which triggers the SPG and sends a message to your brain through the trigeminal nerve to let it know that you're experiencing pain. The pain of brain freeze isn't in your brain, as the brain doesn't have any pain-sensing fibres, however, receptors in the outer covering of the brain, called the meninges, do. That's why brain freeze will often occur somewhere completely separate from your mouth: This nerve signal travels all the way to the meninges on the top of your head, causing a painful headache.

All this seemingly misplaced pain is just your head trying to figure out what's going on. Biologically speaking, this pain response is similar to what people going through a heart attack feel. During a heart attack, you don't feel like your heart is hurting; rather, it's your shoulder and your left side that hurt. This transferred pain is a result of your brain doing its best to interpret and communicate what's wrong using the pain sensors it has.

In the case of brain freeze, this headache reaction is useful: It keeps us from eating more ice cream, thus keeping the brain's temperature at a healthy state. The brain usually likes to stay in a resting range of 37 to 38 degrees Celsius but it can get much colder without damage under



supervision. Surgeons will often chill the brain to 20 degrees Celsius to correct circulation and other brain issues with no lasting damage, but all under sedation. Ultimately, the SPG is in place to help protect the brain from slipping out of its optimal state, but it can handle the shock for a little while. If you can deal with the skull-aching pain of a brain freeze, you can keep eating if you'd like.

Now that you understand a little more about the functionality and cause of brain freeze, how do you stop it? The best method for treating brain freeze once you have it is to press your tongue or thumb on the roof of your mouth. The heat of your tongue or thumb rapidly warms the SPG, which then tells the brain to stop the pain response. You can also cover your mouth and nose and breathe into your hands to circulate warm air, which can also raise the temperature of your soft palate. You can also try and prevent brain freeze in the first place. Try eating the cold food near the front of your mouth, away from the SPG, or just enjoy it more slowly to give your palate time to adjust.

You can see more info on Brain Freeze's [HERE](#)

Growing Old! First you forget names, then you forget faces, then you forget where you live, then you forget to zip up your fly and then you forget to unzip your fly.

Woolies' big plan to get rid of checkouts.

Woolworths is trialling new technology that may see the end of checkouts, self-service or otherwise, altogether.

At their Double Bay store in Sydney, the supermarket giant is letting customers try a new "scan and go" system, which Woolies say could potentially "transform the shopping experience". Thousands of shoppers who have signed up to its loyalty program will be able to download a special app to their phones.

Customers can then choose their products, scan the barcode through their phone and then directly drop the items into their bags. There will be special scales to weigh fruit and veg, which will display a barcode that can be scanned and give the correct price into the app.



When customers are finished shopping, they have to do one final scan at a terminal near the exit. The app will figure out the total price and automatically subtract the amount from a linked card.

Woolworths head of payments, Paul Mannington, said customers wanted the company to make shopping more convenient.

"We believe smartphone technology and mobile payments have the potential to transform the shopping experience for our customers in the future. This trial is not only about testing new technology, it's also about seeing how our customers and teams respond to a completely new style of shopping." Mr Mannington said customers could still pay the normal way at Double Bay.

When the trial finishes, he said Woolies will "assess future options". Woolies isn't the first in the world to try out scan and go technology. Amazon has opened a few "Amazon Go" stores which employs the same concept, however, Woolworths says it's the first in Australia to trial the new technology.

Newcastle

If you've ever lived in Newcastle, or even if you still do, you might be interested in this small video which was produced by Screen Australia back in 1945. It shows Newcastle City and its environs and how Newcastle was built on the miners' back. It shows how most worked, leisured, lived and enjoyed themselves in those simpler, non slip-slop-slap times. There have been a lot changes since this film was made.

You can see it [HERE](#).



Apollo 11

When Apollo 11 astronauts performed their final descent to the moon 49 years ago, they almost didn't make it. Neil Armstrong and Buzz Aldrin were just a few minutes from a historic landing when their spacecraft's computer got overloaded. A quick decision by a smart computer engineer saved the day.



Neil Armstrong, Michael Collins, Edwin Aldrin.

In the late 1960s, NASA and the Soviet Union were engaged in a race to send humans to the moon first. Why? A lot of it was wrapped up in political prestige — the first nation to reach the moon would be recognized the world over for their powerful technology, plus, a moon landing was a great chance to stimulate the economy and invent new technologies.

NASA's moon program was called Apollo and it actually consisted of many missions. Some of them were engineering missions to test out the spacecraft, while others were exploration missions that did real and simulated moon landings. The first moon landing was designated as Apollo 11, which set its target on the Sea of Tranquility near the moon's equator. On July 20, 1969, the world watched as the Apollo 11 astronauts began their descent on this extra-terrestrial world.

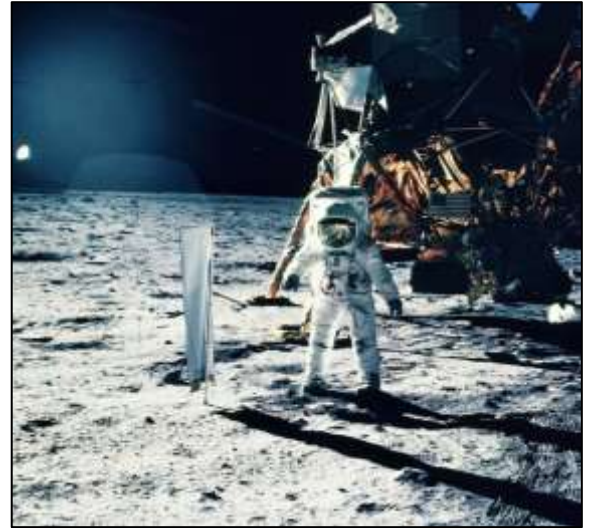
Apollo 11 was made up of two spacecraft. The command/service module was designed to bring the crew all the way to the moon and then back again, through the fiery re-entry of Earth's atmosphere. It was called Columbia and was commanded by Michael Collins, who stayed behind while his crewmates went to the surface.



The other spacecraft was a lunar module called Eagle, commanded by Neil Armstrong and co-piloted by Edwin "Buzz" Aldrin. Eagle was designed to fly to the moon's surface and then back again to Columbia — that is, as long as Armstrong and Aldrin could do so safely.

Eagle was in its automatic descent to the surface when one of the astronauts sent a cryptic message: the computer on board was showing a "1202 alarm." The astronauts weren't sure what this alarm meant, because it was obscure and computers weren't very user-friendly back then. But engineers on the ground knew a 1202 meant the computer was overloaded.

You can get a sense of what the engineers were thinking in a 1994 perspective of the alarm on the Apollo Lunar Surface Journal from Fred Martin, who was part of Intermetrics Inc. and involved in the Eagle computer design. "The alarms continued to appear at intervals of approximately 10 seconds," Martin recalled in his account. "Everyone was tense and anxious." A NASA software engineer called Jack Garman made the "gutsy call" to tell Mission Control to push on, Martin said. Garman's instinct was based on his experience with the system; he felt that if the computer wasn't making certain calculations, they weren't necessary for the landing. With NASA and the world holding its breath, the astronauts made their way to the surface, alarms blaring. Just moments before touching down, Armstrong took over the computer's control and manually steered Eagle to a safe landing on the 20th July, 1969.



The world erupted in celebration, but NASA, business-like and anxious for its astronauts' safety, called Intermetrics about 10 seconds after Eagle was secured on the surface. "What were those alarms? We're launching [from the moon] in 24 hours and we're not going with alarms," Martin recalled them saying. It took some simulations and some old-school printouts to figure out the cause, but it was traced back to one astronaut not putting a switch in the correct position before landing. Eagle's lift-off from the moon, happily, had no such alarms.

Everyone remembers where they were on that day, and If you want to relive that wonder time you can watch a NASA movie of the moon landing [HERE](#).

The Flagpole.

Dennis and Bomber, two Navy guys, were standing at the base of a flagpole, looking up. A woman walked by and asked what they were doing. We're supposed to find the height of the flagpole," said Bomber, "But we don't have a ladder." The woman said, "Hand me that wrench out of your toolbox." She loosened a few bolts, and then laid the pole down. She then took a tape measure from their toolbox, took a measurement and announced, "Eighteen feet, six inches" and walked away. Dennis shook his head and laughed, "Well, ain't that just like a 'Miss-know-it-all woman'" he said, "We need the height and she gives us the length!"



British Airways Flight 5390

Shortly after British Airways Flight 5390 left Birmingham Airport in England for Málaga Airport in Spain on 10 June 1990, an improperly installed windscreen panel separated from its frame, causing the plane's captain to be blown partially out of the aircraft. With the captain pinned against the window frame for twenty minutes, the first officer managed to land at Southampton Airport with no loss of life.



The aircraft was a BAC One-Eleven Series 528FL jet airliner. The captain was 42-year-old Tim Lancaster, who had logged 11,050 flight hours; the co-pilot was 39-year-old Alastair Atchison, with 7,500 flight hours. The aircraft carried 81 passengers.

Atchison handled a routine take-off at 08:20 local time then handed control to Lancaster as the plane continued to climb. Both pilots released their shoulder harnesses and Lancaster loosened his lap belt. As the aircraft climbed through about 17,300 feet and the cabin crew were preparing for meal service. Flight attendant Nigel Ogden was entering the cockpit when there was a loud bang and the cabin quickly filled with condensation. The left windscreen panel, on Lancaster's side of the flight deck, had separated from the forward fuselage; Lancaster was propelled out of his seat by the rushing air from the decompression and forced head first out of the flight deck.

His knees were caught on the flight controls and his upper torso remained outside the aircraft, exposed to extreme wind and cold. The autopilot had switched off, causing the plane to descend rapidly. The flight deck door was blown inward onto the control console, blocking the throttle control (causing the aircraft to gain speed as it descended) and papers and debris blew into the flight deck from the passenger cabin. Ogden rushed to grab Lancaster's belt, while the other two flight attendants secured loose objects, reassured passengers, and instructed them to adopt brace positions in anticipation of an emergency landing.

The plane was not equipped with oxygen for everyone on board, so Atchison began a rapid emergency descent to reach an altitude with sufficient air pressure. He then re-engaged the autopilot and broadcast a distress call, but he was unable to hear the response from air traffic control because of wind noise; the difficulty in establishing two-way communication led to a delay



in initiation of emergency procedures. Ogden, still holding on to Lancaster, was by now developing frostbite and exhaustion, so chief steward John Heward and flight attendant Simon Rogers took over the task of holding on to the captain.

By this time Lancaster had shifted several inches further outside and his head was repeatedly striking the side of the fuselage. The crew believed him to be dead, but Atchison told the others to keep hold of him because his body might fly into the left engine and damage it.



Eventually Atchison was able to hear the clearance from air traffic control to make an emergency landing at Southampton Airport. The flight attendants managed to free Lancaster's ankles from the flight controls while still keeping hold of him. 35 minutes after taking off, the aircraft landed at Southampton and the passengers disembarked using boarding steps.

Lancaster survived with frostbite, bruising, shock, and fractures to his right arm, left thumb and right wrist. Ogden dislocated his shoulder and had frostbite on his face, with damage to one eye. There were no other major injuries. Lancaster returned to work after less than five months and retired from commercial piloting in 2008.

Investigators found the windscreen panel and many of the 90 bolts securing it, on the ground near Cholsey, Oxfordshire. They found that when the windscreen was installed 27 hours before the flight, 84 of the bolts used were 0.026 inches (0.66 mm) too small in diameter and the remainder were 0.1 inches (2.5 mm) too short. The previous windscreen had also been fitted using incorrect bolts, which were replaced by the shift maintenance manager on a like-for-like basis without reference to maintenance documentation, as the plane was due to depart shortly. The undersized bolts were unable to withstand the air pressure difference between the cabin and the outside atmosphere during flight. The windscreen was not of the "plug" type – fitted from the



inside so that cabin pressure helps to hold it in place – but of the type fitted from the outside so that cabin pressure tends to dislodge it.

Investigators found the shift maintenance manager responsible for installing the incorrect bolts and for failing to follow British Airways policies. They recommended that the CAA recognise the need for aircraft engineering personnel to wear corrective glasses if prescribed. They also faulted the policies themselves, which should have required testing or verification by another individual for this critical task. Finally, they found the local Birmingham Airport management responsible for not directly monitoring the shift maintenance manager's working practices.

You can watch an informative video of the incident [HERE](#).

Round Engines.

We've got to get rid of those turbines, they're ruining aviation and our hearing. A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat. Anybody can start a turbine, you just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes the pilots aren't even allowed to do it. Turbines start by whining for a while then give a ladylike "poof" and start whining a little louder. Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing.

When you start a round engine. your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like switching on a ceiling fan, useful, but hardly exciting. When he has started his round engine successfully, your Engineer looks up at you like he'd let you kiss his girl, too!



Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow at any minute, this helps concentrate the mind! Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps, round engines smell like God intended machines to smell.



Finally! Now I understand why cars have these things.





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Kapooka Army Camp.

Back in September, Geoff Spackman and I were fortunate enough to be given a tour of the Kapooka Army Camp.

We must thank the Camp's Commandant, Colonel (Group Captain in the real money) Mick Garraway for arranging everything for us, he made us feel most welcome.



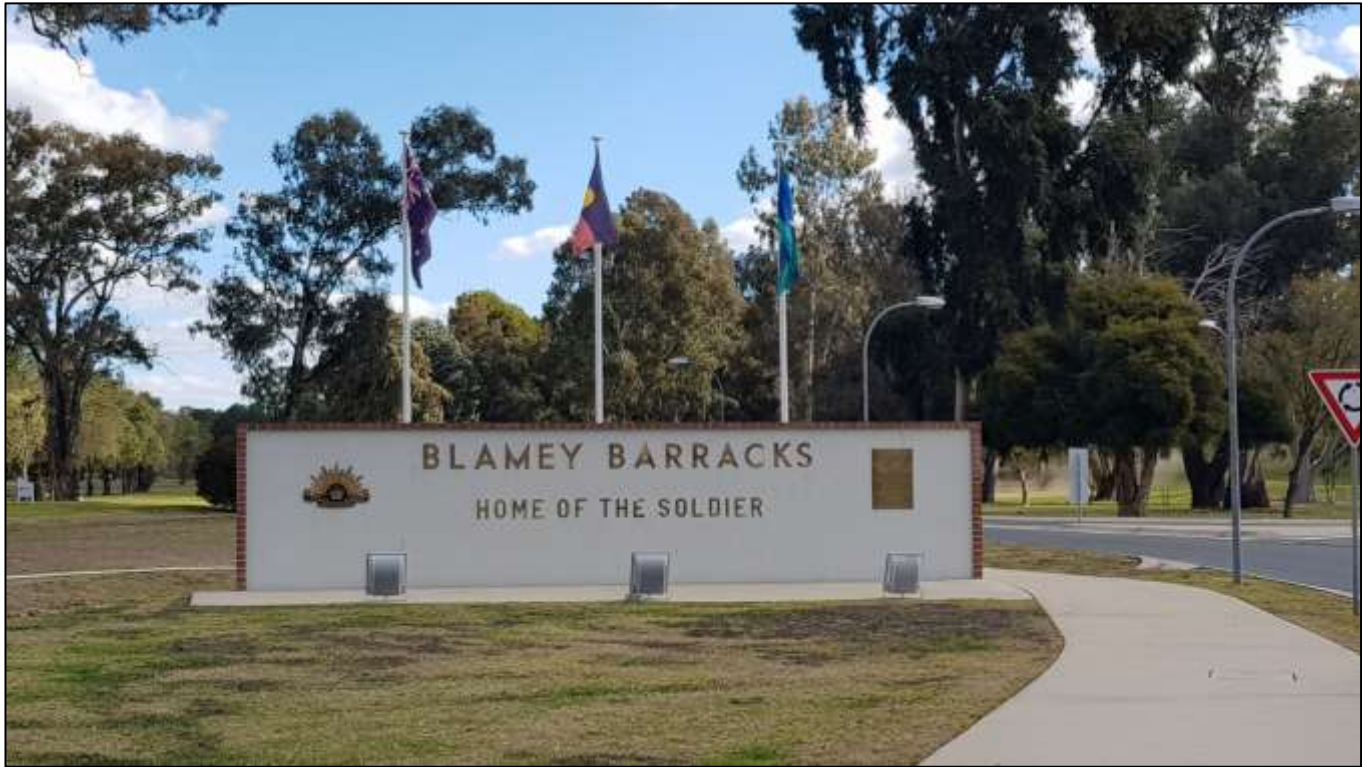
L-R: Geoff Spackman, Colonel Mick Garraway, Trev Benneworth

Thanks also to Warrant Officer, Trevor Thomson, (right) who gave up his day to drive us around, for showing us all over the Camp and for being very patient and answering a bunch of our silly questions.





The 5000 acre Kapooka Army Camp, which is situated on the Olympic Way, a few kilometres south west of Wagga, was established in 1942.



It was initially set up during World War 2 as the training base for Engineers, combining the scattered training units which at that time existed in Echuca (Vic), Cowra (NSW), Goondiwindi (Qld) and included the Reinforcement Training Battalion which had recently returned from the Middle East. It is thought the site was selected as it was close to the home town (Wagga) of the then Commander in Chief, General Thomas Blamey, after whom the Camp was named.

Other factors which influenced the selection of the site included it being about halfway between Melbourne and Sydney, close to a major rail line, easily accessible by road being close to the Sturt Highway (Adelaide to Sydney), Hume Highway (Sydney to Melbourne) and close to the existing RAAF Bases at Uranquinty, Wagga and Temora.

The site chosen was a property called Moorong consisting of 2500 acres of undulating loamy red soil and about 2400 acres of hilly grazing land with another 350 acres of river flats adjacent to the Murrumbidgee River. The Government rented the site initially but compulsorily acquired it in 1946.

In 1942, with the expected influx of about 3,700 trainees, the Army began construction of a Headquarters building and tented accommodation for the troops as well as solid buildings to house admin facilities, officers' sergeants' and soldiers' messes, stores, latrines and ablutions, laundries and lecture rooms. By December of 1942, seven camp sites had been established, consisting of a HQ building, camp hospital, rows of tents with some low wooden buildings and a few temporary huts. Early on, the accommodation was very basic, some of the tents were Canadian with wooden floors while trainees housed in others weren't so lucky, relying on groundsheets to keep the dirt at bay.



Bedding consisted of straw filled palliasses which weren't too bad provided you didn't suffer from hay fever. Anyone who has been to Wagga knows the winters can be miserable and trainees back then were issued with only two thin blankets so most wore their socks and great-coats to bed. Summers were completely different. It was very hot and dusty and the blowflies were a menace and most rolled the sides of their tents up to allow in fresh air.

As well as a training camp for Army Engineers, it was decided to move the Anti-Aircraft Searchlight training wing which included numerous ladies from the Australian Women's Army Service, (AWAS) onto the camp. Other AWAS ladies were also employed as cooks, tailors, drivers and clerks freeing up the men for service overseas. The facilities were also used by engineers from the US Army. Almost a million US troops were based in Australia during the first years of the Pacific War and a large number of the US Marines who played an important part in that section of the war trained at Kapooka.



From 1942 until the end of the war in 1945, a total of about 47,000 people passed through Kapooka. At its peak, it housed 9,000 men and women.

Every effort was made to keep the troops occupied in their free time and sporting activities such as cricket, baseball, basketball and all football codes were played and matches were organised against teams from the various RAAF Bases.

Training was very hard. Policy was to make the men into soldiers first then engineers second. Many times they were driven 25kms or more from camp, saddled up with full kit and told to find their way back to camp in the quickest possible time while encountering gelignite mines and being "strafed" by RAAF aircraft.



Meals, although monotonous, were wholesome and adequate and were usually eaten in Mess huts which seated about 150 people. Trainees were issued with two metal dixies and an enamel mug which they washed themselves after each meal and returned them to their tents. Mutton, sometimes served up as stew, was on the menu nearly every day, accompanied by potatoes, pumpkin and gravy. Breakfasts were a little different with porridge being provided as an option to the regularly offered up mutton.

The small local cafes in Wagga provided a popular respite from Camp food, with fish and chips or the Ozzie favourite, mixed grill, being the favourites.



When the Japanese surrendered on the 15th August, 1945, celebrations raged right throughout Australia. With large Army and Air Force populations, it was no different in Wagga. Army personnel marched through the street urged on by thousands of the populous and gathered at the Wagga Memorial Gardens where the Air Force provided a spectacular display with their Spitfires and Beaufighters.



With the War over, demobbing started and the use of Kapooka and other training camps at Bathurst and Cowra were to be disposed of, being declared "surplus to requirements". By February 1947, most of the troops had left Kapooka and a large portion of the Army's building materials was released to the Wagga populous where war shortages had left the town in short supply. By the end of October 1948, most of the Army's motor vehicles, earth-moving equipment, machinery, clothing, buildings, furniture and timber stores had been auctioned off.

During the war, many Italian POW's had been held in the area, most of whom had been working on farms in the Wagga area. When the war ended, they were freed from forced labour but as there was a shortage of ships, most of which were transporting Australian military personnel and equipment back to Australia, they were not able to be repatriated. The bulk of them were moved down to Liverpool near Sydney but a lot decided to remain in the Wagga area.

With Europe was in turmoil with thousands of displaced peoples, the Chifley Labor Government decided to ramp up its immigration program as labourers were desperately needed to satisfy the huge demand for houses and other goods and services after the war. The Government looked to the displaced persons' camps in Europe. Initially only single men and women were accepted but by mid 1948 it was decided to allow family groups to immigrate. This, in itself, posed a problem, as housing was required to accommodate the families while the men were at work. Initially the facilities at Uranquinty were used but soon after, families were also housed at the disused Army Camp at Kapooka and by the end of 1951, despite lengthy industrial disputes, Kapooka housed a total of 300 immigrants. Most were housed in the familiar to most of us - Nissan Huts, of which 88 had been built.



Late in 1951, with the Korean war on the go, National Service was introduced, the migrant centre was closed down and the Department of Defence re-acquired the Kapooka Army Camp as a training area for its recruits. All fit males aged 18 had to register for 176 days followed by 2 years in the CMF. The scheme finished in 1959.



On the 2nd November 1951, 140 raw recruits marched into Kapooka Army Camp to begin their training and by the end of the month there were 800 young blokes learning the drill.

The troops lived in the Nissan Huts, which were divided into 6 rooms, with 2 recruits to a room. As all were painted silver, they were referred to as Silver City. (The RAAF referred to theirs as Tin City).

In 1957, as different from most other building on the camp, a brick, timber and glass canteen building was built at a cost back then of £80,000 (\$160,000) – about \$1.5M in today's dollars. It was named the Edmondson Club after VC winner, Corporal John Edmondson. It is still in use today.



When built it contained a wet bar (boozer), a milk bar, snack bar and a "general" store selling the general requirements – a typical ASCO of which we are all familiar. Although modernised, it is still much the same as it was when build over 60 years ago,





Although the Australian Women's Army Service (AWAS) was demobilised by June 1947, a new organisation known initially as the Women's Australian Army Corps, and later renamed the Women's Royal Australian Army Corps (WRAAC) was formed in April 1951. There was a shortage of man power in the Army during the Korean War and the women were required to fill the gaps left with the men overseas. They were employed as cooks, drivers, stewardesses, clerks, librarians, switchboard operator and typists.

By April 1953, twenty-one of these ladies were stationed at Kapooka including a number of girls in the Nursing Corps. Their quarters were located near the Camp hospital, with three and sometimes four to a room and although segregated from the men there was a rec room in which dances and get togethers were often held. They ate in their own Mess.



Ladies' living quarters, early 1960's

Laws back then were a lot different to what they are today and it was forbidden for the girls to date recruits or young officers, however, where there's a will, there is always a way. The Camp ambulance was usually left unlocked and was a favourite "meeting place" for some extra-curricular activities – similar to the RAAF's practice of showing young ladies the "Golden Rivet" in one of its transport aircraft. This worked well until one occasion when the ambos received a late night call out and arrived at their vehicle only to find it occupied. After getting dressed, the canoodlers were left with a long walk home. The ambulance was kept locked after that.

Despite these rules and regs, a lot of the girls found their future husbands at the Camp – Mother nature will not be denied!

Kapooka became the Army's recruit training camp (1RTB) for National Servicemen and Regular Soldiers and was organised along the lines of an infantry battalion. Each recruit was assigned to a Company, named using the phonetic alphabetic – Alpha, Bravo, Charlie, Delta etc. The DI's were usually ex WW2 or Korean vets. The Wagga community welcomed the re-introduction of the Army onto Kapooka and a close and cordial relationship developed between the community and the ADF units at Kapooka and Forest Hill.



Soldiers helped fight various bush fires which were always a threat in the area and during the winter months helped Wagga Residents stranded during the perennial Murrumbidgee floods.



In 1952, the use of a former Church of England hall in one of Wagga's main streets was donated by the Archdeacon to be used as a recreation centre (the Klub Kapooka) for soldiers on leave from Kapooka. The soldiers were granted the premises for 18 months, free of rent, and got together and removed the place into a very comfortable and very popular R&C centre.



Klub Kapooka

In 1962, to emphasise the close ties between the City of Wagga and the Army at Kapooka, the Wagga City council granted the Kapooka Military Area the freedom of the City – the highest compliment a civil organisation can offer a military unit.



The ceremony was held in Bolton Park not far from the Wagga Railway Station. The park is easily identifiable today as it has a RAAF Vampire on a pole at its southern edge.



Prior to the ceremony taking place, both the men and the women from Kapooka paraded and demonstrated precision drill on the Park, as only the Army can do, following which they marched down Wagga's main streets exercising their Freedom of the City.

Kapooka was now well and established as the Army's recruit training centre.

In 1964, with the Indonesian Confrontation underway and Vietnam War about to break out, the ADF entered into an extensive recruiting campaign. National Service was re-introduced on the 10 November 1964 to strengthen the Army's regular units. Men aged 20 were selected by birthday ballot to undergo 3 months training at Kapooka, 3 months Corps training and 18 months with a regular Army Unit. The first conscripts entered Kapooka on the 1st July 1965.

To house, feed and socialise these additional men, an extensive building program got underway at the Camp. Until then, Kapooka consisted of between 400 and 500 "temporary" WW2 huts and these were demolished or sold and replaced by more modern barracks, messes, kitchens, stores and training and recreation centres to cater for the expected 4000 – 7000 recruits. In addition, additional married quarters were needed to cater for the extra staff required to train the recruits.

Work commenced in 1964 and the sum of £2,067,000 (about \$59M today) was set aside by the Parliamentary Public Works Committee to complete the works. By March 1965 two of the 3 story barrack blocks for staff and recruits were finished along with a Mess Hall, HQ Store and Administration Block. Work also commenced for a modern gymnasium and heated swimming pool.

In 1966, the Camp was officially named Blamey Barracks in honour of the only Australian to be given the rank of Field Marshall. The Minister for the Army at the time, Malcolm Fraser unveiled the plaque naming the new Barracks.



Modern living quarters with wash rooms in the centre.



Recruits room. Normally 4 men or 4 women share a room which has a central divider but each room is able to accommodate up to 6 persons if and when required. Rooms are heated in the winter by an oil filled radiator. Men and women live in the same block, with the women using the first rooms in from the entrance. The beds with the brown blanket are not in use.



Recruits have their own secure locker, though when the top bunk is used we don't know where he/she stores his/her clothes. Two small desks, one to each side of the divider, are also provided. As is the norm at all ADF recruit bases, everything was immaculate and spotless.

Showers and toilet facilities are situated at the far end of each building and with mixed accommodation, we imagine there would be some interesting times indeed.

Modern washing and drying facilities are provided for each block.

Long gone are the old Lightburns.





All but one of the old Nissan huts were sold off and a lot can be found scattered around the Wagga farming district. The last remaining Nissan hut is now the Kapooka Museum and sits opposite the Edmondson Soldiers' Club.



Part of the interior of the Museum.

By the end of 1966, a total of 8 living quarter blocks had been built, each floor of each block could accommodate up to 48 recruits.



Like all 'Rookies' courses, life at Kapooka isn't a bed of roses. Recruits have to rise and shine early in the morning, between 0530 and 0600, then before breakfast, they have to complete the 3 S's, panic their rooms, make their beds, strip their F88 Steyr rifles and lay them out for inspection. The contents of their lockers have to be right-dressed and too bad if the inspecting NCO finds anything not up to scratch, if so beds are ripped apart, locker contents are tossed out and the poor recruit has to start all over again and get things ship-shape before he/she can head off for breakfast which starts at 0630. After breakfast, training starts at 0720 of which a whopping 50% of the time is spent drilling and learning to strip, clean and fire their weapons. The other 50% is spent on PE, education, first aid, field craft and learning military law.



Soldiers honing their skills on the Camp's main parade ground.

Route marches are often sprung on the recruits, these involve a several kilometre walk, carrying their rifle and a full pack consisting of a full water bottle and a bum pack which carried a dead weight. These are usually followed by more physical testing exercises such as stretcher carrying a 'supposed' wounded soldier across rough ground, completing obstacle courses or crossing a dam, usually in freezing water.

In today's Army, women are treated the same as the men. Following the cultural changes that swept throughout Australia in the late 1970's, female soldiers began to be integrated into the Army and were expected to complete the same 12 week rookies' course as the men. The first all-female course began in January 1985 when 48 women arrived at Kapooka, 3 months later 33 of them passed out as regular soldiers.

By 1998, 20% of all recruits entering Kapooka were women.



We had a look over some of the obstacle courses that these fit young women have to conquer, along with the men, most of which are daunting and we don't envy them one bit.



Ropes, water crossings and 'high things' play a big part in their endurance program and recruits passing out of Kapooka would be fit young individuals indeed,







And when not out in the elements torturing themselves on these obstacle course, recruits are put through their paces in the very well-equipped base gym. In 3 months, young Australians are transformed from mainly immature gangling young people into fit young individuals, full of self-confidence, resilience, courage, determination and able to act as and rely on each other as a team.



The open firing ranges in the distance – a long walk from the living quarters.



Before being let loose on the open ranges, recruits are now taught weapons training in the indoor electronic Weapons Training Simulation System. Open ranges are now electronic, people do no longer man the butts, instead hits are electronically recorded and notified back to the firing point. Recruits use the open air range in all weathers.

One big change that has been introduced into the Army is the quality of food provided for its men and women. Years ago, Army people would look forward to visiting a RAAF Base just to get a good meal. Not any more, Army catering has had a complete revamp and although the food is now prepared, cooked and served by civilian contractors, both the quantity and quality are excellent.

Food is tastefully laid out and recruits are offered a choice of several hot meals ranging from the traditional Ozzie roast with all the trimmings right through to Asian cuisine. Those not wishing a hot meal have the choice of a well-stocked salad bar.





Geoff and I were invited to lunch in the recruits Mess and the meal we enjoyed could not be faulted.

Although recruits today are usually better educated than their counterparts were some years earlier, with learning now mostly computer based and equipment vastly more hi-tech, training at Kapooka has not changed all that much since the 1960's. They still learn the same basic skills, they are constantly assessed on their attitude, their energy, effort, motivation and respect for rank, drill and discipline. They still grizzle and groan about it all, but deep down those that stick with it - love it.

Females no longer have a subsidiary role in today's Army and are no longer segregated from the men. The first female recruits were trained separately from their male counterparts, but since 2006, training platoons are now mixed gender. Today men and women train together, live together, socialise together and when required, fight together.

Troops leave Kapooka as proud and professionally trained soldiers, combat ready and technologically advanced. They are prepared to survive in a variety of different threat environments, in urban, close and open terrain, by day and by night and against a variety of conventional and unconventional threats including nuclear, biological, chemical and IED explosive weapons.

I joined a health club last year, spent about 250 bucks. Haven't lost a pound.
Apparently you have to go there!



The Kapooka Tragedy 1945.

On the 21st May, 1945, just months from the end of World War II, a tragic accident occurred at the Engineers Training Base, Kapooka. While being shown demolition and explosive procedures, an enormous explosion occurred in a dugout, killing 26 personnel. On that day, two instructors were showing young conscript sappers the correct use of explosives. They were located in a dugout, where men usually waited while an explosion occurred above ground. Two men who were just outside survived. The sound of the explosion could be heard in Wagga, more than 10 kms away.

This event remains to this date as the Australian Army's largest loss of life in a training accident, and our nation's largest mass military funeral on Australian soil.



Ubique is Latin for "Everywhere" and is the motto for the Royal Australian Army Engineers.

The accident occurred at approximately 2.45pm, as the Sappers were seated in an underground bunker on a demolition range, receiving instruction in the preparation of hand charges. The exact cause of the explosion is still unknown; however 24 men were killed instantly with two dying in hospital some two hours later. Incredibly one man, Sapper Allan Bartlett, survived the explosion, he was profoundly deafened and badly injured and was found imbedded in the clay wall of the bunker. It was his birthday.

Two days after the tragedy the 26 dead were buried at the Wagga Wagga war cemetery. An estimated crowd of 7,000 people attended the funeral which brought the town of Wagga Wagga



to a standstill with a procession of Army vehicles, dignitaries and mourners taking some 45 minutes to pass.



Although at this time the grief of the tragedy was felt across the nation, it was largely forgotten over the years (other than by those in the local community whom it had greatly affected). In recent years an annual memorial service has been held on the 21st of May, at the site, to remember this tragedy. The service brings together those from the local community and the relatives of those killed from interstate who still remember that tragic day. The memorial site has been developed into a permanent community area with future plans for improvements to tell the story, so Australia never forgets.

Until recently the site was marked by an inconspicuous plaque. The actual site of the bunker now lies on private land just across from the new memorial and a change in boundary fencing means the memorial site is open to the community - previously it had been within the lines of the Kapooka Military Area.

The concrete block now on private land is where the tragedy occurred.

Surprisingly by today's standards, death certificates were issued for the dead men later on the same day of the accident. From the 23rd May until the 1st June a military inquiry was held on site, only a few witnesses were interviewed, however outside of the army, strict censorship occurred. In the Wagga Daily Advertiser of 22nd May, a small front page story said "Shocking Tragedy". No names were released. There was an enlarged story on 23rd May, but no names again. Some names were printed on 24th the day of the funeral. Even allowing for the





limited information that had been released, the turn - out for the funeral was amazing. The coffins were carried on the back of four army trucks. Another truck was reserved for wreaths and tributes.

After the war ended, nothing was publicly said about the tragedy for decades. No doubt the families never forgot, but at other WWII ceremonies in Wagga nothing was publicly remembered, probably until 1992. In that year, the 50th anniversary of the opening of Kapooka was being celebrated and many officials were coming to town. The army arranged for a plaque to be placed on a concrete block, in private property near the explosion site. There were some family members of the deceased at the ceremony and more than one newspaper articles.

Later, in 1995, another ceremony was held marking the 50th anniversary of the accident. A local committee called, "*Australia Remembers*" was involved, together with Historic Society members, attended a moving ceremony at Kapooka. Many family members plus at least one survivor gave their thoughts on the tragedy for the press. Then in 2000 an information board on the accident was unveiled at the War Cemetery. More recently, the plaque which had been located on the concrete slab in the farm paddock, was relocated across the road to a spot where the public could view it without entering the private land.



In 2012, the army has built a commemorative enclosure across the road from the actual site, allowing for car parking and with interpretive boards to be erected. A tree has been planted for each soldier killed, and there is a name plaque in front of each tree. The army has plans for a walking trail from the base to the site, which is about 400 metres.

Another action required is for the City's tourist brochures to mention the event and the memorials.





RAAF Wagga.

When driving from Canberra to Kapooka, you have to pass by the front entrance to RAAF Wagga. For many years there has been a bunch of aircraft outside the front gate, but recently they have all been tarted up and an F-111 added to the line-up. It is now a “compulsory” stop for passes by.





Uranquinty.

While at Kapooka, we decided to have a look over the old RAAF Base at Uranquinty which is only a short 5 minute drive further down the Olympic Way from the turn into Kapooka.





We found the Uranquinty Pub easily enough opposite which is a memorial park which contains a number of boards depicting the activities that occurred at the base all those years ago, but try as we might, we could not find the old Base – it has long gone and been returned to nature.





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Fat-free, is it the answer?

For years, leading health organisations have urged us to choose reduced-fat dairy foods, and not too many of them, to protect against heart disease. The accepted wisdom is that reduced fat dairy is lower in saturated fat and helps to maintain healthy cholesterol levels.

But an emerging body of research is questioning the evidence linking saturated fat to cholesterol production and heart disease – the leading cause of death in Australia.

A large study recently published in [The Lancet](#) this September adds weight to this body of evidence. It examined data from 130,000 people in 21 countries and found that people who had three servings of full fat dairy foods a day were better off when it came to heart disease risk than those who consumed less than 0.5 servings a day.

Further research published in The American Journal of Clinical Nutrition in July measured the blood levels of three fatty acids found in dairy products of almost 3000 adults aged 65 years and older. The 22-year study found no link between the fatty acids and a higher risk of heart disease or mortality, including fats found in full fat dairy foods.



And an international expert consensus published in the same journal last year reports evidence “does not support a positive association between intake of dairy products and risk of cardiovascular disease”. It said fermented dairy products, such as cheese and yoghurt, were generally associated with improved health outcomes.

The Heart Foundation said research linking full fat dairy foods with a reduced risk of heart disease was inconclusive. It said: “We know there’s different types of saturated fat and they’re found in different types of foods, usually in varying combinations. There is a bit of research into whether saturated fat from dairy has different effects, but there’s nothing conclusive to draw from it at this point in time. Reduced fat dairy is linked to a lower risk of high blood pressure, which is an important risk factor for heart disease, and we don’t see that consistent relationship with full fat dairy.”

It went on to say: “Dairy foods, whether full fat or reduced, did not increase the risk of heart disease”.

The Australian Dietary Guidelines recommend at least two serves of reduced fat milk, yoghurt and cheese every day. The Heart Foundation recommends aiming for two to four serves. It said:



“Our position is currently that reduced fat dairy products and unflavoured dairy products [without added sugar] are the healthier choice. What we see, time and time again and quite consistently in big studies, is having less saturated fat and more unsaturated fat is more protective for heart health.”

A professor of clinical and experimental nutrition at the University of Newcastle, said the chemical structure of saturated fat found in dairy foods differed to that found in other foods. This affected the way it was metabolised in the body and its role in disease risk.



“Saturated fat is not a single nutrient, it’s not like vitamin A or vitamin C. We find saturated fat in a variety of foods, like coconut oil, dairy, chocolate, palm oil, eggs and meat. Dairy fat has short chain fatty acids compared to something like palm oil, which has long chain fatty acids.

The way the body metabolises short and medium chain fatty acids is vastly different from the long chain saturated fatty acids.”

It further said: “The scientific community needed evidence that showed a direct, causal relationship between full fat dairy foods and a reduced risk of heart disease. The Lancet study, for example, was observational and therefore unable to show cause and effect. Until that evidence was found, it was unwise to update dietary guidelines. We need to conduct a large intervention trial to show the effects of dairy foods on heart health.

I’ve been to a lot of places but I’ve never been to Cahoots. Apparently you can’t go alone, you have to be in Cahoots with someone. I’ve also never been in Cognito either, I hear no one recognises you there. I have however, been in Sane. They don’t have an airport, you have to be driven there. I have made several trips.

Flu shots.

Every winter in Australia, we hear a horror story or two about someone dying from flu, usually a person who is otherwise fit and healthy, but did you know that influenza actually claims around 3000 deaths each year, is responsible for 18,000 hospitalisations and affects around 350,000 Australians overall? As viruses go, it’s nothing to sniff at — pun intended.



In fact, last year was statistically the worst flu year on record, bringing many ER departments to their knees, and leading the government to invest in a “super flu” shot for Australians over 65. The vaccine has been available in other countries but not here — until now.

All the flu vaccines had been updated for the previous winter and the enhanced vaccines were designed to address the waning immune system that we all have as we age.



Along with the updated quadrivalent influenza vaccines (QIVs), the two types of enhanced flu vaccines available are Fluzone High-Dose, which has four times the amount of active ingredients in the dose and FLUAD, which contains an additional ingredient to boost its effectiveness. It was hoped these vaccines would offer much better protection for older Australians when the flu season hit, particularly against influenza A/H3N2, which experts say is more common and severe in the elderly.

Does a higher dose mean more side effects? A spokesperson for the Royal Australian College of General Practitioners (RACGP), says no. “There is a risk of an increased local reaction, but not of severe adverse reactions’.

They also say that timing is everything. It’s no good heading to your GP to get your shot for next winter as there’s evidence to suggest the effectiveness of the shot might wear off after a few months, so it’s critical you get the vaccine at the right time to ensure you’re covered when peak flu season hits.

“Flu season in Australia is usually June to September, peaking in August, and there’s evidence that the influenza immunisation wears off after three to four months, so it’s important not to have your shots too early



It takes about three weeks for the vaccine to really kick in and for the immune system to get the full benefit of that vaccine, for that reason, it's recommended people wait until the end of April, beginning of May, if you're 65 or older. If you're younger, having your flu shot around mid-April is probably a good time.

The enhanced vaccines were free for anyone aged 65 and over. Those under 65 had to pay for the revised quadrivalent vaccine, unless they had a certain medical condition. People with chronic heart disease, lung disease, kidney failure, diabetes, or any other chronic illnesses, could be entitled to a free flu shot.

Anyone who's pooh-poohed the flu shot and come down with influenza knows how brutal it can be. It can really knock you about and it can even be deadly. During the pandemic of 2009, the hospitals were clogged with people in intensive care and we saw that during 2017 season, emergency departments were effectively blocked because of the flu patients. A lot of them end up in ICU, so it can be a very nasty disease.



High risk patients include pregnant women, people over 65, Aboriginal and Torres Strait Islander people, those with complex chronic medical conditions, and kids under five. Kids who are vaccinated actually protect older people, for example, grandparents whose immunity isn't as strong.

Influenza can come on suddenly and have more severe symptoms than a cold. If you think you have the flu, you need to see your doctor if you develop difficulty breathing, chest pain, sudden dizziness, confusion, severe vomiting, or fever with a rash.

It's also very important to take time off work and avoid social situations if you have a cold or the flu. Most people are very contagious in the first three to four days of the illness but this can range from one to two days before and last up to five to seven days after the start of symptoms, so it's important to stay home to not spread the illness. It can take up to two weeks for the symptoms to resolve, and rest and recovery is important.

Next year, if you're 65 or older, get your shots.





Weight Loss – the right way!



Why do doctors recommend a slow rate of weight loss? What's wrong with fast weight loss?

The concern with fast weight loss is that it usually takes extraordinary efforts in diet and exercise, efforts that could be unhealthy and that you probably can't maintain as permanent lifestyle changes. A weight loss of a half to one Kg a week is the typical recommendation. Although that may seem like a slow pace for weight loss, it's more likely to help you maintain your weight loss for the long term.

Remember that half a Kg of fat contains 3,500 calories, so to lose ½ Kg a week, you need to burn 500 more calories than you eat each day (500 calories x 7 days = 3,500 calories), also, if you lose a lot of weight very quickly, you may not lose as much fat as you would with a more modest rate of weight loss. Instead, you might lose water weight or even lean tissue, since it's hard to burn that many fat calories in a short period.

In some situations, however, faster weight loss can be safe if it's done the right way. For example, doctors might prescribe very low calorie diets for rapid weight loss if obesity is causing serious health problems, but an extreme diet such as this requires medical supervision. In addition, it can be difficult to keep this weight off.

Some diets include an initiation phase to help you jump-start your weight loss. For example, the [Mayo Clinic Diet](#) has a quick-start phase in which you might lose 6 to 10 pounds in the first two weeks. You can lose weight quickly with an approach like this because it combines many healthy and safe strategies at once — no gimmicks or extreme dieting.



After the initial two-week period, you transition into the recommended weight loss of one half to one Kg a week, which gives you time to adopt the necessary lifestyle changes, such as eating a healthy diet and increasing your physical activity, necessary for maintaining weight loss over the long term.

But!! Where does the fat go once you lose it??

Isn't that an interesting question, one day that fat is leading you all around the paddock, you exercise and fast like crazy and soon it's all gone – but where does it go.

We talk a lot about dieting and burning off fat, but we actually have a lot of misconceptions about weight loss. Some people think fat is converted into energy or heat, a violation of the law of conservation of mass, while others think that the fat is somehow excreted or even converted to muscle. Some people think that you can never lose your fat cells (adipose) once you gain them...they just shrink if you work it off.



Well, none of those are true. According to the University of New south Wales, when you lose weight, you exhale your fat. Its findings, based on existing knowledge about biochemistry, were published in the British Medical Journal recently.

Most of the mass is breathed out as carbon dioxide, It goes into thin air.

Excess carbs and proteins are converted into chemical compounds called triglycerides (which consist of carbon, hydrogen, and oxygen) and then stored in the lipid droplets of fat cells. To lose weight, you're attempting to metabolize those triglycerides, and that means unlocking the carbon that's stored in your fat cells.

Losing 10 kilograms of human fat requires the inhalation of 29 kilograms of oxygen, producing 28 kilograms of carbon dioxide and 11 kilograms of water. That's the metabolic fate of fat. The NSW Uni calculated the proportion of the mass stored in those 10 kilograms of fat that exits as carbon dioxide and as water when we lose weight. By tracing the pathway of those atoms out of the body, it found that 8.4 of those kilograms are exhaled as carbon dioxide. Turns out, our lungs are the primary excretory organ for weight loss. The remaining 1.6 kilograms becomes water, which is excreted in urine, feces, sweat, breath, tears, and other bodily fluids.

So, for this upcoming post-holiday season, should we all just exhale more to shed those extra pounds? No. Breathing more than required by a person's metabolic rate leads to [hyperventilation](#), followed by dizziness, palpitations, and loss of consciousness.

You can see a video on this [HERE](#)

But!!! There's [THIS](#) too

Sugar-less drinks.

Drinking a reasonable amount of diet or sugar-less drinks a day, such as a can or two, isn't likely to hurt you. The artificial sweeteners and other chemicals currently used in these drinks are safe for most people and there's no credible evidence that these ingredients cause cancer. Some types of these drinks are even fortified with vitamins and minerals, but they aren't a health drink or a silver bullet for weight loss.

Although switching from regular softies to diet or sugar-less softies may save you calories, it's not yet clear if it's effective for preventing obesity and related health problems in the long term. Healthier low-calorie choices abound, including water, skim milk, and unsweetened tea or coffee.

They tell me [THIS](#) works too



Diet tip! If you think you're hungry, you might just be thirsty.



Have a bottle of wine first and then see how you feel.

Womens' Health

Breast lump: Early evaluation is essential.

If you find a breast lump or other change in your breast, you might worry about breast cancer. That's understandable, but breast lumps are common and most often they're noncancerous (benign), particularly in younger women. Still, it's important to have any breast lump evaluated by a doctor, especially if it's new, feels different from your other breast or feels different from what you've felt before.

Breasts contain tissues of varying consistency, including fatty, glandular and connective tissue. You might find that breast-related symptoms, such as tenderness or lumpiness, change with your menstrual cycle. Lumps during this time might be caused by extra fluid in your breasts. Breast tissue also changes as you age, typically becoming fattier and less dense.

When to consult your doctor:

Being familiar with how your breasts normally feel makes it easier to detect when there's a change in your breasts. Consult your doctor if:

- You find a new breast lump or thickening that feels different from the surrounding tissue.
- You notice a change in the size, shape or appearance of your breast.
- Breast pain doesn't go away after your next period.
- You notice skin changes on your breast, such as itchiness, redness, scaling, dimpling or puckering.
- You have a newly inverted nipple.
- You notice spontaneous nipple discharge.



Evaluation of a breast lump typically begins with a clinical breast exam. During this exam, your doctor will likely:

- Ask about symptoms and your risk factors for breast cancer or benign breast conditions.
- Examine your breasts and lymph nodes in your armpit, feeling for any lumps or other abnormalities.
- Examine the skin on your breasts.
- Check for nipple problems, such as inversion or discharge.

If your doctor confirms that you have a breast lump or other area of concern, you'll likely need testing.



Procedures to evaluate a breast lump.

Imaging Tests. To further evaluate a breast lump, your doctor might recommend a:

Diagnostic mammogram. This specialized breast X-ray helps your doctor investigate suspicious breast changes. It takes X-ray pictures from several angles.

Breast ultrasound. Sound waves create images of the inside of your breast on a monitor. Ultrasound imaging is helpful for determining whether a breast lump is solid or filled with fluid.

Breast MRI. An MRI machine uses a magnet and radio waves to create pictures of the interior of your breast. During a breast MRI, you lie on your stomach on a padded scanning table. Your breasts fit into a hollow depression in the table, which contains coils that detect magnetic signals. The table slides into the large opening of the MRI machine.



A breast MRI usually is reserved for when the diagnosis is in question. Before a breast MRI, a dye might be injected through an intravenous (IV) line in your arm to enhance the appearance of tissues or blood vessels on the MRI pictures.

Breast biopsy.

You might have a tissue sample removed and examined under a microscope (biopsy). Ultrasound or mammography might help guide the needle, and a local anaesthetic might be used. Breast biopsy options include:

Fine-needle aspiration biopsy. During fine-needle aspiration, a special needle is inserted into a breast lump and any fluid is removed (aspirated). Ultrasound, a procedure that uses sound waves to create images of your breast on a monitor, might be used to help place the needle.



Core needle biopsy. A core needle biopsy uses a long, hollow tube to extract a sample of tissue. The sample is sent to a laboratory for testing.

Stereotactic biopsy. Mammography produces images of the area in question from several different angles (stereo images). Your doctor then removes a sample of breast tissue with a needle.

Vacuum-assisted biopsy. A probe connected to a vacuum device removes a small sample of breast tissue.

Surgical biopsy. A small cut is made in the skin and breast tissue to remove part or all of a lump.

After a biopsy, the tissue sample is sent to a lab for analysis. Your doctor will let you know when to expect the test results and will discuss them with you when they're available.



Follow-up after breast lump evaluation

If the breast lump isn't cancerous, your doctor will decide if you need short-term monitoring with clinical breast exams or repeat breast imaging. You may be asked to return in two to three months to see if there have been changes in your breast. Consult your doctor if you notice changes in the lump or develop new areas of concern.

If the diagnosis is in question, the clinical breast exam and the mammogram show areas of suspicion, for example, but the biopsy reveals benign tissue, you'll be referred to a surgeon or other specialist for further consultation.

If the breast lump is cancerous, you'll work with your doctor to create a treatment plan. The stage and type of breast cancer will influence your treatment options.

**Do you know that awesome
feeling when you get into
bed, fall right asleep, stay
asleep all night and wake
up feeling refreshed and
ready to take on the day?

Yeah, me neither!**

Grapefruit juice.

I like to drink grapefruit juice but hear that it can interfere with some prescription medications. Is that true?

Yes! Grapefruit and certain other citrus fruits, such as bitter or sour oranges (a cross between a pomelo and a mandarin), can interfere with several kinds of prescription medications.



Don't take these interactions lightly. Some can cause potentially dangerous health problems. If you take prescription medication, ask your doctor or pharmacist whether your medication interacts with grapefruit or other citrus products.



You may need to eliminate grapefruit products from your diet. Simply taking your medication and grapefruit product at different times doesn't stop the interaction. Alternatively, you can ask your doctor if there's a comparable medication you can take that doesn't interact with grapefruit.

Problems arise because chemicals in the fruit can interfere with the enzymes that break down (metabolize) the medication in your digestive system. As a result, the medication may stay in your body for too short or too long a time. A medication that's broken down too quickly won't have time to work. On the other hand, a medication that stays in the body too long may build up to potentially dangerous levels.

The list of medications that can interact with grapefruit includes commonly prescribed medications that:

- Fight infection.
- Reduce cholesterol.
- Treat high blood pressure.
- Treat heart problems.
- Prevent organ rejection.
- Treat anxiety.
- Control seizures.
- Minimize motion sickness.
- Treat erectile dysfunction.
- Replace hormones.
- Reduce cough.
- Control pain.



Another potential problem is that some foods and drinks may contain grapefruit but don't say so in the name or on the ingredients list. For example, numerous citrus-flavoured soft drinks contain grapefruit juice or grapefruit extract.

Play it safe with prescription drugs. Always ask your doctor or pharmacist when you get a new prescription if it interacts with any foods or other medicines. If the answer is yes, ask whether you need to eliminate that food from your diet.



Pedro's Patter.

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

Bombs and Bullets.

January – February, 1967

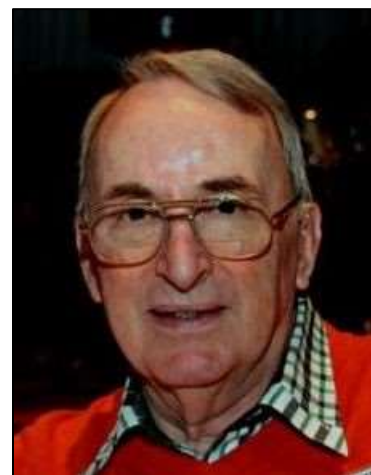
My return from Malaysia and Singapore was harder this time than after the last trip to Butterworth. Being reunited with Robyn, even for a short time, made coming back almost worse than coming here in the first place. Leaving Robyn in Singapore was just like a re-run of the previous July. It was a gut-wrenching experience. Our wonderful ten days were more like a second honeymoon than a holiday. I found it hard to settle down again to the daily grind of Vietnam without the love and companionship I had rediscovered, even so briefly.

I struggled to get into the routine of things again, but of course I soon did. In no time at all I was back on detachment with my old partner of many adventures, John Harris. We were given a special assignment. Saigon TMC tasked us to carry out photographic surveys of a number of airstrips in the I Corps and northern II Corps Military Regions. Two photographers and their equipment, both from a USAF unit based in Saigon, were assigned to accompany us. TMC organised a briefing to familiarise us with the task so we could map out some sort of itinerary.

Our plan was to overnight in Danang and Pleiku, hopping from strip to strip in between. I won the toss for the first day's flying. We set off for Danang along the coast, planning to look at Duc My, Dong Tre, Tra Bong and Tien Phuoc along the way. Our brief was to fly low along each strip, then climb out to 2000 feet, make a 'half dumbbell' (90°–270°) turn, and descend back towards the runway on a dummy approach. The photographer, strapped in securely near the open cargo door, took his pictures directly behind us.



This procedure, while very effective for photography, maximised our exposure to sniper fire. We kept our fingers crossed.





Duc My, a sleepy little town a bit like Camau in the Delta, slumbered on during our manoeuvres, but at Dong Tre, there was a skirmish going on. Vietnamese Skyraiders were bombing and strafing a VC stronghold on the side of a nearby hill. Keeping well clear of the action, but with one eye on the Skyraiders, which were causing little incandescent puffs on the jungle-covered hillside as their phosphorus-tipped rockets thudded home, I set the aircraft up in the photographic pattern.



The easterly approach was over a clear part of the valley, but climbing out to the west, we passed over a patch of thick jungle. As we turned to descend back towards the strip, we heard several loud reports. Our USAF cameraman yelled through the intercom: 'Some sonofabitch just shot at us!' After landing, we checked the aircraft thoroughly, but found nothing. I was still a 'virgin'.

Having been there in the right-hand seat with Dick Brice I was looking forward to my first landing at Tra Bong. Its 1000 feet looked incredibly short, but I managed quite a good approach. I had just lowered the nose wheel onto the runway, congratulating myself on a good landing, when a large black dog ran straight across our path. My heart nearly stopped in surprise. Somehow we missed it. I remember the incident in particular, as this was one of the very few dogs I ever saw in Vietnam. (According to squadron gossip, all Vietnamese dogs had long ago been killed and eaten.)



The airstrip was wedged in by hills and had a road running parallel to it. After a look at Tien Phuoc, a fairly challenging, rough-and-ready strip in the foothills, we headed for our overnight stop at Danang. The base had become much busier since our last visit, more like Tan Son Nhut. There was a new parallel 10,000-foot runway, and many more aircraft. We were told to orbit over the bay while gaggles of jets arrived and departed. When we found a gap in the traffic, I set the aircraft up for a high-speed penetration into the traffic pattern to avoid any further delays, decelerating and extending the undercarriage at the last possible moment.

Taxiing in to the ramp, we noticed groups of aircraft parked inside lines painted on the tarmac. They were the latest fighter-types in photo-reconnaissance configuration, and the new 'hush-hush' C-130s, a couple of which I had seen at Nha Trang. The latter were painted in black and green camouflage, instead of the usual brown and green, and had a strange contraption on the nose, which gave them the appearance of huge praying mantises. We found out later that these highly secret aircraft were used to snatch people or objects from the ground in rescue or covert





operations (called a Fulton Recovery System). The gadget on the nose of the aircraft concealed pulleys, a cable and a hook. The cable could be played out to allow the hook to engage another cable strung between two poles on the ground. A person or a package could be snatched and reeled in to the low flying C-130.

I had no idea what the painted lines on the tarmac meant, so I headed for our old parking spot. A myopic-looking military policeman in a hard hat appeared from nowhere, pointing his M16 directly at us. Dubious about his intentions, I stopped the aircraft and opened the side window. 'I'll shoot you dead if you cross that line', he yelled. Had he not heard of the famous Wallaby Airlines? His attitude seemed rather extreme, but his eyes looked very close together, so I decided to park somewhere else.

Next day, John climbed into the left-hand seat, and we headed north. I had not been north of Danang before so the day held a lot of interest. Our first photographic sortie was at the airfield known as Hue Citadel to distinguish it from the military base at Hue Phu Bai. Situated on the Perfume River, the city of Hue is 45 miles north-west of Danang, and from the early 19th century until 1945 was the capital of the whole of Vietnam under the Nguyen emperors.

The 'new' city of Hue was built across the river from the old moated citadel, whose high walls contained the Imperial Enclosure. The Imperial Enclosure was a citadel-within-a-citadel, built as a final barrier to the Forbidden Purple City, the private residence of the emperor. Fortified gates and bridges across the moat allowed access to the citadel from the outside world. Under other circumstances, we could have spent hours exploring this fascinating place. At this time, the citadel's timeless beauty was still intact, its delicate roofs and gargoyle-encrusted walls reflected in the calm waters of the ornamental moat.

We were lucky to see it as it was. On 31 January 1968, during the Tet Offensive, Communist forces overran the citadel city. Twenty-five days of vicious hand-to-hand fighting took place with heavy casualties on both sides before air, naval and ground bombardment finally drove the NVA out. In the process, over 50 per cent of this priceless ancient city was reduced to rubble and many of the civilian population massacred.



Much later, in the final assault on the South, street fighting would destroy the remainder.

We went on to Ba Long, 10 miles from the Laotian border and 15 from the DMZ. When we landed, there was not a soul in sight. The area was dead flat and treeless, being on a wide coastal plain bounded by distant hills and the South China Sea. All around us, long grasses rippled in a light breeze. It was so quiet and deserted it was eerie. Although the airfield was supposed to be secure, I felt uneasy. Still no one appeared, so we wasted no time starting up and getting away.

From Ba Long, we went to An Hoa, on the Thu Bon river 20 miles south of Danang, then on to Ha Thanh, short with a hump in the middle, inland from Quang Ngai. Each time, we flew our 'dumbbell' pattern, the photographer clicking away out the back of the aircraft.



Our final stop for the morning was Ly Son on an island called Cu Lao Re, 15 miles off the coast from Quang Ngai. The island, only a couple of miles long and a mile wide, looked more like a South Pacific hideaway than a government outpost. The only hazard here would be sunburn, I thought. It seemed like a good place to spend the war if you had a choice, until we found out it was also a leper colony.

After lunch, John and I swapped seats again for the flight to Pleiku via Dak Pek, Dak Seang and Plei Me, all familiar ports. Late in the afternoon, the weather began to catch up with us. Heavy cloud build-ups covered the area around Pleiku, making a GCA necessary. On finals, the GCA controller prattled on reassuringly: 'Wallaby Zero



One, you are number one in the pattern, on glide path, a few feet right of centre line, change heading five degrees left to two six zero'. And so on. Suddenly we entered a momentary break in the cloud, and I was conscious of a large shadow blotting out the patch of sunlight. Looking up, I saw an Air America C-46 pass directly in front of us about a hundred yards away, without any warning. My blood ran cold, then hot with anger. I had a fleeting mental picture of 50,000 pounds of tangled metal falling out of the sky had we been a few seconds earlier. This outrageous incident was not the controller's fault, but poor airmanship of the part of the C-46 pilot barging through instrument approach airspace on a so-called 'special VFR' departure. This was the first time I had been at risk of a collision on a GCA, which was supposed to be a controlled precision approach separated from all other traffic.



This incident, and a few other experiences, added strength to my belief that flying in visual conditions, at low level if necessary, was always safer than 'going Popeye' in this crazy environment.

Next day we headed back towards Nha Trang. Buon Blech and Buon Ea Yang were our first two stops. The disturbed earth around the new membrane airstrips was the familiar deep ochre colour of the western highlands which turned into a sticky quagmire when wet. Further on was Lac Thien, only 980 feet long, taking its name from a nearby lake. We later heard that the two GIs who met us here had been ambushed and killed on their way back to the camp.

En route to Saigon again, our two intrepid photographers presented us with a record of flying hours for the trip which they wanted us to certify, since the flying counted towards the award of a US Air Medal. Each 100 hours flying meant another medal. They already had two or three each, and confided that they felt much better about accepting them after a trip like this rather than by logging passenger time on courier flights. Perhaps the two medals we got for our whole 12 months tour here were worth something after all.





After the culinary delicacies I had enjoyed on my R&R, it was especially hard to stomach the food back at home base again. On detachment, the menu was much better as the Americans at Danang and Nha Trang seemed to be able to wangle fresh meat out of the system. But back at Vung Tau, the return to etherised (preserved) eggs, American frozen ham steaks and the never ending supply of lima beans was more than my system could endure. I could no longer raise any interest in breakfast, and dinner was fast losing its attraction.

John and I decided to do something about it. When we returned from Danang, we organised a squadron 'dine out' downtown. We chose the Neptune, where I had been earlier with Dick Brice. It was a presentable-looking upstairs open-air restaurant with a view of the lights of the town, such as they were. We had no idea what the kitchen was like, nor did we care. The visible part was satisfactory. The menu was in French and very comprehensive. The waiters ponced around in white jackets and bow ties, and the wine list was long and not too expensive.

We luxuriated.

The evening was a great success—even the CO agreed. (He came with us, as Stu Spinks (right) the squadron wag said, 'to keep us on the straight and narrow'. It was true that we all walked back to the Villa together like a Boy Scout troupe.)



After this we decided to make dine outs a regular event. The funny part was that each restaurant we patronised seemed to be the subject of a military health and hygiene check the following week, and placed out of bounds by our medical officer. Even so, no one seemed to mind, and there were no outbreaks of terrible diseases.

It was not only the food that was making me sick. One night in the bar, I found myself drinking with a group which included a visiting pilot from 'Guns a Go-Go', the cowboy euphemism for a US Army Chinook gunship squadron that operated in cooperation with our own No 9 Squadron. He was revealing the VC's latest ruse for infiltration into the Delta:



"Man, you wouldn't believe what those sons of bitches are up to. They come sailing up the rivers from the open sea in sampans, with women and kids on the upper decks just to confuse us. Course, we've got to shoot hell out of 'em. Far as we're concerned, they're all VC, and the only good VC's a dead 'un."

Was he for real, or just shooting off his mouth? Of course, I had heard similar stories from the fighter pilots at Danang and I suppose that by carting bombs and bullets around the country, I was doing as much as anyone else here to bring death and destruction on the Vietnamese people. But somehow, my role did not seem so bad, and I was not conscious of any civilians dying due to anything I did.

Sometimes I got the feeling we were on the outer fringe of things up there. We were like general roustabouts who, in the course of getting supplies into out-of-the-way strips in bad weather sometimes got shot at and hit. Chopper pilots flew lower and more often into insecure areas, usually with armed back-up. But our blokes on the average seemed more 'normal', for want of a



better word. They did their job without fuss or bullshit. OK, it was not as dangerous, though statistically there was always that chance that a stray round might hit flesh and bone rather than metal.

It was becoming harder to maintain enthusiasm about this war, and with the cause, especially since it was obviously 'business as usual' back home. I felt very sorry for the Nashos (National Servicemen), dying by the dozen, and for the American draftees. How many promising lives would be ended prematurely?

As if to resolve my conflict, the VC intervened in my life in a very personal way.

On 23 January I was flying down the Delta with Stu Spinks on a 406 mission. The weather was foul. A line of thunderstorms stretched right across the Delta, as it often did in the wet season, just the other side of Long Xuyen. Finding no gaps in the wall of cloud, we climbed to 16,000 feet and finally got through a relatively clear patch. Toward An Thoi, however, another wall crossed our path. There was no way around or over it this time, and no guarantee we would find An Thoi, which was out of range of all navigation aids, even if we got through.

Furthermore, we had barely enough fuel after all our diversions to make the round trip to Camau, our fuel stop. I decided to head straight for Camau now and, therefore, back towards the storms. As luck would have it, Camau was sitting right underneath a large rain shower. Since Camau had no navigation aids, the only way in was to make a low-level run from about 15 miles out, during which the bulky Caribou would be an easy target.



As a longstanding member of the 'Chicken Club', I decided to make it hard for any unfriendlies who might be waiting for us. I set climb power, and pushed the aircraft down to just a few feet above the terrain. As we flashed across the rice paddies 40 knots faster than usual, we heard a volley of automatic rifle fire followed by a 'thunk' from the rear of the aircraft. Stu shouted: 'The bastards are shooting at us!', almost in surprise. I felt no emotion at all, concentrating as I was on avoiding obstacles. Barry Ingate, our crew chief, however, was quite outraged. A week away from completing his tour and only now taking his first hit, he clearly resented this violation of his 'virginity'. Grabbing his rifle, he threw himself flat on the cargo ramp and emptied his magazine at the retreating, black pyjama-clad figures. Whether any of his rounds found their mark is doubtful. But I guess he felt better.

On the ground at Camau, we found a neat, round hole through the rudder, about two inches in front of the trailing edge. Forty knots slower and the hole might have been in the cabin. Our Vietnamese passengers, forgotten in the drama, stared wide-eyed at the hole, drawing their own conclusions. We pacified them as well as the language barrier would allow, and continued on our way.

Now that the spell had been broken, I half expected disaster on every mission, and flew everywhere at either several thousand feet, or treetop height, depending on circumstances. Even though I felt better down low, I am not sure the passengers did. I remember looks of alarm on several military faces when, due to low cloud one morning, I flew the courier low level from Vung



Tau to Luscombe (Nui Dat). I descended over the bay towards the marshy flats aiming for the tea plantations behind the Task Force airfield, mixing it with the choppers and Bird Dogs which normally scuttled around at this level. As I did not hear anything back at the squadron, I assume no one complained.

When snipers caught up with me again, I did not even realise what had happened until afterwards. On the first occasion, I was inbound to Dak Seang from Pleiku, again with Stu Spinks. After landing, we noticed a hole clean through the starboard aileron. It was obvious from the shape and size of upper and lower holes that the round had been fired from the ridge line above the camp, probably as we turned onto finals. The Aerodrome Directory warning, 'occasional sniper fire from hills', meant something after all.



The other time, after a trip to Butterworth in Malaysia of all places, I found a neat hole in one blade of the left-hand propeller. Since we had made only one take-off and one landing in Vietnam on the trip, we knew the bullet came from Vung Tau. I no longer rubbish those pilots who circulated stories about a sniper who sat all day in the swamp near the base waiting to take a pot shot at aircraft in the GCA pattern

I saw my mate Charlie this morning, he's only got one arm bless him. I shouted - "Where you off to Charlie?" He said, "I'm off to change a light bulb." Well I just cracked up, couldn't stop laughing, then said, "That's gonna be a bit awkward init?" "Not really." he said. "I still have the receipt."

Crash of Caribou A4-264.

On the 4th July 4, 1986, Caribou A4-264 crashed while in a landing phase at Camden airport, about 60 klms south west of Sydney. Fortunately, no one was injured however, the damage was so extreme the aircraft was beyond repair.

A4-264 had a checkered life, delivered to the RAAF in May 1968, it spent time with 38 Sqn Det "A" in PNG, where in July 1971, it overran the end of the strip at Tufi, a small settlement on the northern coast of PNG, due east of Moresby. There were no injuries. In this instance the aircraft ended up in a valley and was manually hauled out back onto the airport by about 200 local people from around the district. After repair, it returned to Australia and then spent time, painted white and wearing UN markings, with UNMOGIP in Kashmir. It rotated back to Australia in 1976 and in 1978 went to Pearce after which it returned to 38Sqn at Richmond.





It finally crashed at Camden NSW while landing and ended up at Richmond as a Fire Fighting aid.



Blonde 1: Don't tell anyone but bees really scare me.
Blonde 2: Don't worry, the whole alphabet scares me.

Wellington Airport, NZ. Control tower to be decommissioned after 60 years.

Anyone who has been to Wellington in NZ will know that the airport Control Tower is situated in the suburbs, near the airport.



It is thought to be the only one in the world built on a residential street - it even has its own letter box, but after nearly 60 years controlling the capital's skies, Wellington Airport's suburban control tower is due to wave on its final flight.

Built in the suburb of Kilbirnie, in 1958, 'The Grand Old Lady of Wellington' will be replaced by a new control tower.

Its unique location among the houses in the hills on the western side of the airport gave it a perfect view over the runway, however, the premises has reached the end of its useful life.

The tower had served Wellington well over the last six decades, surviving major storms and keeping travellers and flight crew safe in the capital's notorious winds. It was estimated the staff at the tower had watched over 7 million flights during its tenure.



The Airways staff who had spent their entire careers in the tower, as well as many other people, will be sad to see it wound down.



The old Tower building.



The New Tower building, "The leaning tower of Wellington?".



The new tower at Lyall Bay, which has been build to "lean into the wind" is also located outside the main airport boundary, near a retail area carpark which is owned by the airport. The new tower was a leap forward in design from the old tower: "It's likely one of the most resilient buildings in the country." It has base isolators to limit earthquake damage and was designed to withstand a one-in-2000-year tsunami.

The old tower will eventually be sold and it is thought it would make a "pretty good house" for aviation enthusiasts.

I woke to go to the toilet in the middle of the night and noticed a burglar sneaking through next door's garden. Suddenly my neighbour came from nowhere and smacked him over the head with a shovel killing him instantly. He then began to dig a grave with the shovel. Astonished, I got back into bed. My wife said "Darling, you're shaking, what is it?" "You'll never believe what I've just seen!" I said, "That tosser next door has still got my bloody shovel."

Camp Victoria, Brisbane.

About a klm or two from the centre of Brisbane is the Victoria Park Golf Course. Most Brisbaneites know where it is, just over the road from the EKKA, but not a lot know of its history.



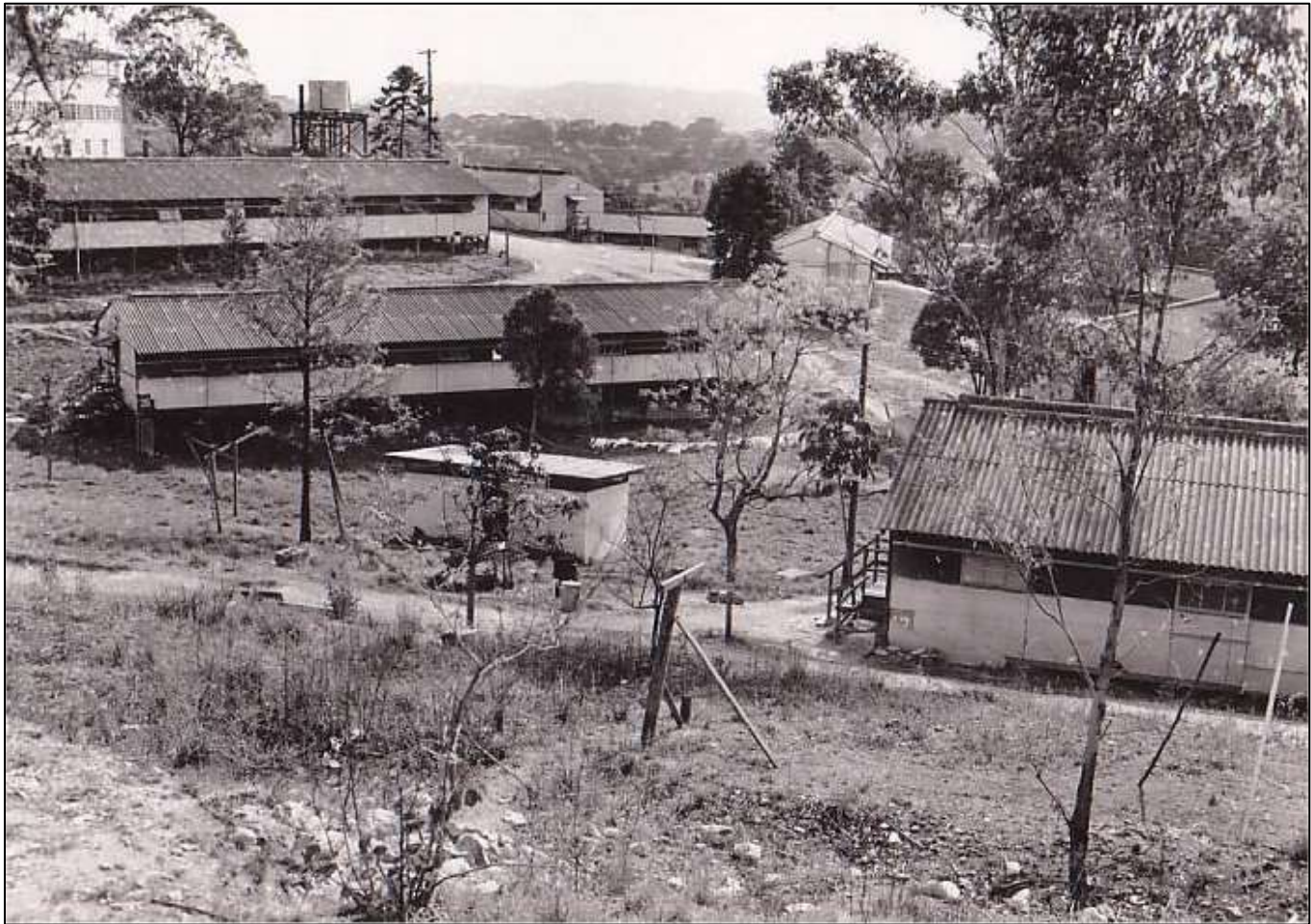
The club was formed in 1931. During the latter half of 1941, events unfolding in the South East Asia region were becoming a concern to the American forces occupying the Philippines. General Douglas MacArthur was appointed to command the US Forces in this region.



During November 1941, General Brereton arrived in Manilla to survey a ferry route across the Pacific Ocean to the Philippines, via Honolulu, Midway, Wake, Por Moresby, Darwin thence onto Manilla.

Then Pearl Harbour happened and the US was also in the war.

The first American forces to arrive in the Brisbane area was the Pensacola Convey which had left San Francisco on the 21st November 1941. This convoy had been diverted to Brisbane and arrived at noon on the 22nd December, 1941 thus began the build up of American Forces in the Brisbane area.



To accommodate all the logistic support for the US forces in the South West Pacific theatre of operations, a large complex of pre-fabricated buildings was erected at the Victoria Park Golf course. These buildings stretched from Herston Road across the park to Gregory Terrace. The Headquarters of the US Army Service of Supply (USASOS) South Pacific area occupied these buildings from August 1943 to September 1944 after which the troops moved up to Hollandia in PNG (west of Wewak).



USASOS was responsible for the logistical support and the supply of all materials necessary to run the war, from the humble razor blade to a battle tank. The buildings were used for accommodation of the troops and also as office blocks.

After the US forces left for PNG, the RAAF took over the complex and when the war ended and peace broke out, many of the buildings were used by the Qld Housing Commission for returning servicemen.



Over time the returned men were settled elsewhere and the WW2 buildings were either sold off or dismantled with the last going in 1971. At the same time, the fairways were realigned to accommodate proposed road works and a new Club House was built.

Today the Golf Complex is renowned as one of Australia's best public United States Golf Association (USGA) rated golf courses. If you're into golf you can see further information [HERE](#).

After both suffering from depression for a while, the missus and I were going to commit suicide together yesterday. Strangely enough, however, once she killed herself I started to feel a lot better. So I thought - damn it, I'll soldier on.

Two hands on the throttles.

If ever you get the chance to watch the pilot/co-pilot at work during the take-off phase, you'd see both persons with their hands on the throttles. If so, you, like us, would wonder why that is. Is this a security thing, is this to stop a suicidal pilot from pulling power and ploughing everything into the drink, or is it because the throttles are very hard to push forward and need two sets of hands to do it, or is it just because the pilot and co-pilot are friendly?

Well, no, neither of those.

The reason is pretty simple really. The pilot is primarily responsible for all aspects of flight, including take-off, cruise, and landing. On take-off he lines up the aircraft, sets the airframe configuration and thrust level (large aircraft rarely use full power on take-off) then when ready, releases the brakes and commences the take-off roll. At this phase, both pilot and co-pilot have one of their hands on the throttle levers. As the aircraft approaches V1 (the speed where take-off cannot be aborted), the pilot takes his hand off the



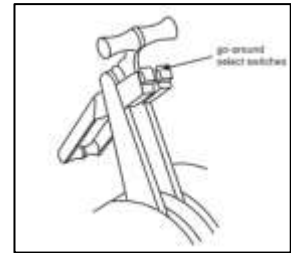


throttle levers and puts both hands on the “wheel” to rotate the aircraft. The co-pilot keeps his hands on the throttles to ensure the levers don’t creep back reducing power.

Then, once the aircraft is settled into its climb-out phase, the co-pilot takes his hands off the throttles and both commence their take-off check-list.

Another reason the co-pilot does this is to be in a position to act immediately if there is an emergency. If the take-off has to be aborted, the pilot will need two hands to control the aircraft on the ground – and while he’s doing that the co-pilot will pull the power.

The reason is that simple, but, technology is steadily making that practice redundant. Most modern jet transport aircraft have a switch called TOGA – which is “Take Off, Go Around”. This is part of the new “Auto-Throttle” facility. It works like this:



Once an aircraft has lined up, the pilot increases the engine power. He then presses the TOGA switch by pushing the thrust levers to TOGA on Boeings or to TOGA or FLEX detent on Airbuses and the engines then increase to their computed take off power. Modern aircraft flight management computers will determine the power needed by the engines for take-off, based on a number of factors such as runway length, wind speed, temperature, and most importantly the weight of the aircraft. In older aircraft these calculations were performed by the pilots before a take-off. The advantage of having such a system is the ability to reduce wear and tear on the engines by using only as much power as is actually required to ensure the aircraft reaches a safe take-off speed.

With the computer taking control of power settings and with yokes replacing wheels, this practice seems to be a thing of the past. The TOGA system works a lot like the cruise control system in your car, if the pilot hits the toe brakes on take-off (aborts the take-off), TOGA automatically brings the engines into reverse and raises the spoilers and the auto-brake kicks in.

You know it makes sense!

The doctor said, “have you been drinking enough fluids lately?”
The bloke said, “that’s all I do drink.”

DVA Queensland - Christmas party – 2018.

The Queensland division of the DVA held their annual Christmas get together on Thursday the 6th December. DVA has been holding these Christmas “get-togethers” for many years and, apart from enjoying the odd prawn or six, it is an excellent opportunity for Ex-Service organisations to meet with and discuss any problems they might have with some of the senior DVA people. "



This year's guest of honour was the very approachable Craig Orme DSM AM CSC. Craig is the Deputy President of the Repatriation Commission within DVA which he joined in 2015 after leaving the ADF. He normally works out of Canberra.



Craig has a military background, having spent 37 years with the Australian Army, retiring with the rank of Major General (AVM in the real money). Craig was awarded the Distinguished Service Cross (DSC) in the 2016 Australia Day Honours.

During his military career, his operational experience included deployments in Malaysia, Iran, Kuwait and US Central Command, as well as in the Middle East and Afghanistan. The DSC acknowledges his distinguished command and leadership in warlike operations as Commander Joint Task Force 633 on Operations SLIPPER and OKRA from September 2013 to December 2014.

Within DVA, he has been heavily involved in work to introduce online claims forms, develop a single dispute resolution pathway for claims, update IT systems and reduce claims processing times.

Craig made himself readily available and offered a sympathetic ear to everyone at the party and assured everyone that as he was a Vet himself, he had the interests of all Vets top of mind.

Craig and all the Ex-Service Organisation members were welcomed to the afternoon by the Queensland Deputy Commissioner, Leanne Cameron.





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

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

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

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

Below are some of the wonderful team who work with Leanne and who make the Queensland division a standout compared to the other States. These girls really put in that afternoon, mixing with and looking after everybody, ensuring the food tables were always full of goodies, paying special attention to the prawns – everyone's favourite.



Britnee Mitchell, Christina Bruce, Kerry Heath, Carol McDonald, Amanda Green.



Some others that were there include"



Chips Ross, Amanda Green, Terry Toon.

Chips and Terry are with the Atomic Ex-Servicemen's Association. Chips is well into his 90's, is as fit as a fiddle and still has an eye for a pretty girl. Terry is the Editor of their wonderful little magazine, Atomic Fallout. The Association represents all those who served at Hiroshima, Nagasaki, Monte Bello, Emu Field and Maralinga and supporting bases around Australia.

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

One day, while an old Australian ex-Navy bloke was cutting the branch off a tree high above a river, his axe fell into the river and sank immediately. When he cried out, the Lord appeared and asked, "Why are you crying?" The old Sailor replied that his axe had fallen into water, and he needed the axe to supplement his meagre pension. The Lord went down into the water and reappeared with a golden axe. "Is this your axe?" the Lord asked. The old Sailor replied, "No." The Lord again went down again and came up with a silver axe. "Is this your Axe?" the Lord asked. Again, the old Matelot replied, "No." The Lord went down again and came up with an iron axe. "Is this your Axe?" the Lord asked. the old Sailor replied, "Yes." The Lord was pleased with the old Matelot's honesty and gave him all three axes to keep and the old Sailor went home very happy.

Sometime later that same old Sailor was walking with his woman along the river bank and his woman fell into the river. When he cried out, the Lord again appeared and asked him, "Why are you crying?" "Oh Lord, my woman has fallen into the water!" The Lord went down into the water and came up with ANGELINA JOLIE. "Is this your woman?" the Lord asked. "Yes," cried the old Sailor. The Lord was furious. "You lied! That is an untruth!" The old Sailor replied, "Oh, forgive



me Lord. It is a misunderstanding. You see, if I had said 'no' to ANGELINA JOLIE, you would have come up with CAMERON DIAZ. Then if I said 'no' to her, you would have come up with my woman. Had I then said 'yes,' you would have given me all three. And Lord, I am an old man not able to take care of all three women in a way that they deserve, that's why I said yes to ANGELINA JOLIE."

And God was pleased.

The moral of this story is: Whenever an old Australian Sailor lies, it is for a good and honourable reason, and only for the benefit of others!



John "Sambo" Sambrooks, John "Prawn sampler extraordinaire" McDougal.



Greg Russell, Helen Bruce.



Greg is on the Committee of the Kedron Wavell RSL Sub-branch and is one of their senior Veterans' Advocates. Helen has been with DVA in Brisbane for many years and is on the Executive Team which manages the Qld Office.



John "Griffo" Griffiths, Candice Carroll.

John is an EX-RAAF pilot, having flown most of its aircraft, after which he took the reins of the RAAF Cadet Scheme in Queensland before hanging up his head-set a few years ago. Candice is with the [Veterans Care Association](#), which was set up to support returning veterans and their families to overcome Post Traumatic Stress Disorder (PTSD) and other challenges when returning to civilian life. She is their Client Support Officer (Psychological Services).





Gary Stone AFP, Gary is ex_Army and now the Veterans Care Association's Padre and President.



Helen Bruce, Peter Schwarze.

Peter is ex-Army and did a time with the SAS. For some reason he delighted in leaping out of perfectly serviceable aircraft while in flight.

2 more (very important) hard workers.



Lisa Baisden, Ben Isaacs.

Lisa and Ben were "Mine Hosts" and kept the liquid refreshments flowing well into the afternoon.



Kel Ryan, Phil Lilliebridge, Brendan Cox, Ken Roma, Mal Rerden.

Kel is a Life Member of the RSL in Queensland and has also held elective office in a number of other ex-service organisations. **Phil** is on the Committee of the Kedron Wavell RSL Sub-Branch and is responsible for Projects and Defence Liaison. **Brendan** is the CEO of Legacy in Brisbane, **Ken** is the President of the Kedron Wavell RSL Sub-Branch and **Mal** is the President of Legacy in Brisbane and the Chairman of its Board of Directors.



Jenny Gregory, Lyn Wilkes, Judy Morris, Lisa Adams, Rosie Forster.

Jenny is the President of the [State War Widows](#) Guild in Qld, **Lyn** and **Judy** are ex WRAAFS, **Lisa** is from the [Women Veteran's Network Australia](#) and **Rosie** is a past President of the WRAAF Association.

Wallaby Airlines Tie.

(Some say it's worth millions??)



To thank Leanne and everyone at DVA for the wonderful help they have provided for Wallaby Airlines Association members in particular and all Vets in general, John McDougall presented Leanne with a Wallaby Airlines tie.



Amanda Green, who is always prepared to help whenever asked, was also presented with one of the Wallaby Airlines ties.

“The West Australian” - Thursday 6th Dec 2018

The pressure of a skills shortage looms over the WA resources industry. As the war for talent heats up, it will mean employers fighting over the same pool of potential recruits. This approach can only result in employers playing the wage game, not the skills game.

For business, there needs to be a transition to new and innovative ways to tap into potential talent pools to fill gaps. Resources sector executives need to consider how to strategically ensure the sustainability of their workforce, keeping cost efficient and also diversifying the abilities of their staff.

Recently I joined a panel with Senator Linda Reynolds, Mark Donaldson VC of Boeing Defence Australia and Linda O'Farrell, group head of people at Fortescue Metals Group, to discuss how a veteran workforce can provide a long-term and sustainable employment stream and improve business productivity. Around 5000 veterans leave the defence forces each year. They come highly trained, skilled and eager to start the next step in their careers.

Pleasingly, we all acknowledged the need to step away from the narrative that veterans are "broken" but rather recognise their qualities - the ability to operate in complex environments and a demonstrated and inherent understanding of safety and esprit de corps were cited as the strengths of veterans.



Ms O'Farrell (right) described to the audience of some of the biggest employers in the State, how veterans were contributing to positive outcomes for Fortescue. Since working with Ironside Recruitment to develop a veteran employment pathway for the rapid actual upskilling of heavy diesel mechanics, they have reported productivity gains across all workshops in which veterans are deployed. This speaks to the indomitable spirit of the Aussie soldier, sailor or airman and the ability of our serving men and women to face any challenge and turn them into opportunities.



Veterans spend 70 per cent of their Defence Force life training and learning skills which means employing them for attitude and training for skills which means employing them for attitude and training for skills cannot be a better strategy. Many veterans attain nationally recognised trade certificates including diesel mechanics, maintenance fitters, high-voltage electricians, marine fitters, riggers and plant operators. Specialists including unmanned aerial system operators can qualify quickly as automated haulage system operators and we're proving this already with some clients.

So, if you're not including veterans in your own strategic workforce plan, ask yourself why not.

Home cooking. Where many a delusional man thinks his wife is.

The Anzac Bell

Perth's newest addition, a 6.5 tonne bell which was installed into the Perth Bell Tower marks the centenary of Anzac and was first heard on Anzac Day 2018.

Local firm VEEM was heavily involved in bringing the Anzac Bell to life and even though the final tuned weight is approximately 6.5 tonnes, a total of ten tonnes of liquid bronze (80% copper and 20% tin) was needed to properly cast it.

Representatives from the Bell Tower, the Minister for Culture and the Arts, and the MP for Jandakot were present at the pour as well as the RSL and the Royal Australian Navy, as the senior service of the Australian Defence Forces.

The Anzac Bell was the first of its sort to be cast in Australia and it will be the largest swinging bell in the Southern Hemisphere. It is expected to last over 500 years and would be a lasting legacy to acknowledge the Anzac centenary.

The Perth Bell Tower is currently home to 17 bells which are made up of 12 bells from St Martin-in-the-Fields and 5 bells from the London diocese of the Church of England. These bells were gifted to Western Australia as part of the nation's bicentennial celebrations in 1988.
<https://youtu.be/kfUpoq1wcWo>



You can see the story which was shown on Today Tonight recently [HERE](#)

Nature always has a reason. Women over fifty don't have babies because they would put them down and then forget where they had left them.



Armistice Day.

They say the Melbourne Cup stops the nation – and so it does, but so now does ANZAC Day and Armistice Day. Over the years these two days have metamorphosed from days commemorated by a few to “sacred” days revered by the Nation.

Sunday 11th November, 2018 marked the 100th anniversary of the Armistice which ended the First World war (1914 – 1918). 100 years ago, at 11.00am on the 11th November 1918, the guns of the “Western Front” fell silent after 4 years of continuous warfare. The number of people who lost their lives during that horrendous period is estimated to be about 40 million, that number includes both civilian and military personnel.

Australia, which had a population of only 5 million back in 1914, sent 330,000 of its fit young men to that terrible war and a total of (about) 60,000 of those never came home. A number of them remain in Commonwealth War Graves like this one at [Tyne Cot](#) in Belgium.



This had a huge effect on the social make-up of the Australian population, with nearly 2.5% of its able-bodied men either lost or severely wounded.

In 1918, the allied armies had driven the Germans back, having inflicted heavy defeats upon them over the preceding months. In November, the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement after which they accepted the allied terms of unconditional surrender. The 11th hour of the 11th day of the 11th month attained a special significance in the post-war years and became universally associated with the remembrance of those who had died in the war.

On the first anniversary of the armistice in 1919, two minutes' silence, which was proposed by Australian journalist Edward Honey, was instituted as part of the main commemorative ceremony at the new cenotaph in London.

King George V personally requested all the people of the British Empire to suspend normal activities for two minutes on the hour of the Armistice which stayed the worldwide carnage of the four preceding years and marked the victory of Right and Freedom'. The two minutes' silence was popularly adopted and it became a central feature of commemorations of Armistice Day.

On the second anniversary of the Armistice on 11 November 1920, the commemoration was given added significance when it became a funeral, with the return of the remains of an unknown soldier from the battlefields of the Western Front.

Unknown soldiers were interred with full military honours in Westminster Abbey in London and at the Arc de Triumph in Paris. The entombment in London attracted over one million people



within a week to pay their respects at the unknown soldier's tomb. Most other allied nations adopted the tradition of entombing unknown soldiers over the following decade.

In Australia on the 75th anniversary of the armistice in 1993, ceremonies again became the focus of national attention. The remains of an unknown Australian soldier, exhumed from a First World War military cemetery in France, were ceremonially entombed in the Australian War Memorial's Hall of Memory. Ceremonies were conducted simultaneously in towns and cities all over the country, culminating at the moment of burial at 11.00am and coinciding with the traditional two minutes' silence.



In 1997, the then Governor-General, Sir William Deane, issued a proclamation formally declaring the 11th November to be known as Remembrance Day and urging all Australians to observe one minute's silence at 11.00am on 11 November each year, to remember those who died or suffered for Australia's cause in all wars and armed conflicts.

As usual, this year the Kedron Wavell RSL Sub-Branch held a commemorative service at the Kedron Wavell Services Club. People gathered in the foreground of the Club's grounds from about 10.00am for the solemn event.

We will remember them. Lest we forget.





MC for the day was the Sub-Branch's Ceremonial Committee member, Barry Kyrwood.





The Catafalque Party marched on with period 303 rifles.



Followed by the flag bearers.



The young ladies from Wavell State High formed the choir.



Lieutenant Sam Hall was the guest speaker.

Wreaths were placed at the tri-Service memorial by (among others):



Peter Cairns – Senior Vice-President of the Sub-Branch.



Anthony Lynham, the Qld State Gov't Member for Chermiside.



Merv Clarke MBE, whose father was killed in WW1.
Merv served in the Army during WW2 as a "Radtech". He turned 100 in Feb 2017.



Andrew Hall piped the Lament during the laying of wreaths.



The Sub-Branch's treasurer, David Izatt read the Ode



A young Zac Shurard, from Wavell State High played the Last Post and the Rouse.



Padre Dan Kemp CSM led all in prayer for the fallen.



Rod and Deb Single and "Sambo" spotted in the large crowd.



With the ceremony concluded, the Catafalque Party and the Flag Bearers marched off and everyone was invited into the Club's Kittyhawk Room for refreshments.



Age is the high price to pay for maturity

2018 is the 100th year anniversary since the guns on the Western Front fell silent and we reflect on the significance of that event. We also pause to remember all of the men and women of the Australian Defence Force who have made the ultimate sacrifice.



Gabrielle Alina Petit. A brave women.

R.I.P. Gabrielle Alina Eugenia Maria Petit, 20th February, 1893-1st April, 1916.

Some people get no breaks in life. Sometimes, they have to die before getting the recognition they deserve. Take the case of the Belgian heroine no one had heard of until she was dead.

Gabrielle Alina Eugenia Maria Petit was born on the 20th February 1893, in Tournai, Belgium to a very poor family. When her mother died, when she was nine years old, she was sent to an orphanage because her father could not afford to raise her. Petit had wanted to become a teacher, but given her poverty, it simply was not possible.

Upon leaving the orphanage, she worked at several jobs, as a nanny, laundry supervisor, waitress, etc. Estranged from her family, she shunted from one rented bed space to another until Marie Collet (a neighbour) took her in. Everything changed for her then.



In early 1914, Petit fell in love. His name was Maurice Gobert, a career officer in the Belgian Army with ambition. Gobert promised her not just a future, but a better life. They were engaged, but sadly, on the 28th July, 1914, WWI broke out and Petit joined the Red Cross. Gobert went with his regiment to Antwerp. Despite being protected by Belgian, British, and French forces, the city was besieged by the Germans on the 28th September. By early October, the Allies had retreated while the Germans marched deeper into the rest of Belgium.

The injured Gobert went into hiding to heal from his war wounds. In May 1915, he made his way to Brussels where Petit hid and cared for him as best she could.

So that Gobert could reunite with his regiment they made their way into neutral Netherlands, not an easy task. The Germans had sealed off the Dutch border with the Wire of Death, a lethal electric fence to prevent saboteurs from entering Belgium and keep a valuable workforce (the Belgians) from leaving.

Petit passed on information about the German Army to the British who asked her to return to Belgium and spy for them. She was reluctant at first but she was patriotic and she hated Germany. After a few weeks of training in London, she made her way back to Belgium sometime in mid-August. Her duties were simple, observe the border between the Belgian Hainaut region and northern France where the German 6th Army was based.

Becoming bolder, she extended her surveillance work to Brussels. To relay information on troop movements, strength, and weapons back to her superiors in the Netherlands, she depended on reliable couriers, some of whom worked with the Red Cross. She got so good at it the British considered her to be among their most reliable agents in Belgium.



The “Le Patriote” (The Patriot) was a French newspaper founded in 1884 and was fiercely anti-occupation. The Germans had banned it. In 1915, the paper changed its name to La Libre Belgique (The Free Belgium) and continued publishing in secret. Petit helped to distribute copies of the illegal publication. Deprived of vital information the Belgians relied on the Mot du Soldat (Word of the Soldier). It was an underground mail service connecting families with Belgium soldiers who fought for the Allies. Petit assisted them and she also helped several other soldiers escape to the Netherlands.

In February 1916 she was betrayed and arrested, together with another female agent. Despite interrogation, she refused to break. According to eyewitness accounts, she took every opportunity to tell the Germans just how much she hated them. Petit’s trial began in March and ended the following day with a death sentence, however, her execution was delayed because of another woman.

Edith Louisa Cavell was a British Red Cross nurse who was caught helping Allied servicemen escape German-occupied Belgium. Her execution in October 1915 had caused an international outcry and boosted the number of British men who enlisted in the military. The German government had qualms about executing Petit.

***Petit’s monument in Place Saint-Jean
In Brussels.***

She was offered amnesty if she would reveal agent’s names, but Petit consistently refused. On the 1st April, 1916, she was marched to the Tir National execution field in Schaerbeek. Refusing to take the hand of a soldier who tried to steady her or to accept a blindfold, she famously said, “I do not need your assistance. You are going to see that a young Belgian woman knows how to die.”

At age 23 (think about that!!) she died for her country but there was no outcry, this time. The Belgians knew nothing about her until May 1919 when the royal family held a state funeral for her and officially declared Petit a national heroine. In her hometown of Tournai, they named a square after her – a permanent home for an unwanted half-orphan.





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–Amberley Associations’ Day.

The OC of 82 Wing at Amberley, GpCapt Robert Denney AM, invited EX-RAAF Bomber Squadrons Association Members to the Base on Tuesday the 18th September, for the annual Associations’ Day Presentation Ceremony, this to be followed by a sumptuous luncheon in the Officers’ mess and tour of the Aviation Heritage Centre.



You only have to be asked once – it’s always a great day.

The event commenced at 10.00am with a Welcome to Amberley, followed by a Memorial Service which was held at the Memorial Garden at Amberley, outside the now main gate and where Canberra 201 has sat on guard for many years.



GpCapt Robert Denney AM welcomes everyone to the Ceremony,
with Chaplain Craig Boettcher looking on.

The day brought together more than 100 current RAAF and Association members to reflect on the traditions of some of the Air Forces' oldest and most distinguished bomber squadrons.

After the Welcome, various Association members were invited to lay a Wreath.



Following the Wreath Laying Ceremony, Fl Lt Steve Finch OAM played the Last Post and the Rouse.

Steve is the secretary of the RAAF Amberley Brass Band and is called upon whenever a professional trumpet player is required to officiate at such functions. The Band of which he is the Secretary, made its first public performance back on ANZAC day 1943, when it led the annual ANZAC day parade through the streets of Ipswich. This occasion was the first of thousands of musical engagements undertaken by the band all over Queensland and New South Wales over the following 75 plus years.

Over this period, the band has been through many highs and just as many low points when, due to funding difficulties or a shortage of competent musicians, the band had been reduced to not much more than a handful of players and a drum corp.



FI Lt Steve Finch OAM.

Today the RAAF Amberley Band is a strong and viable musical entity. It consists of serving members, retired Air Force and Army personnel, spouses and dependants of serving members and civilian members from the Amberley community. New uniforms have been designed and purchased and the band is once again regularly performing at official Air Force ceremonies, and in support of local community functions.

It receives no direct funding from the Commonwealth and is predominantly self-funding with the capacity to charge for performances which are not in direct support of official Air Force functions.

The band currently consists of approximately 30 competent musicians and on average performs two to three times per month throughout South East Queensland.

I was visiting my daughter the other night when I asked if I could borrow a newspaper. "This is the 21st century" she said, "We don't waste money on newspapers. Here, use my iPad. I can tell you ...that damn fly never knew what hit it."

At about 11.00am, with the official Memorial Ceremony concluded, GpCapt Denney invited everyone to hop aboard the little white buses for the short trip to the Officer's Mess for morning tea followed by presentation of trophies to members of 82 Wing for their outstanding performance in the previous twelve months.

This wing, which today is under the control of the RAAF's Air Combat Group, includes No 1 Squadron which operate the F/A-18F Super Hornet multirole fighters, No 6 Squadron which operates the new [EA-18G Growlers](#) and No 4 Squadron which operates the Pilatus PC-9 forward air control aircraft.



I just swapped our bed for a trampoline, my wife hit the roof.



People gathered in the conjoined Officers/Sergeants Messes for morning tea and the presentation of trophies.

As is the case at a lot of ADF bases throughout Australia, the three Messes at Amberley surround a common kitchen, obviously done for efficiency and to keep costs down. All Messes now receive the same menu, the only difference being the presentation of the food. The Officers and Sergeants Messes are normally separated by a sliding partition door which can be opened to produce a large area for special events.

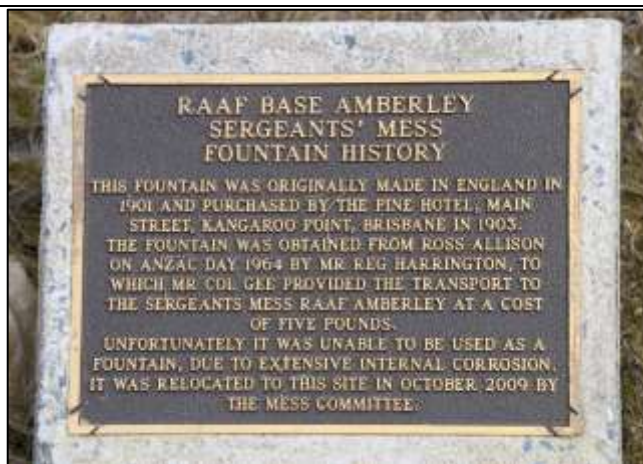
The Airman's Mess is a lot larger and is separate from the other two but still backs onto the central kitchen.



We did notice the opening hours for the Airman's Boozer – things have certainly changed there, once upon a time a trip to the boozer after work was practically compulsory. Today the hours are:

Mon: Closed
Tues & Wed: 1700 –2000
Thurs & Fri: 1600 – 1800, then 1830 - 2200
Sat: 1600 - 2000
Sun, Pub Hol: Closed.





This poor old fountain, which sits outside the Sergeants' Mess, is in dire need of some TLC. (Click the pic at right to read the plaque.)

After everyone had morning – tead themselves, it was time for the presentations. MC for the morning was, of course, the very professional Paul Lineham.

Trophies are awarded to Serving Personnel from various combat related Squadrons with recipients being chosen on their operational proficiency, demonstrated excellence in general service attitude and or their support of their Squadron's responsibilities both in the air and on the ground.



2 Squadron Association Award.



Left: Gary Olsen (2 Sqn Treasurer), FLTLT Laura Haws (winner of the Trophy), FLTLT Jack Marshall, and Arthur Rennick (2 Sqn Secretary).

Laura was handed her award by FLTLT Jack Marshall (right) who is the 2SQN Personnel Capability Officer (what we would call the ADMINO). Jack flew up from Williamtown to be present at the Awards.



The 2 Squadron Association trophy is awarded annually to an officer of technical or non-technical categories who has made the most significant contribution to 82 Wing's operational proficiency including demonstrated excellence in general service attitude, dress, bearing and proficiency in category.

FLTLT Laura Haws, Electronic/Electrical Officer (ELECTR), this year's winner, is a proficient and enthusiastic junior engineer within the 1SQN Maintenance Executive. Laura joined 1SQN in early 2018 and was soon tasked with coordinating the [OKRA](#) welcome home ceremony in January 2018. This involved liaising with many external base agencies, establishing parking positions at Air Movements, coordinating the provision of flight line maintenance support to both F/A-18F and F/A-18C aircraft and arranging for the six returning F/A-18F aircraft to be towed to 1SQN lines.



This was a considerable undertaking for a very junior FLTLT who had only been at the unit for three weeks. Since taking on the Fleet Maintenance Officer (FLMO) role WEF June 2018, Flight Commanders have commented very positively on the competence and accountability exhibited by Laura in the role. She has implemented numerous written and face-to-face initiatives to improve communications between the FLMO office and 1SQN flying execs and has simultaneously displayed strong competence in all the technical aspects of the FLMO role. Laura has displayed strong adherence to all Air Force values, most particularly Excellence and Initiative.

Beaufighter Association Award.

The Beaufighter Trophy is awarded annually in commemoration of the formation of the Beaufighter and Boston Association to encourage excellence in junior non-commissioned officers and airmen. Eligible recipients are chosen from members who are employed in non-technical combat support duties which are in support of air combat related activities. The OC of 82 Wing selects the most worthy recipient from those nominated.

Winner of the Beaufighter and Boston Association Trophy was the lovely LACW Izabella Mytkowski



Izabella is currently posted to 1SQN as a Personnel Capability Support person (was that a Clerk Admin??). She won the Beaufighter and Boston Association Trophy which was presented by Mr Eric Cavanagh, OAM - President of the RAAFA Logan City Branch (they are custodians of the Beaufighter & Boston Association Trophy).

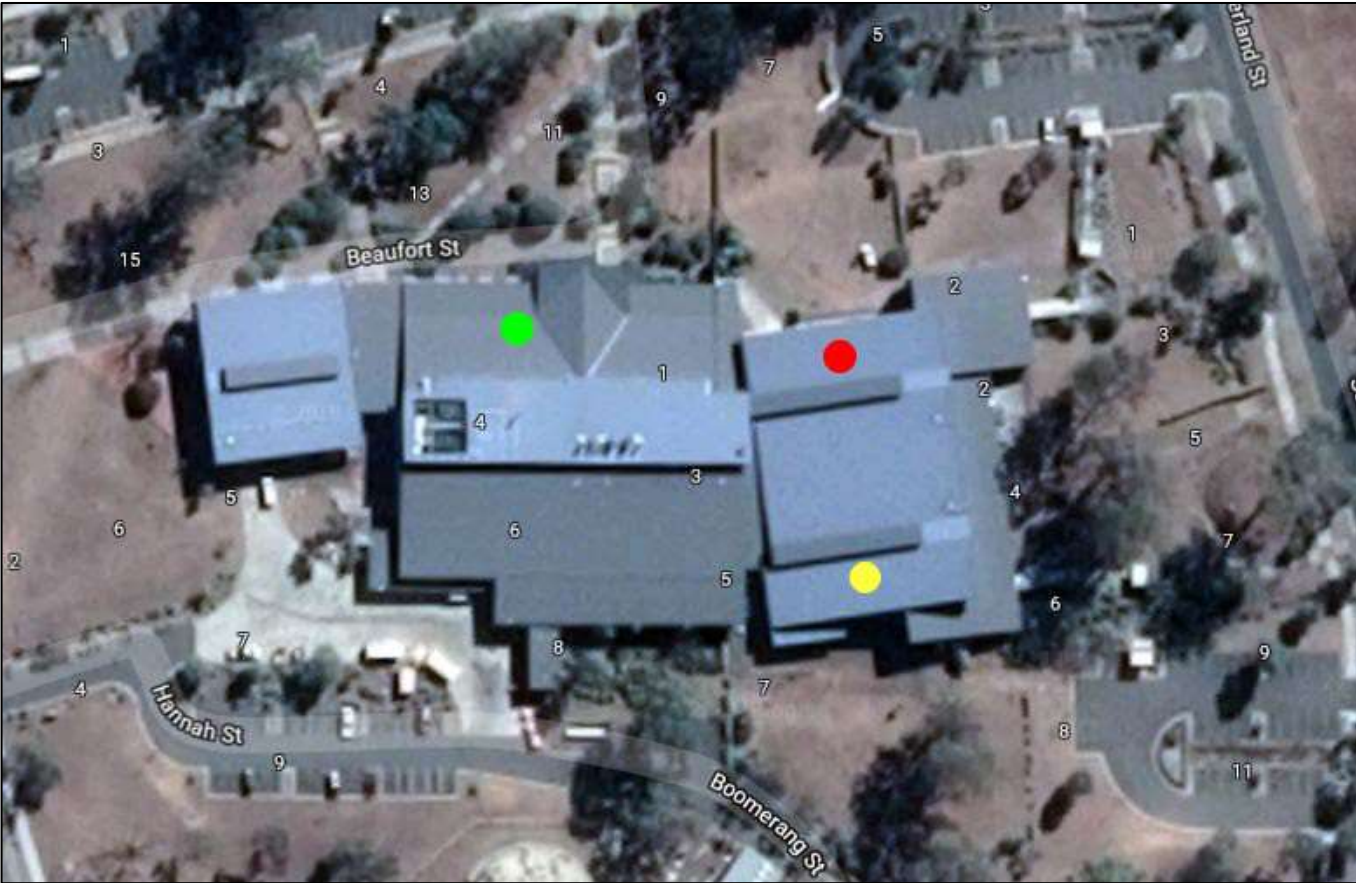


AIRCDRE Micka Gray is the President of the Path Finder Force Association and he travelled up from Canberra to attend the day.

Micka Gray, a very experienced RAAF pilot, presented both the Path-Finder Force Trophy and the Path-Finder Force Association (QLD) Trophy in conjunction with Mr Gary Vial, who is the son of the Path Finder Force Association (QLD) Life President (Mr Allan Vial, DFC, OAM, Chev L.H. (Fra), OPR (Pol) COM (Pol). Click [HERE](#) to see an interview with Micka Gray and some great shots of aircraft at Pitch Black, Darwin.

With the official ceremonies concluded, everyone had a few minutes before being called into the Mess area for lunch. Sambo and I had a walk around. If you haven't been to Amberley in a while, you wouldn't know the place. It was bit, now it's bloody big! There's construction going on everywhere and the Messes and the new living quarters are now "up on the hill" away from the noise. The pic below, which is available on Google earth, shows the Messing complex with the Officer's Mess (yellow dot), the Sergeant's Mess (red dot) and the Airman's Mess (green dot).

The Airman's Boozer is the building to the left of the Airman's Mess.



The bar was open and in the interests of science, we had a look at the prices which are still as cheap, comparative wise, as they used to be. Costs are:

XXXX Gold stubby	\$4.10	Corona stubby	\$5.30
Boags premium stubby	\$5.80	Glass of red or white	\$5.50
Nip Bourbon/Scotch	\$5.70	Can of coke/	\$2.00

If you want the rainbow, you have got to put up with the rain.

Officer's Mess end.



Sergeant's Mess end.

The Sergeants occupy the northern (and best ??) end of the complex



Lunch was then served in the normal ADF manner, everyone lined up in an orderly queue and filed past the stewards and made their selection from the menu displayed – and what a choice there was. This menu would have been quite at home in any 5 star restaurant.

Click the menu at right to see what was on offer.



Meals aren't "free" like they used to be, once upon a time the cost of your meals and accommodation was included in your salary and if you went off base for a few days you could claim that cost back – it was called "Subsistence Allowance". Today that has done a complete 180, today if you wish to eat on base you pay as you go and for what you get it's damn cheap.

Meal costs are:

Meals for ADF and APS personnel.	Cost	Meals for non-ADF/APS personnel.	Cost
Breakfast	\$5.00	Breakfast	\$14.00
Lunch	\$7.50	Lunch	\$14.00
Dinner	\$7.00	Dinner	\$25.85



Lunching.



2 Sqn Association personnel enjoying lunch.



Sambo and Kelsey MacDougall,
Kelsey is what we'd call a "box-packer" with the Growler squadron and like the other people
with whom we spoke, just "loves her job".



We must thank FSgt Susan Mallett (below) who organised the whole affair and who invited us along. Susan comes out of retirement every year and spends a whole month organising these events and does one helluva job. She should get an award too.



After everyone had lunched, the little white buses were once again made available and shuttled those that wished down to the Amberley Aviation Heritage Centre.



RAAF AMBERLEY
AVIATION HERITAGE CENTRE

For those that haven't been to the Museum, you are missing something, put a visit on your bucket list. Public Open Days are always free of charge and occur on the third Sunday of each month, January - November, except for public holidays. Opening hours of the centre are 9am - 3pm, however base access ceases at 2pm to enable visitors to park and have sufficient time to view the displays before closing.

For entry to the Base, download the [Public Open Day Application](#) fill it in, make sure you include the full name of everyone who is in your car, bring it and photo ID (for those who are 16 and over) and present them to the guard room.

Public Open Day queues can sometimes be long as open days usually attract up to 1000 people, the easiest and fastest way to access the Base on open days is to have a completed application ready to go and on hand.

Pets, trailers and caravans are not permitted on Base and smoking is not permitted within the Heritage Centre precinct.

The Museum has a number of complete aircraft, including:

Boston Bomber
F-111
Pilatus Porter
Sopwith Camel

Canberra
Iroquois
Sabre
Winjeel

Caribou
Mirage
Bell 47
Boomerang



The mighty Winjeel.



The Boomerang.

When Japan entered WW2 in 1941, the RAAF had no front-line fighter capable of defending Australia. A new aircraft had to be quickly designed and manufactured. Using only parts that were readily available, including many from the Wirraway, production of the Boomerang, nicknamed the "Panic Fighter," was achieved in just 16½ weeks from drawing board to initial test flight. Another truly remarkable feat from its designer, Lawrence Wackett.

It was powered by a 14 cylinder R-1830 Twin Wasp engine, the same engine that was used in the B-24 Liberator. It had a top speed of 490km/h, a service ceiling of 34,000ft and 250 of them were built. It wasn't in the same class as the Japanese Zero but in some areas its performance was equal or superior to the Kittyhawk or the much maligned [Airacobra](#). It wasn't used as a fighter as originally envisaged but did perform well as a ground support aircraft.

This particular aircraft served with 83 Sqn which was based at Strathpine, a northern suburb of Brisbane and at the end of the war was sent to 6AD, which was at RAAF Oakey, for storage. It was then written off and subsequently disposed of and fell into disrepair.

In 1990 it was restored by local enthusiasts at the Darling Downs Aviation Museum in Toowoomba and then put on display at the Museum of Australian Army Flying in Oakey, Queensland. On the 28th August, 2018, it was moved to its new home at Amberley.



Pilatus Porter.

This particular aircraft arrived at the 1st Aviation Regiment, which was situated at Amberley, in May 1971. It saw service overseas in Papua New Guinea and Vanuatu. All the Army's Porter aircraft were delivered to Amberley and were operated from there until the move to Oakey in 1973. RAAF personnel were posted to 16 ALA and 1 Aviation Regiment and were initially involved in servicing the aircraft and training Army personnel.

The Australian Army ordered a total of 19 Porters between 1967 and 1969. The first four arrived at RAAF Amberley in February 1968 with the last four arriving in April 1970. In October 1992 the Porter was retired from Army service.

This one's for my old mate Don P!!

Don, you can click it and get a much bigger look – I know you'll want to download the big pic and hang it over the fire place in the lounge room.



They say it's a small world and we can't now argue with that. We were walking around the aircraft, having a good look when we heard "Hello!".

Turning around we spotted Maeve Tennent, an old WRAAF friend from our days at Richmond, who back then was Maeve Cooper. We haven't seen Maeve since we left in 1971 and it was great catching up again



Maeve is one of those tireless volunteers who give of their time to make Museums like the one at Amberley a success. She lives about 75kms from Amberley and does the round trip once every week to help in the uniforms' section of the museum and when she's not doing that, she sells raffle tickets raising money for the museum. We parted with a few dollars but didn't win anything.

Without dedicated people like Maeve, a lot of Australia would grind to a halt.

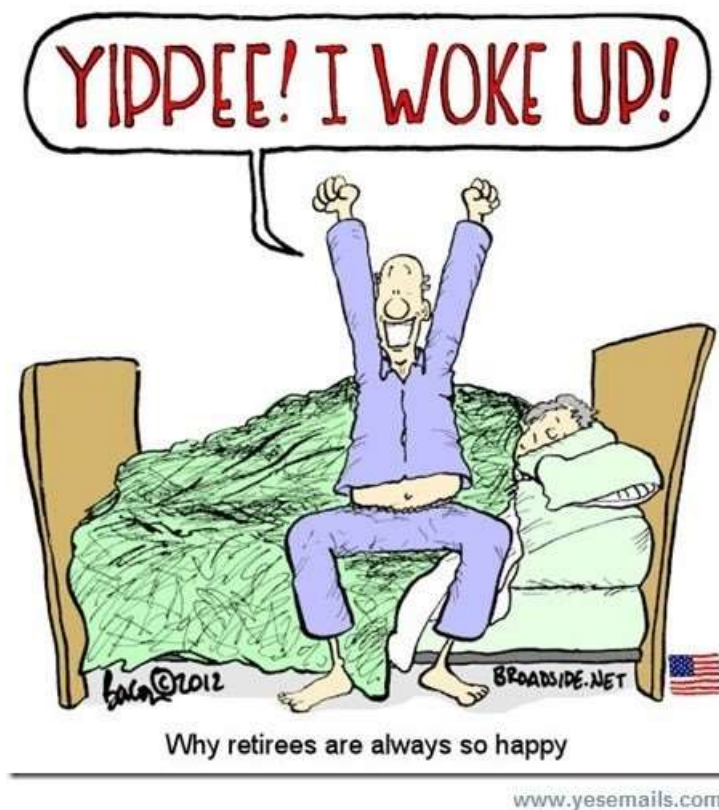
Maeve spent a million years in uniform, half a million in the permanent Air Force, the other half in the reserves. She certainly has a story to tell and we'll bring it to you next issue.

Then it was time to catch the little white bus and leave Amberley and while we were out that way, Sambo begged for a small diversion on the way home.

Seems while he was posted to 3 AD at Amberley all those years ago, there was this establishment not far from the base where a lot of blokes held prayer sessions, sometimes during lunch. When we got there we noticed Sambo had a tear in his eye and insisted on popping in for a few Hail Marys.



He said things had changed a lot in the 40 something years since he has been back, the insides were a lot bigger, a lot newer, nicer even, but it brought back a heap of good memories.



Sydney to Brisbane.

Recently I had to drive from Sydney back to Brisbane and I must say there has been a lot of work done on the Pacific Highway. It won't be long before it's two lanes each way all the way from Brisbane down to Melbourne.

There are a thousand pieces of machinery working on the stretch from Grafton to Ballina, which at the present is an 80 Km/H bit but when that's finished the drive will be a breeze.

We stopped of at the Golden Arches at Raymond Terrace for a snack and to catch up with an old mate, John Broughton, then we hit the road again.



Next stop was Coffs Harbour, through which you still have to drive. There are plans to eventually by-pass it (see [HERE](#)) this won't happen tomorrow, but the funds have been allocated.

Back in 1972, I used to work in Coffs and I decided to have a look to see if the old Flight Service Unit was still there. Back then Coffs was an AFIZ, an uncontrolled airport and everything was done from the little dark blue building below. 2 Flight Service blokes looked after a huge number of aircraft in a huge area of air space which stretched from half way to Brisbane, way out west down to half way to Sydney and up to the moon.



Several Friendships a day would drop and pick up passengers from the old terminal which was to the right of the building above. Today Coffs is a controlled airport, a huge Control Tower building was built and the Air Traffic Controllers now look after a miniscule amount of airspace ([Class D](#)) which extends up to 4,500ft and out to a radius of 22 NM from the tower.



Progress!!!

Today the building above is home to the local flying school.



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Airman Aircrew.

Over the two days, 19th and 20th October, 2018, the RAAF Airman Aircrew Association blokes and blokettes got together at the Club Services Ipswich club rooms for one of their famous get togethers.

This page contains several HD photos and will take a few seconds to load.



AIRMAN AIRCREW
simply the best



www.airmanaircrew.com.au

Airman Aircrew Association
for serving and former airman aircrew
and associates ...



The “get-together” was organized by Howdie and Ruthie Farrar below.



Bob Pearman, Al Harris.



Barry Bircham, Paddy Sinclair.



Bill DeBoer, Max Lollback.



Sandra DeBoer.

Sandra was in the coffee section - someone has to drive home!!



Brittany and Rick Haslewood.



Brittany was one of the lovely young ladies who looked after everyone during the night.



Cheryl Coyne, Nola Luyton.



Chris Fernande, Bill Luyton, Steve Hennessy, Tony Hall.



Claire and Richard Haslewood.



Chris Fernandez, Bill Luyton.



Collen Praniess, Richard Horne.



John Ridout, Tom Mills.



Ian Lane, "Rossy", Colleen Praniess.



Kevin Dransfield, Frances Birchman



Colleen Praniess, Trev Benneworth.



Lance Hazelwood, Bob Wheeler.



Ted Crawley, Brian Carpenter, Ruthie Farrar, Leonie Avery

Both Ruthie and Leonie were “hosties” on the Boeing 707 with 33 Sqn at Richmond.



Kevin Dransfield, Rick Haslewood.



"Bronco and the Colonel".



Richard and Jenny Horne.



Jimmy Stewart.

Jimmy Stewart's family on both sides had deep military roots, as both grandfathers had fought in the Civil War and his father had served during both the Spanish–American War and World War I. Stewart considered his father to be the biggest influence on his life, so it was not surprising that, when another war came, he too was willing to serve. Members of his family had previously been in the infantry, but Stewart chose to become a flier.

An early interest in flying led Stewart to gain his private pilot certificate in 1935 and commercial pilot license in 1938. He often flew cross-country to visit his parents in Pennsylvania, navigating by the railroad tracks. Nearly two years before the December 1941 attack on Pearl Harbor, Stewart had accumulated over 400 hours of flying time.

Considered a highly proficient pilot, he entered a cross-country race as a co-pilot in 1939. Stewart, along with musician/composer [Hoagy Carmichael](#), saw the need for trained war pilots, and joined with other Hollywood celebrities to invest in Thunderbird Field, a pilot-training school built and operated by





Southwest Airways in Glendale, Arizona. This airfield became part of the United States Army Air Forces training establishment and trained more than 10,000 pilots during World War II.

In October 1940, Stewart was drafted into the United States Army but was rejected for failing to meet the weight requirements for his height for new recruits—Stewart was 2.3 kg under the standard. To get up to 65 kg, he sought out the help of Metro-Goldwyn-Mayer's muscle man and trainer Don Loomis, who was noted for his ability to help people gain or lose weight in his studio gymnasium. Stewart subsequently attempted to enlist in the Air Corps, but still came in underweight, although he persuaded the enlistment officer to run new tests, this time passing the weigh-in with the result that Stewart enlisted and was inducted in the Army on March 22, 1941.

Stewart enlisted as a private but applied for an Air Corps commission and Service Pilot rating as both a college graduate and a licensed commercial pilot. Soon to be 33, he was almost six years beyond the maximum age restriction for Aviation Cadet training, the normal path of commissioning for pilots, navigators and bombardiers. The now-obsolete auxiliary pilot ratings (Glider Pilot, Liaison Pilot and Service Pilot) differed from the Aviation Cadet Program in that a higher maximum age limit and corrected vision were allowed upon initial entry. Stewart received his commission as a second lieutenant on January 1, 1942 shortly after the attack on Pearl Harbor, while a corporal at Moffett Field, California. He received his Service Pilot rating at that time, under the Service Pilot program established in March 1942 for experienced former civilian pilots. Although Service Pilots were normally restricted to noncombat flying, they were permitted to fly overseas on cargo and utility transports, typically with Air Transport, Ferry or Troop Carrier Commands. Under the regulations of the period, a Service Pilot could obtain an unrestricted Pilot rating after one year of USAAF service on flying status, provided he met certain flight experience requirements and passed an evaluation board, and some did in fact go on to combat flying assignments. Stewart's first assignment was an appearance at a March of Dimes rally in Washington, D.C., but Stewart wanted assignment to an operational unit rather than serving as a recruiting symbol. He applied for and was granted advanced training on multi-engine aircraft and was posted to nearby Mather Field to instruct in both single- and twin-engine aircraft.

Stewart had been concerned that his expertise and celebrity status would relegate him to instructor duties "behind the lines" and his fears were confirmed when he was used in training bombardiers. He was eventually transferred to Hobbs Army Airfield in New Mexico, for three months of transition training in the four-engine B-17 Flying Fortress, then sent to the Combat Crew Processing Centre in Salt Lake City, where he expected to be assigned to a combat unit. Instead, he was assigned in early 1943 to an operational training unit as an instructor. He was promoted to captain on July 9, 1943 and appointed a squadron commander. To Stewart, now 35, combat duty seemed far away and unreachable, and he had no clear plans for the future. However, a rumour that Stewart would be taken off flying status and assigned to making training films or selling bonds called for immediate action, because what he dreaded most was "the hope-shattering spectre of a dead end". He appealed to his commander who understood his situation and recommended Stewart to the commander of the 445th Bombardment Group, a B-24 Liberator unit that had just completed initial training at Gowen Field and gone on to final training in Iowa.



In August 1943, Stewart was assigned to the 445th Bomb Group as operations officer of the 703d Bombardment Squadron, but after three weeks became its commander. On October 12, 1943, judged ready to go overseas, the 445th Bomb Group staged to [RAF Tibenham](#), Norfolk, England. After several weeks of training missions, in which Stewart flew with most of his combat crews, the group flew its first combat mission on December 13, 1943, to bomb the U-boat facilities at Kiel, Germany, followed three days later by a mission to Bremen. Stewart led the high squadron of the group formation on the first mission, and the entire group on the second. Following a mission to Ludwigshafen, Germany, on January 7, 1944, Stewart was promoted to major and was awarded the Distinguished Flying Cross for actions as deputy commander of the 2nd Combat Bombardment Wing on the first day of "[Big Week](#)" operations in February.



On March 22, 1944, Stewart flew his 12th combat mission, leading the 2nd Bomb Wing in an attack on Berlin. On March 30, 1944, he was sent to RAF Old Buckenham to become group operations officer of the 453rd Bombardment Group, a new B-24 unit that had just lost both its commander and operations officer on missions. To inspire the unit, Stewart flew as command pilot in the lead B-24 on several missions deep into Nazi-occupied Europe. As a staff officer, he was assigned to the 453rd "for the duration" and thus not subject to a quota of missions of a combat tour. He nevertheless assigned himself as a combat crewman on the group's missions until his promotion to lieutenant colonel on June 3 and reassignment on July 1, 1944, to the 2nd Bomb Wing, assigned as executive officer to Brigadier General Edward J. Timberlake. His official tally of mission credits while assigned to the 445th and 453rd Bomb Groups was 20 sorties.

He continued to go on missions uncredited, flying with the pathfinder squadron of the 389th Bombardment Group, with his two former groups and with groups of the 20th Combat Bomb Wing. He received a second award of the Distinguished Flying Cross for actions in combat and was awarded the French Croix de Guerre. He also was awarded the Air Medal with three oak leaf clusters.

He served in a number of staff positions in the 2nd and 20th Bomb Wings between July 1944 and the end of the war in Europe and was promoted to full colonel on March 29, 1945. Less than two months later, on May 10, he succeeded to command briefly the 2nd Bomb Wing, a position he held until June 15, 1945.



Jimmy Stewart was one of the few Americans to ever rise from private to colonel in only four years during the Second World War.



At the beginning of June 1945, he was the presiding officer of the court-martial of a pilot and navigator who were charged with dereliction of duty for having accidentally bombed the Swiss city of Zurich the previous March—the first instance of U.S. personnel being tried for an attack on a neutral country. The court acquitted the defendants.

Stewart returned to the United States aboard RMS Queen Elizabeth, arriving in New York City on 31 August 1945 and continued to play a role in the Army Air Forces Reserve following World War II and the new United States Air Force Reserve after the official establishment of the Air Force as an independent service in 1947.

He received permanent promotion to colonel in 1953 and served as Air Force Reserve commander of Dobbins Air Force Base, Georgia, the present day Dobbins Air Reserve Base. He was also one of the 12 founders and a charter member of the Air Force Association in October 1945. Stewart rarely spoke about his wartime service, but did appear in January 1974 in an episode of the TV series *The World At War*, "Whirlwind: Bombing Germany (September 1939 – April 1944)", commenting on the disastrous mission of October 14, 1943, against Schweinfurt, Germany. At his request, he was identified only as "James Stewart, Squadron Commander" in the documentary. (You can see that episode [HERE](#)).

On July 23, 1959, he was promoted to brigadier general. During his active duty periods, he remained current as a pilot of Convair B-36 Peacemaker, Boeing B-47 Stratojet and Boeing B-52 Stratofortress intercontinental bombers of the Strategic Air Command. On February 20, 1966, Brigadier General Stewart flew as a non-duty observer in a B-52 on an Arc Light bombing mission



during the Vietnam War. He refused the release of any publicity regarding his participation, as he did not want it treated as a stunt, but as part of his job as an officer in the Air Force Reserve.

Stewart, however, often did his part in publicizing and promoting military service in general and the United States Air Force in particular. In 1963, for example, as part of the plot in an episode of the popular television sitcom *My Three Sons*, Stewart appeared as himself in his brigadier-general's uniform to address high-school students about the importance of science in society and about the many accomplishments of the select group of so-called "eggheads" being educated at the United States Air Force Academy in Colorado Springs.



Five years later, after 27 years of service, Stewart officially retired from the Air Force on May 31, 1968. He received a number of awards during his military service and upon his retirement was also awarded the United States Air Force Distinguished Service Medal. On May 23, 1985, President Ronald Reagan awarded Stewart the Presidential Medal of Freedom and promoted him to Major General on the Retired List.



A Forgotten Australian Legend – Len Beadell.

Never heard of Len Beadell? Then you have never heard of the surveyor and road builder who, with a team of eight dedicated assistants (basically bulldozer drivers, mechanics and a cook), in the 1940s and 1950s built more than 6,500 kilometres of roads which opened up the Australian outback.

It was Beadell who headed the “gunbarrel crew” which built that extraordinary track, the Gunbarrel Highway, from Victory Downs (just west of the Stuart Highway on the South Australia-Northern Territory border) across to Carnegie in Western Australia. It was also Beadell and his crew who constructed the Anne Beadell Highway (these were access roads across sand dunes and deserts rather than sealed highways) from Mabel Creek Station (west of Coober Pedy) across to Laverton.

Beadell was proud of his work and he left small aluminium plates along the way to ensure that the drivers who followed didn't get lost. Each plate was stamped with the latitude and longitude and, frighteningly, the distance to the next waterhole or station.



The actual construction makes fascinating reading: "The typical *modus operandi* was for Beadell to carry out forward reconnaissance in his Land-Rover by himself, and, on the basis of this, decide the best route for the road. He would then return to the rest of the group from which the bulldozer would lead off first with its driver guided by Beadell flashing a mirror (sometimes a flare was used) from the top of the Rover. The rough track was then smoothed with an ordinary road grader."

Remarkably the roads are still there nearly seventy years later and they still present a challenge to adventurous 4WD enthusiasts wanting to cross Australia's Dead Heart.

It is entirely appropriate that one rocky outcrop in the middle of nowhere, along the Gunbarrel Highway, is named Mount Beadell. On it is a [memorial](#) which tells the story of this remarkable man.

"Len Beadell (1923-1995) was born on a farm in West Pennant Hills (now a suburb of Sydney). After taking an interest in surveying at the age of 12, under the guidance of his surveyor-Scout master, he began a career with him on the military mapping program of northern NSW in the early stages of the Second World War. A year later he enlisted in the Australian Army Survey Corps serving in New Guinea until 1945.



“While still in the army he accompanied the first combined scientific expedition of the CSIRO into the Alligator River country of Arnhem Land carrying out astronomical observations fixing locations of their new discoveries.

“Waiving his discharge for yet another term he readily agreed to carry out the initial survey for a rocket range later to be named Woomera. This decision led to a lifetime association with that project as a civilian till his retirement in 1988.

“After 41 years including continual camping, surveying, exploring and road making – he opened up for the first time in history over 2.5 million kilometres of the Great Sandy, Gibson and Great Victoria deserts. “He discovered the site for the succeeding Atomic test at Maralinga also laying out all the instruments needed to record the results.

“In 1958 as range Reconnaissance Officer at the Weapons research establishment he was awarded the British Empire Medal for his work in building the famous Gun Barrel Highway, the first and still the only 1500 km link east-west across the centre of Australia.

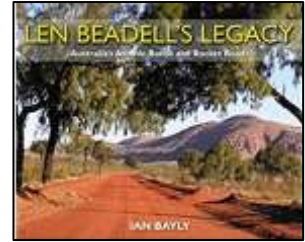


“Since then he has surveyed over 6,000 km of lonely roads in the deserts for access in establishing instrumentation for the Woomera and Maralinga trials.”



Beadell wrote a number of books, amusingly most of them have "bush" in the title, (Beating About the Bush, Still in the Bush, Too Long in the Bush, Blast the Bush, Bush Bashers) rich in anecdotes and stories about his adventures and they are still in print.

There is also an excellent account of his life, complete with lots of photos and a map of all the roads he built, titled Len Beadell's Legacy by Ian Bayly.



Spackman Track.

Another well used track, named after a regular outback "bush-bashing" family.



Jezza, Geoff, Matt, Dave and Dan Spackman.

Over the years, the Spackman family have done many successful trips into the outback, some from east to west, some west to east, some north to south. The Spackman Track leads from the Anne Beadell Highway to Lake Rason in Western Australia. It is a nice easy two wheel sandy track suitable for 4 wheel drive vehicles only.





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John Laming.

Mystery at Eagle Farm.

Returning in time to the 9th April 1955 where I was on duty as standby pilot for Search and Rescue. That meant normal duties at the airfield (Townsville) during the day and after hours the rostered SAR crew remained at home until relieved of duty the following day.

At the Townsville General hospital, a baby girl with a severe respiratory condition was causing grave concerns. The duty doctor decided that she needed specialist treatment as soon as possible. Brisbane, many hundreds of miles to the south, had hospitals which could provide this treatment and it was decided to ask the RAAF for an emergency medical evacuation flight. It was late at night when the RAAF switchboard operator put the incoming call from the hospital directly through to the residence of the Commanding Officer, Wing Commander John Costello. The CO was entertaining a group of senior officers at his married quarters at the time. Among these were the squadron senior navigation officer, senior signaller, and the squadron engineer officer. The engineer officer was once a pilot although he was not qualified on the Lincoln.



The CO realized the urgency of the situation and rather than delay further by calling out the duty SAR crew, he decided to command the emergency evacuation flight himself. The others at the party were to constitute his crew. Meanwhile, I was at home as the duty SAR pilot, sleeping peacefully under my mosquito net and unaware of the unfolding tragic events.

At midnight the ground crew had readied the Lincoln, while an ambulance was on its way to the RAAF base with the baby girl accompanied by a nurse. An oxygen crib was arranged in the nose section while at the same time Squadron Leader John Findlay, who was the navigator, studied the weather reports and prepared his charts.



The CO took the left seat while the senior engineering officer, Squadron Leader Charles Mason (right) acted as second pilot. Flight Lieutenant Cater was the senior radio operator. The Lincoln lifted off from Townsville airport some time after midnight for the four hour flight to Eagle Farm airport (Brisbane). During the flight the aircraft was in cloud for much of the time which meant that the navigator would have had difficulty in maintaining regular astro navigation by use of star fixes.

Map reading at night would have been impossible in cloud. Whatever the reasons, the Lincoln drifted inexorably off course from the time it left Townsville.

Approaching Brisbane in the early morning, the crew reported seeing the city lights. Brisbane air traffic control then cleared the aircraft to descend. Minutes later an explosion lit up the night as the Lincoln flew into the summit of Mount Superbus situated 50 miles south-west of Brisbane. All aboard died instantly. It seemed that the crew had mistaken the lights of a small town for the city lights of Brisbane.



The subsequent RAAF Court of Inquiry was unable to pin point the cause of the navigational error that placed the aircraft so far off the direct track from Townsville to Brisbane's Eagle Farm airport. One theory was that the navigator had failed to allow for the difference between the true course and the magnetic variation of 10 degrees east longitude. It was discovered that the



estimated track to the crash site agreed with this theory. On the other hand, the navigator was a highly experienced airman who had served with the elite Pathfinder squadrons over Europe during the war. These wartime operations required the highest of navigational skills. Perhaps in hindsight, the pilot should have not let down below the minimum safe altitude until he had a positively identified ground fix. Perhaps it was the urgency of the flight that led the captain to lower his guard and break well known tenets of safe airmanship.

Either way it was a major tragedy resulting in the deaths of an experienced crew and two trusting passengers.

Those killed in this tragic accident were:-

Wing Commander John Peter Costello MID (pilot)
Squadron Leader Charles Surtees Mason MBE (co-pilot)
Squadron Leader John Watson Finlay (navigator)
Flight Lieutenant William George Stanley Cater (signaller)
Baby Robyn Huxley
Sister Mafalda Gray

Two days after the accident I flew Lincoln A73-68 to Eagle Farm. Our instructions were to bring the coffins of the nurse and the baby girl back to Townsville. There they were to be buried with full military honours. We landed at Brisbane at 1610 hours on 11th April and while waiting for the hearse to arrive, the navigator flight planned for the return leg. The funeral was scheduled for the following mid-morning.

When the coffins arrived, I helped with the sad task of loading them into the back of the Lincoln. Lifting the tiny coffin of the little baby girl really got to me and I was moved to tears. We carried out the cockpit checks and prepared to start the engines. The second pilot switched on all four electric fuel pumps and we received the all clear to start No 3 engine first. To my surprise I could see raw petrol running out of the overflow lines of each engine. This was potentially dangerous as flames from the engine exhaust pipes (twelve for each engine) could easily ignite the petrol fumes with disastrous consequences.

We carried a RAAF engine fitter on away from home trips. He was puzzled as to the cause of the fuel overflow and decided to open the engine cowlings to investigate further. First we had to locate a portable stand, tall enough for the engineer to gain access to the engines. This, coupled with four engines to check, took an hour or so. Finally the petrol flow mysteriously stopped on two of the engines. But the other two remained a problem. It was now growing dark with less than twelve hours left before the funeral. By 2100 hours the engineer had still not solved the problem. I decided to start the engines without the electric fuel pumps, which normally will never be successful. To our delight (and the relief of the sweating engineer), all four engines started at first attempt.





Part of the checklist included switching on the electrically operated gyro - compass. This I did only to find in disbelief that the compass was spinning crazily and quite useless for navigation purposes. Then the crew intercommunication system failed. That meant that the crew would have to resort to shouting at each other in order to carry out our respective duties. The unserviceable gyro-compass was now a real problem. To the left side of the instrument panel was a standby compass known as the P8. It looked like one of those old fashioned ship's compass and was only used as a last resort. The parallax error was significant and the magnetic needle bounced around in turbulence, making it very difficult to steer an accurate course in the air.

We had experienced a bumpy trip from Townsville with poor weather most of the way. It was this weather system which had made night navigation difficult for Wing Commander Costello, and was a contributory factor in the accident. I had no intention of flying back to Townsville in the middle of the night with an unserviceable gyro-compass. It would have been impossible to steer an accurate course on the ancient standby P8 compass. The inoperative intercomm system was the last straw as far as I was concerned, so I rang the acting CO at Townsville and asked his advice.



It was late at night with only eight hours to go for the funeral and an unserviceable Lincoln sitting on the tarmac. In the dark reaches of the fuselage lay the two coffins waiting to be taken home for the final time. We had been on duty for over 13 hours and were weary and I was not looking forward to the prospect of flying through the night in bad weather. Yet it was going to be an embarrassment to the RAAF if the funeral party was in place but no bodies to bury. The acting CO at Townsville, Squadron Leader Geoffrey Hughes, asked me to contact the RAAF base at Amberley, 25 miles from Brisbane, to see if they could quickly get a Canberra bomber across to Eagle Farm to pick up the coffins. I got through to the CO of the bomber squadron at midnight and asked for his help. His name was Wing Commander Leo Britt. He was most apologetic but said that all of his Canberra's were in Darwin on war exercises and that there was no other suitable aircraft available. While this conversation was taking place, the local RAAF Air Traffic Control officer, Flight Lieutenant "Spec" Taylor, had made enquiries with the airlines at Eagle Farm to see if there were any freight aircraft going to Townsville in the early hours of the morning. He struck gold on that one. A Douglas DC3 freighter with newspapers and general cargo was about to depart. Spec Taylor contacted the captain of the Butler's Air transport aircraft who agreed to take the coffins on his aircraft. The coffins were reverently lifted from the Lincoln and transported to the waiting DC3.



With less than 7 hours to go for the funeral, the DC3 taxied on to the long runway at Eagle Farm and prepared for take off. It was 0200 Tuesday 12th of April, and we had been on duty since lunch time the previous day. A RAAF truck arrived to take us to the RAAF base at Archerfield to get a meal and some sleep before returning later to sort out our Lincoln troubles. We were about to climb aboard when I heard the sounds of backfiring from one of the engines of the DC3 and a



few minutes later we saw it slowly taxiing back to the tarmac area. The propellers creaked to a stop and the captain emerged.

He told us that one of the engines had not developed the proper power during its test before takeoff and that in all probability one of the engine's two magnetos was out of tolerance, or the spark plugs were faulty. Either way, the DC3 was going nowhere tonight.

Spec Taylor contacted air traffic control who advised that another DC3 freighter this time from Australian National Airways, was scheduled to depart shortly for Mackay and Townsville. We made a hurried visit to that aircraft which was still loading freight and newspapers. The captain agreed to take the coffins and we soon had these loaded aboard. With great relief we watched the DC3 take-off and slowly turn northwards. An hour later we arrived at the Archerfield RAAF base for a shower and sleep. By our estimate the DC3 should arrive in Townsville with less than one hour to spare for the funeral service.

My diary shows that I was in bed by 0330 that morning, only to be woken up again less than three hours later. A message from Townsville had arrived stating that our Lincoln was needed back at Townsville as soon as possible. At least it was going to be a daylight flight with the probability of visual conditions for map reading. While the navigator drew up his flight plan I talked to the civilian briefing officer. He told me that half way through the flight to Townsville, the ANA DC3 with the coffins on board had a total radio failure and was out of contact. Early fears that the aircraft may have gone missing turned to relief when it was seen coming over the mountains to the south of Townsville. The RAAF controller in the tower had been alerted to the radio failure, and shortly afterwards, as the DC3 turned on to final approach, he flashed a green light at the crew signifying clear to land. A hearse was waiting and the funeral was held on time with just thirty minutes to spare.

Back at Eagle Farm, I climbed into the captain's seat of A73-68 and carried out the pre-flight checks. All four engines started first time and the intercomm worked perfectly. Initially the gyro compass would not operate and we used the old P8 compass. We flew the coastal route back to Townsville relying on our radar and map reading for position fixes. As we made the final position fix at Cape Bowling Green, some 20 miles from Townsville, the sun shone brightly and the gyro compass came back to life. When we touched down on runway 02 a few minutes later, Lincoln A73-68 was fully serviceable with no sign of any of the previous problems. It was hard to explain that away.



Years later, I still wonder if there is any plausible explanation of those mysterious happenings, or if those two young souls had decided that one flight in a Lincoln was one flight too many.

Click [HERE](#) to see the story on the accident at Mt Superbus.

And!! They say old Lincolns always have a story to tell – there's one in the UK that they say is haunted, click [HERE](#).



Why does "fat chance" and "slim chance" mean the same thing

Why do Boeing aircraft models always start with a 7?

Aircraft types are known by a kind of shorthand every flyer knows. Tell anyone your next trip is aboard an A380 or a 747 and they should know what you're talking about, but is there any rhyme or reason for the way aircraft manufacturers name their aircraft?



Why does every Boeing you've ever sat in probably start and end with the number 7? And why do Airbus models always seem to start with a 3?

But Boeings didn't always start with the number 7. Some early aircraft were known as the Model 40, Model 80, Model 247 and the glorious pre-World War II Boeing Model 307 Stratoliner, the first commercial aircraft with a pressurised cabin. Even the heavy bombers that Boeing built for the US military during the war were originally designated the same way. The B-17 Flying Fortress was Model 299 while the B-24 Liberator was known within Boeing as Model 32.

In the post-war period, Boeing shuffled the deck and reclassified its aircraft, giving each category three-digit numbers. A 300 or 400 number denoted a propeller-driven aircraft, 500 was for turbine-powered aircraft, 600 for rockets and missile products and 700 for jet aircraft. So why was the first Boeing jet aircraft known as the 707 rather than the 700 when it first took to the air in the 1950s?

Because Boeing's marketing department intervened and just as 007 sounds better than plain old 7, 707 sounds better than 700 – it's that simple. So taken was Boeing with the number 7 that the company has stuck with it ever since, starting and ending each of its jet aircraft type with that number, a corporate lucky charm.

Since that time it's been a steady progression for Boeing aircraft, from the 727 of the 1960s right up to the 787 Dreamliner, although the airline skipped a beat with the narrow-bodied, short-range 717, which only entered commercial service in 1999, well after Boeing's 777. Each of those



models is further broken down into sub categories with a dash commonly used to separate the successive designs. Early-model Boeing 707s were designated the 707-120, followed by the shortened, longer-range 707-138, the stretched 707-320 and a short-range, smaller iteration, the 707-720, among several others.

Some of those aircraft types have stood the test of time better than others. The 737 carried its first passengers 50 years ago yet it's still alive and well. The most successful airliner ever built, the 737 has been around so long it's run out of numbers. After the 737-900, Boeing launched the 737 MAX series. Latest version is the 737 MAX 10, expected to begin commercial operation in 2020, with more than 400 on order.



The most recent Boeing to roll off the production line is the ground-breaking 787 series, in commercial operation since 2011. Latest variant is the 787-10, a stretched version of the 787-9, which is itself a longer, stronger variant of the original 787-8. The 787-10 only entered service in April 2018, in Singapore Airlines paint, first seen in Australian skies on one of the airline's daily Perth-Singapore services.

Boeing has been working on designs for a new mid-size, twin-engine aircraft type for several years. To be known as the 797, the aircraft is projected to carry its first paying passengers in 2025. What happens to the numbers after Boeing finally rolls out the 797 is anyone's guess, but the 800s offer plenty of blue sky.

Airbus flies with three.

All Airbus aircraft begin with the letter A, in most cases followed by a three-digit number beginning with a 3. The exception is the A220, sold by Airbus but built by Canada's Bombardier Aerospace and previously known as the C Series.

The original Airbus aircraft was the A300, so named because it was designed to seat 300 passengers. Ever since, Airbus has added another 10 to each successive model – the A310 followed by the A320, right up to the A380 with a gap between that aircraft and





the A350 to allow for the possibility of aircraft type sized to slot in between the A350 and the superjumbo A380. Airbus also adds or subtracts single digits to identify variants of the aircraft type, so the A318 and A319 are shorter variants of the A320 while the A321 is longer.

Russian aircraft builders Ilyushin and Tupolev both designate all their aircraft with a two or three-digit number, with no clear separation between military, transport and civilian aircraft. The Il-96 is a long-haul wide-bodied airliner while the Il-102 (right) was an experimental ground attack military aircraft. The Tu-234 is a twin-engine mid-range passenger aircraft while the Tu-160 is a swing-wing strategic bomber, deployed recently against targets in Syria.



Why are a "wise man" and
a "wise guy" opposites?

RAAF Basic Flying School.

For almost three decades, Australian Defence Force (ADF) student pilots have undertaken initial flight training on the CT-4 Airtrainer. That era is approaching an end.





To mark 27 years of operational service, 30 Pacific Aerospace CT-4A and CT-4B training aircraft conducted a mass display over Tamworth in northern New South Wales on September 21. That may be a world record for a flypast of identical aircraft.

The much-loved aircraft are referred to locally as 'parrots' and by some Defence personnel as 'plastic parrots'.

BAE Systems Australia, which operates Flight Training Tamworth, home to the ADF Basic Flying Training School, has provided initial training for more than 5,000 basic pilots and flight screening candidates since it began operations in 1993. In that time, its fleet of CT-4B aircraft have flown more than 320,000 hours.

It's not just the ADF personnel. The school also conducts initial flight training for pilots for the Republic of Singapore Air Force, Royal Brunei Air Force and Papua New Guinea Defence Force. For the ADF, the school conducts initial flight screening to assess aptitude of those seeking a Defence flying career. Then it conducts basic flight training for Royal Australian Air Force (RAAF), Army and Royal Australian Navy (RAN) personnel, who then proceed to specialised training on helicopters and fixed-wing aircraft.

Following a hard-fought tender contest, Defence announced in 2015 that the new pilot training system would be provided by Lockheed Martin at RAAF Base East Sale, Victoria and Pearce, WA using simulators and a fleet of 49 new Pilatus PC-21 aircraft. That meant an end to Defence flight training at Tamworth, though BAE Systems says it will continue to deliver services to Flight Training Tamworth civil customers as contracted until mid-2020. In October 2017, BAE Systems announced it planned to lease part of its Tamworth training facility to CAE Oxford Aviation Training Academy for training of commercial pilots.





The initial undergraduate pilot training “wings” course on the PC-21 at East Sale is planned for early 2019. For a defence force aspiring to fifth-generation status, the PC-21 is a much more modern aircraft than the Pacific Aerospace Corporation CT-4B, a New Zealand-made descendant of the Australian Victa Airtourer which first flew in 1959.

In July 1972, the RAAF announced the CT-4A would be their new basic flight training aircraft, replacing the CAC Winjeel. It ordered 37 aircraft. In all, 51 served with the RAAF. With a contract to provide ADF basic flying training at Tamworth, BAE looked for a new training aircraft and settled on the CT-4B. That required the line to be reopened for production of 12 new aircraft, supplemented with 14 ex-Royal New Zealand Air Force aircraft plus four acquired from private owners, making a total of 30.

With the RAAF no longer needing its CT-4s, it staged a massive auction, with 36 going under the hammer at Bankstown in May 1993. These were speedily snapped up with prices ranged from \$42,000 to nearly \$70,000. Many remain on the Australian civil register.



CT-4A and CT-4B aircraft taxi out for the Parrot Party formation flight.

If work is so terrific,
why do they have to pay you to do it?

Boeing offers glimpse of new 777X jetliner

Aeroplane manufacturer Boeing has released footage of the first completed 777X jetliner, which promises to be the “largest and most efficient” two-engine jetliner worldwide. Boeing said the 777X builds on the company’s successful 787 Dreamliner, but will feature a bigger cabin, new lighting and larger windows.



The new plane will also carry more passengers than the Dreamliner, with the 777X-8 model seating 350 to 375 passengers, while the slightly larger 777X-9 model will have space for 400 to 425 passengers. Additionally, Boeing claims the 777X will be the first commercial jet to feature touch-screen technology on the flight deck.

This particular plane however will never fly. Instead, it has been built as a 'static test plane' to undergo a gruelling year-long testing phase to assess the strength of the plane's structure as well as several other important features.



This aircraft will be taken to a testing facility where the company's engineers will replicate the kinds of conditions the plane will experience in the air but do so while safely on the ground. The tests will include placing weight on the wings, gears, and fuselage to see how they'll handle the physical stress of flying.



The static test plane will be followed by four more planes to be used for flight testing, followed by a sixth for so-called 'fatigue testing', nevertheless, the static test plane represents the first completed plane to roll out of the 777X program that was announced in 2013.

The completion of the first plane in the 777X program comes only months after Boeing's iconic 747 model (the original 'jumbo jet') looks to be entering the last phase of its life as a commercial jetliner. The 747, first launched in 1970, is steadily being replaced by Boeing's smaller Dreamliner models, with Qantas slated to retire four of its remaining 10 747s at the end of the year when it welcomes four new Dreamliners into its fleet.

Similarly, rival aeroplane manufacturer Airbus was almost forced to cease production of its 550-passenger A380 model after no new orders for the plane were received through the entirety of 2017. Fortunately for the beleaguered plane, Airbus was able to strike a \$US16 billion (\$22 billion) deal with international airline Emirates for a further 20 A380s, keeping the model in production for a few more years.

If love is blind, why is lingerie so popular?

The RAAF pilot whose job it was to fly the Queen and Prime Minister around Australia.

There are not many people who can say they have shared sandwiches with the Queen, but 77-year-old former RAAF pilot Ian 'Jake' Jacobsen can.



After a long career in the RAAF, Jake, now based on the Sunshine Coast, took up what was to be his final posting in the early 1980s.

He was made commanding officer of No 34 VIP Squadron, based in Canberra, with the rank of Wing Commander, which was arguably Australia's top aviation position.



Ian Jacobsen says thank you to the Caribou he flew in Vietnam, at the Queensland Air Museum.

"34 Sqn do all the prime ministerial flights, governor general flights and all the royal flights when royalty comes from the UK.

Jake says: "I flew the Queen several times during her three tours of Australia during that period, and I was Malcolm Fraser's primary pilot and flew two Governors-General — Sir Zelman Cowan and Sir Ninian Stephen."

"You got invited to the prime minister's house and the Lodge for dinner once or twice a year and I never, ever expected that I would be doing any of that sort of thing. It was a nice part of my life."

Why doesn't glue stick to the inside of the bottle?



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Sick Parade



We don't have any contenders for the Sick Parade this edition – which is good. It looks like everyone is fit and healthy and ready for Christmas.

But we do have this!

Major inquiry says Veterans' Affairs Department should be abolished

The Morrison government has been told Australia's \$13 billion-a-year system for supporting military veterans is broken and should face overhaul, including abolition of the mammoth Department of Veterans' Affairs.

Calling for "bold" reform to avoid further failure, a new report by the Productivity Commission has found the veterans affairs system should operate more like a modern worker's compensation scheme, with Defence taking more responsibility for ex-service men and women's lifetime care, including better preparing them for post-military life.

Commissioner Robert Fitzgerald (right) said there had been a litany of reviews in recent years but none had produced enough change to make the system fit to meet veterans' needs. "The time for tinkering is over, and bold reform is needed," Mr Fitzgerald said. "It's not that there hasn't been progress, it's just not sufficient to get us where we need to be.



"The commission is absolutely clear that unless there are bold reforms ... it will not be a system that is able to meet the needs of future veterans."

The report states that the present system is out-of-date and not working in the interests of veterans and their families, or the Australian community. It is complex, difficult to navigate, inequitable and poorly administered, which "places unwarranted stress on claimants" who are often vulnerable in the first place.



While the existing scheme paid out \$13.2 billion last financial year - an average of \$47,000 each for Australia's 166,000 veterans and 117,000 dependants being supported - "money alone does not mean it is an effective scheme". The report, which was prompted by a Senate inquiry into veteran suicide, states the system needs to focus more on the well-being of veterans over their lifetimes. That means more focus on prevention, rehabilitation and transition support.

The Department of Veterans' Affairs would be abolished. Responsibility for veterans' policy would go to a senior unit within Defence, while a new statutory agency, the Veteran Services Commission, would take charge of administering support.

The agency would process claims, rehabilitate injured and ill veterans, and pay appropriate compensation for pain, suffering and lost income. It would also pay for and find health and community services for veterans. Defence would put money into a fund that would pay for rehabilitation and compensation for veterans. This means they would have a greater incentive to prevent injury and illnesses to serving personnel. This fund would then have to be managed sustainably by the new agency, which would have an incentive to "focus on the lifetime costs of supporting clients", intervening early and finding cost-effective rehabilitation.

Richard Spencer (right), another commissioner who worked on the report, said the average veteran today was different from one in the past. Military personnel serve an average of eight or nine years and often leave in their mid-to-late 20s. "The rest of their life is ahead of them," he said.



They needed less aged care and pension-style support and more timely rehabilitation and help getting into civilian employment quickly and effectively. Mr Spencer said a particular danger period was the transition to civilian life, especially for younger veterans. "One of the disconnects that's happening in the transition is that when veterans discharge they immediately shift to [the Department of Veterans Affairs]. They don't have continuity of care. Programs can stop and restart. That's when things can go dramatically wrong," he said.

(Click each pic for the Commissioner's background)

A joint command within Defence would be responsible for veterans' welfare for about six months after they leave the military under the Productivity Commission's proposals.

A couple of things. (In my opinion)

First up, Defence is a nasty business. Its prime purpose is to kill as many people as it can before those people try and kill us and if you want to live in a prosperous and safe country, you'd better hope they are bloody good at it. Defence is not a "normal" 9 – 5 job, it is not there to give a job to the unemployed, it is not there for the benefit of the sexually confused, it is not there for the rabid women's movement, it is there to stop other countries from trying to march down our main streets. The ADF is geared up with the best aircraft, the best land-based equipment and the best ships available and what we should also be doing is ensuring only our best and most motivated men and women join our Defence Force to face the dangers and protect us where and when necessary.



We ask our Defence Force personnel to face the danger and to put their lives at risk so we can sleep soundly at night. We should be forever grateful for their service and we should look after them and be ever mindful of their welfare.

Over the years the Defence Force has become confused. It seems it now has two roles, one is the historical role of killing other people where and when necessary, the other and more recent, is bowing to the whim of those with a radical and minority view of how our society should work. It seems those with ADF's reins are more worried about what these people think of Defence's "new-age" role than of its intended purpose.

Defence should be left to do what it does best – to defend. We know at times the job can be excruciatingly difficult and dangerous - but that is the job. Surely people know this when they join the ADF. Combat can and does leave people with both physical and mental scars which can require many months, sometimes years, to heal. But is it Defence's job to be the healer? It can't be both, it can't deliberately put its people in harm's way one minute then be all sorry and tearful when someone gets hurt. In times of turmoil, it goes without saying that our Defence Force will always try and mitigate casualties but casualties are a sure and certain by-product associated with the job – it's unavoidable. It's a dangerous and sometimes very scary job. Defence will spare neither money nor time in patching up its injured, it always has done but should it be involved in tending to an ex-Member years after that member has left.

I don't think so, surely that's not Defence's job.

In 1917, the Australian Government established the Repatriation Department and tasked it to look after its ex-Servicemen and women who were suffering as a result of their service. In 1974, the Repatriation Department changed its name to the Department of Repatriation and Compensation and in 1976 it changed again to the Department of Veterans Affairs. Since 1917, that Department has provided a wonderful service to all Ex-Servicemen and women, at the envy of ex-Service-people from most other countries.

They do a brilliant job and they should be allowed to get on with it and do what they, and only they, do best. They work on the principal, if you deserve it, you'll get it! If there are any criticisms about their performance, those grievances should be directed to the Government which sets the guidelines under which the DVA can work.

We read with interest where the Productivity Commission has suggested the DVA should be wound up and their tasks given to Defence.

Are they serious??

Defence has enough to do trying to keep one step ahead of potential troublesome neighbours without having the role of healer tossed in. The Defence role requires aggressive and militant thinking from its leaders, it would not and could not take on the DVA role.

We wonder from where the Productivity Commission got the brainstorm to dismantle the DVA. If you have a look at each Commissioner's background ([HERE](#)) most are eminent and responsible people. Most have financial or legal backgrounds – but none have a military background, they have never experienced the horrors of combat, they do not understand the turmoil experienced



by most ex-militants. Perhaps they were influenced by their backgrounds, perhaps were they thinking solely of cutting costs, that seems to very close to the truth as it's apparent compassion never entered their thinking.

I hope the report goes into the wheelie bin where it deserves to be.

tb.

Where are they now?



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.





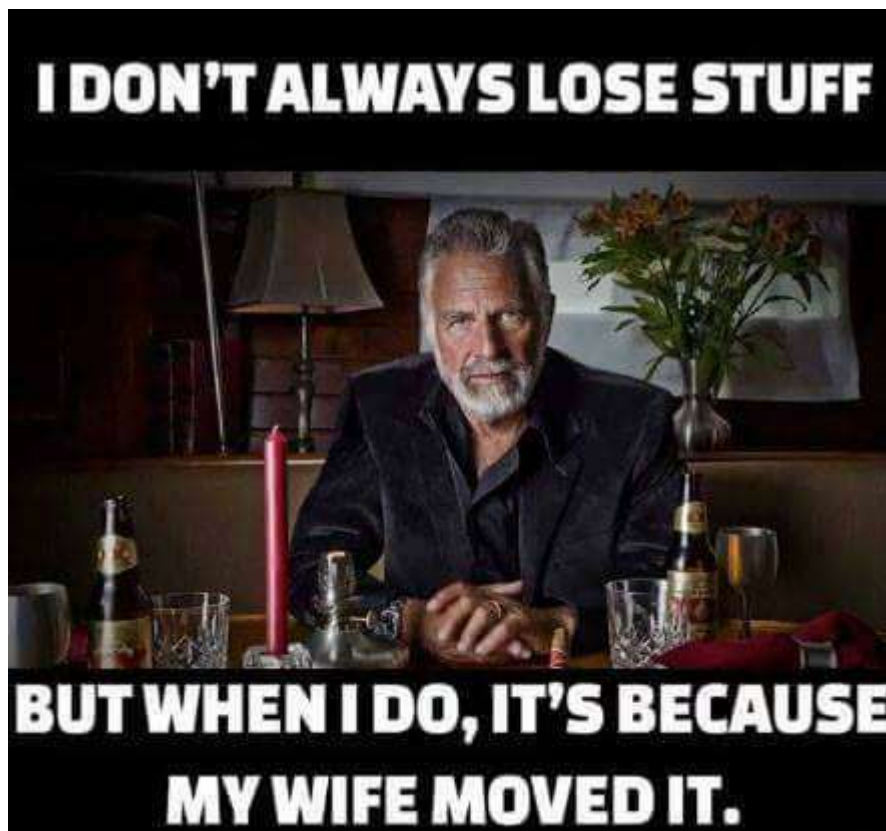
Jeffery Holmes.

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



Your say!



*While the Association does not necessary agree or disagree with everything on this page,
we do respect the right of everyone to have their say.*

Jacqui Lambie.

Laurie Lindsay says, "I have recently finished reading Jacqui Lambie's, warts and all, autobiography, "Rebel with a Cause". Jacqui is as rough-as-guts, but her heart is in the right place, especially where veterans are concerned. She spent 10 years in the Army and was given a medical discharge. She then spent the next 10 years fighting DVA over compensation, to the detriment of her financial, physical and mental wellbeing. When she became a senator she spent a great deal of her time investigating DVA and in my opinion is the reason why DVA's attitude towards the ADF community has changed so much recently.



I commend the book to all your readers. You can get a copy [HERE](#)".

Toilet Roll beat-up!

Paul Laing wrote, he said: "I am looking for a way to find out who the names of the crew were who flow over the Ship Oceania in 1952 and a dropped a roll of toilet paper in an endeavour to communicate. My father Colin Laing (1922-2008), was a Pilot with 11 Sqn flying Lincoln's, Neptune's and Dakota's based at Pearce (1951- 1954). He told me the 'Oceania toilet Roll' story many years ago. I am trying to find out if he was part of that particular Aircrew.



From what I can gather, at the time of the 'Oceania toilet Roll Incident' in 1952, actual date unknown, 11 Sqn had only two barely serviceable Mk.30A Lincoln's; the A73-27 and A73-26 that may have been conducting patrols over the Indian Ocean. A73-27

was undergoing major servicing from June 1952 to August 1952 when it was received by 10 Sqn. A73-26 similarly in March 1952 was undergoing major repairs and it too was received by 10 Sqn in August 1952. I believe the first two P2V-5 Neptune's A89-301 and A89-302 arrived early November 1951 which would have overlapped service with the Lincoln's. The next two Neptune's, A89-303 and A89-304 arriving early October 1952.

The Ship Oceania was in Fremantle in May, August, October and November 1952.

If the incident happened early in the year it may have been a Lincoln crew, however, with the many conversions that had to happen it is more than likely a Neptune crew".

We asked John Laming if he could help, this is his reply: "I can't help you on that one although during a goodwill visit to New Zealand in a Long Nose Lincoln circa 1955 we beat up Hobsonville RNZAF base (Auckland) and threw out lots of toilet rolls from the rear turret all over their beautiful green grass airfield.



I suggest Paul contact the following website and they will send the service records to him. I did that about 20 years ago for my own Service Records and received the lot in a big hard copy file.

<http://www.defence.gov.au/Records/ExService.asp>"

Terry Stevens writes:

With the risk of being called a racist, may I ask a question??

Something that has intrigued me since the grandson of our Queen arrived, our indigenous brothers and sisters call us invaders and call Australia Day, Invasion day and there are protests and all sorts of things going on and demands for date changes, etc, etc, etc, BUT, when a descendant of the ruler of the country that "invaded" this country, turns up, what happens? Smoking ceremonies, welcoming ceremonies, dancing and presentations and general kissing of the royal bum by said Indigenous brothers and sisters.



So, I'm confused, all of us who live here, were born here and have family ties back generations, are the invaders, but the descendants of the actual person this land was claimed for, are treated like rock stars.

Is there a bit of hypocrisy going on here, or am I not smart enough to see the real picture??

Radschool Site.

Ed Smith says: "I came to the site looking for Reg Furlong and found many names that I was at Radschool with. I have lived a charmed life and as Gary Broughton wrote, 'it was an interesting time at Radschool, Laverton'.

Steve Kershaw was washed out to sea one-day scuba diving at Queenscliff. Reg and I were attacked at Anglesea by stingrays while diving at 10M and we got Reg into a Lifesaver boat while I swam the 1km back to shore. My speargun was still in the Stingray that got Reg and so other guys went out and got it. That happened in the same month that Steve Irwin was killed and now today I read another person has died from a stingray attack. I don't think it an attack as such on humans, it's their mating season.

After 482 sqn, Butterworth and more 482, I went on to work in medical at GE; CT, MRI and Nuclear medicine then Pathology at Bayer and the Operations management at Optus and Telstra. A few years in Darwin put lots of \$\$ in the bank and setup retirement in 2010 to Thailand. Now a second retirement at Hervey Bay in 2017 puts the icing on the cake.

Many thanks to every single moment in the RAAF and every single person I met, it set me up to manage the world in which we live."



Sydney Airport.

Adrian Heinrich sent us this, it is very interesting!

Sydney Airport was its original name but in 1936 it became Kingsford Smith Airport. The locals and aviators always called it Mascot aerodrome. Those that worked there referred to it as KSA, Kingsford Smith himself always called it Mascot, so Mascot will do for this article.

This is not a history of the aerodrome and later airport development at Mascot, which became known as Kingsford Smith Airport (KSA). It is something for old aviators to look back at an airport they spent a lot of time operating in and out of and then show the vast difference in the place from the end of WW2 to when they probably first flew in/out of Sydney Mascot as kids.

This is not an airline history either, but rather a look at the airport after WW2, the old runway system (and what survived) and the lay out. How the railway line crossed 22/04 near the present Qantas maintenance hangars and the work that was done to enlarge the aerodrome area. Mainly the immense amount of work done between 1947 and 1953 to divert the Cook's River and many tributaries to the west of the airfield and be able to enlarge the area for runways and facilities.

Seemingly unconnected to this development (but a consideration) was a crash off Mascot on the 19th July, 1945. There were hundreds of military crashes in Australia during the war but the July 1945 crash, by the RAF, north of Brighton le Sands is important. This dreadful crash occurred about a mile off the SW end of Runway 22. A Royal Air Force Consolidated C-87 Liberator Express (a modified B-24 bomber; no turrets, no guns, no bomb gear - freight compartments and 15 passenger seats) took off from Mascot's Runway 22. The aircraft failed to gain any altitude after take-off. It was very heavily loaded with fuel. Apart from 12 POB, details of freight or other payload is unknown.



Their destination was Manus Island, Territory of PNG. A staggering 1925 nautical miles away (3564 km). Questions were asked: why not plan via Townsville with half the fuel required? It was opined that an extra 1000 feet of runway might also have made the difference. The aircraft clipped trees north of Brighton le Sands, crashed and exploded. Houses for miles around were shaken. Twelve RAF and RN men were killed. There was a senior RN Commander aboard, as well as other high ranking officers. This crash, investigation and recommendations were in the minds of the civic fathers after WW2, when they agreed with the military and the airlines that the Sydney aerodrome should have longer runways, in light of more modern, heavier and faster (on/off the ground) aircraft.

Early in 1946, an unknown design genius came up with the proposal of redirecting the Cook's River to the west by a considerable amount of miles. The Cook's course NW, West and south of the aerodrome would be filled in and re-routed to the west. This undertaking was agreed upon in 1946 and control as given to the NSW Publics Works Dept and work commenced early in 1947. Much excavation and dredging was required in the areas not being filled. Steel and concrete embankments were constructed.



There were 3 runways available in Sydney after WW2 - 11/29 (1,085m/3,580ft), 16/34 (1,190m/3,950ft) and 04/22 (1,787m/5,900ft). Only Runway 16 (now 16R) is still there and has been much re-worked. From 3,950 feet long in 1947, it is today 4,360m/14,300ft long.



Mascot 1947. (Click it to blow it up)

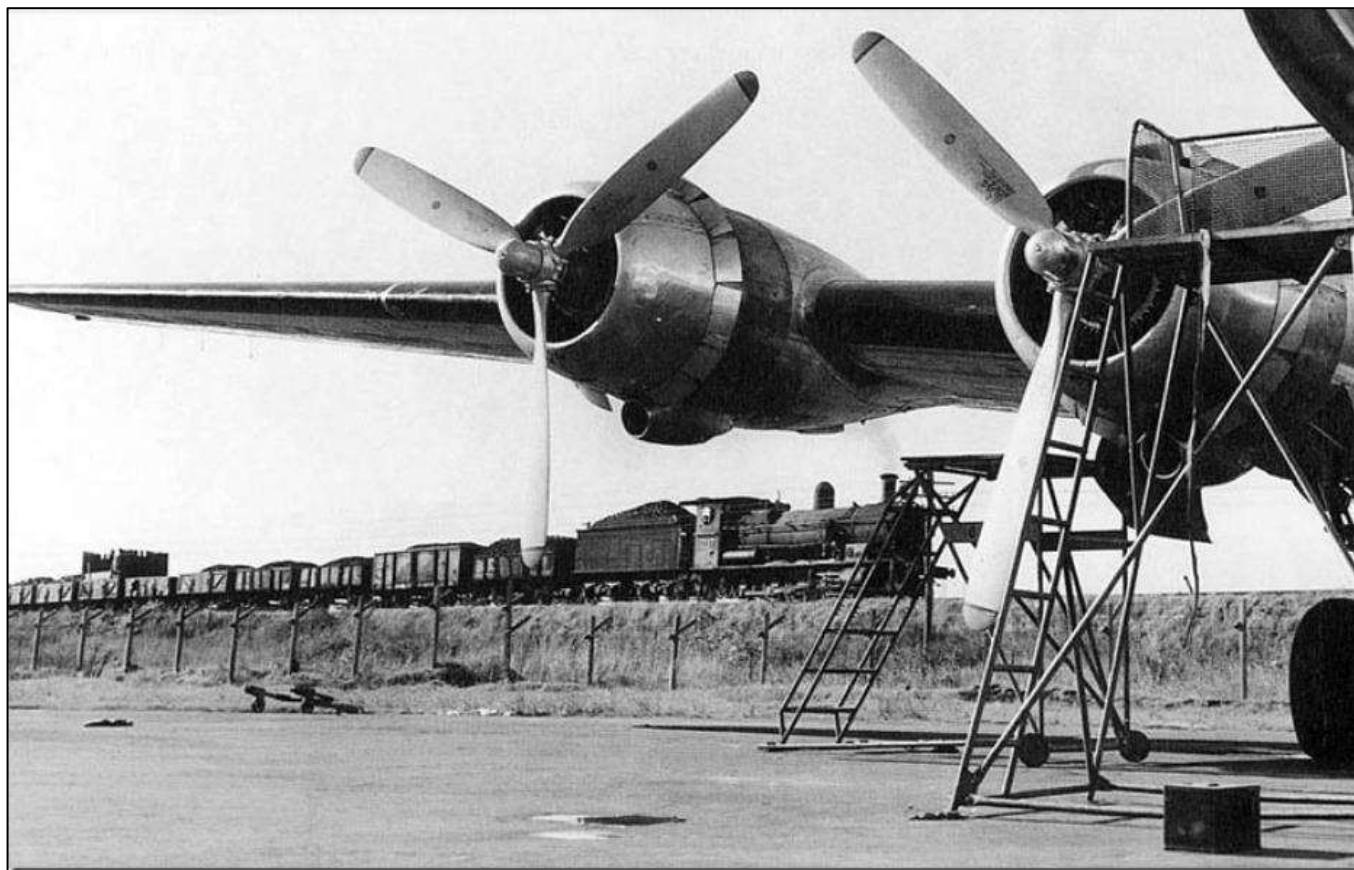
Commencement of the work to eliminate/fill the Cook's River from the question mark shaped loop west of the aerodrome and the large area from the end of the then Runway 04, right across the south of the field to where it emptied into Botany Bay. The red dot (see yellow arrow) shows the Adastra Aerial Surveys hangar, the company that took these photographs. They operated the Lockheed Hudson and DC-3s along with other types. They had photographed all of Australia and TPNG for mapmaking.

Note; Ascot Racecourse, just east of the aerodrome (red arrow). This was a popular raceway, pre WW2 but was an Army training camp during the War and shortly thereafter was swallowed up by the airport expansion plans.

In these far off years, many things would be different to the modern pilot. The phonetic alphabet was entirely different then: A Able, B Baker, C Charlie, D Dog, E Easy, F Fox, G George, H How, I Item, etc. The man in the Tower was called the Aerodrome Controller and he was not Air Traffic Control. There was no Surface Movement Control and radio communications were all HF. The airlines and some military aircraft carried HF and most other aircraft had no radio at all. There was no VHF radio. A variety of radio frequencies and bands were used, but VHF was not introduced in air/ground comms until the late 1950s.

There was once a fellow who worked in the Aeradio shack on Lord Howe Island, ca. 1952. He covered the TEAL Short Solent flights from NZ to Rose Bay. He said he used to listen to what was happening at Mascot and Rose Bay. So, even the man in the Tower used HF. Also, a series of Aldis lights (red, green and white) and signals regulated taxi, take-off and landings without much time spent on HF. If necessary there was always the Very pistol and the smoke puff gun.

Near the top RH mid centre of the above photo, near the 500 foot markers of Runway 22 (green arrow) there's a railway line crossing the runway. A fact of life for a long time. The railway was there first. This was the Botany – Sydenham railway freight line. There was a system in place for safety, a telephone system to allow communication between the railway authorities and the aerodrome controllers. They would advise each other of their traffic and switch on red lights. This would stop either train or aircraft.



Sydney Mascot Airport 1950. A Qantas DC-4 does maintenance while the Sydenham – Botany freight/coal train makes its way across the runway and aerodrome. It carried much coal for the Bunnerong Power Station at Matraville.

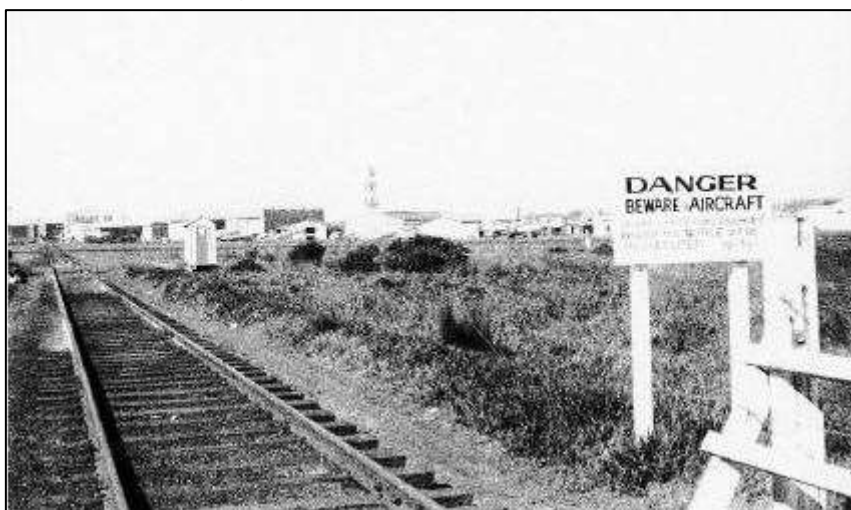
The liaison between the Mascot Railway Goods Office and to the Airport Control Tower was facilitated by the Mascot Firemen – by telephone. When all was safe red or green lights would be switched on. This would show the train that the runway was occupied or the aircraft that the



runway was clear for take-off or not. Where the railway line crossed runway 22 near the 500 foot markers – it was a flat area.

Where the parallel taxiway crossed the railway line the taxiway had to climb a up gradient and down the other side –as indicated above. Boeing Stratocruisers could not take this bump and so confined their taxi ops to the runway. On a dark night in June, 1950, an Ansett DC-3, VH-BZK was taxiing for departure and collided with an empty coal train in light fog and rain. A few wagons were derailed and the plane was severely damaged.

There was much confusion; as over HF the DC-3 Captain read Runway 22, when the aerodrome controller insisted it was Runway 11 for departure (R11 was lit). The DC-3 taxied for R22 on the parallel taxiway (in the dark) and stopped at the holding point.



Unbeknown to him (and forgotten by the man in the Tower) a coal train had been cleared to cross runway 22. Tower then lit 22 and cleared the DC-3 to taxi down the runway for runway 11. The collision between train and plane occurred in rainy conditions. A radial engine was broken off and a fire broke out. The sensible and calm directions from the flight attendant meant all 15 passengers escaped OK. The Co-pilot got minor cuts to his face.

In the investigation, the Captain said he was only taxiing at 15 knots when he collided with the train. Experts, observing some rail freight carriages were knocked off the rails and upside down, said "70 knots would be closer". Ansett and the Railway were both compensated for their costs of damages.

As a result of this unusual accident, industry wags came up with the saying "Don't miss your train connection, fly Ansett".

In December 1951, four new aircraft/train traffic lights were installed, to help prevent a repeat of the accident. In March 1960, the railway line was moved some 300m north of its previous site, outside of the airport boundary fence.

Mascot 1953. The ? shaped area of the Cook's River, west of the threshold of Runway 16 was soon completely filled in and this is where the International Terminal was built. A bloody lot of work was achieved in six years.

New runway 07/25 completed



Mascot 1953. The question mark shaped area of the Cook's River, west of the threshold of Runway 16, was soon completely filled in and this is where the International Terminal was built. A lot of work was achieved in six years.



Mascot 1969. Showing the Cook's River completely filled in, where the International Terminal Building will be built and opened in 1970



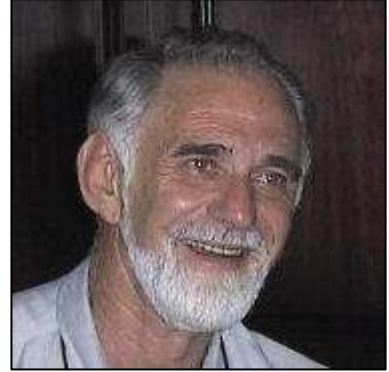
A Qantas Empire Airways Lockheed 1049 over KSA in 1958. You can see the new mouth of the Cook's River and New Paved Main Runway 07/25. Runway 16 is still short and hasn't crossed General Holme's Drive on the beach. The work on extending Runway 16 out into Botany Bay has yet to be started.

Sydney Kingsford Smith Airport today. A lot of work from the end of WW2.



Chinese Museums – Frank Alley.

Frank says, “In late August this year (2018) I returned to China for a 2 week visit with my Shanghai born wife, perhaps for the last as I am now 76 years old. Those who know me will remember that I lived and worked in China from 1998 to 2006 before returning to Oz. (See [HERE](#))



I wanted to see some museums that I had missed during my time there. This time I managed to see in Beijing the China Aviation Museum, Military Museum, Auto Museum and Railway Museum. It was some 12 years since I had been there and I was staggered by the changes. Our first and final stop was Shanghai with a trip to Beijing there and back on the fast train which cruised at speeds over 340 km/hr, silent and comfortable, cheaper than flying and a damn sight easier.

I could not see the Naval Museum in Shanghai because it is on an active naval base and foreigners are banned, but apparently it is OK for Chinese to visit. I was offered the opportunity to go to Tianjin, east of Beijing and see the Liaoning, aircraft carrier. I decided against that because I knew from past experience if I raised a camera there would be hysterics around me.

Just a few observations about the modern China: The everyday technology is well advanced compared to what we have in Oz. Facilities for use of internet for all manner of things are terrific. The program WeChat can be used for so much, including paying for your breakfast sold to you by a peddler on the street. Everybody has a grand smart phone and they use them. My experience in Oz with people walking whilst staring at their phones was quite different. In Oz there is a good likelihood you will have a collision. On a subway station platform in China you might have say a 100 people advancing toward you, all looking at a screen, but no one will collide with you. They just seem to know what to do. Sitting in a taxi can be quite disconcerting in the heavy traffic in Shanghai and Beijing and Rafferty’s rules seem to apply. No one bullies their way and they are prepared to make way for both vehicles and pedestrians. It just works, but I doubt if I would have sufficient patience.

Food in restaurants was fabulous and most menus are bilingual, Chinese and English with pictures of the dishes. And by Oz standards ridiculously cheap. In Beijing a meal with 4 dishes which might be too much for two people to eat and including my beer would come to \$30 AUD at the most. Taxis were also cheap. They also have a Uber type system for private drivers. If you have the right app on your phone, you make a request. Then a reply comes from a driver with a quote, a picture of his car and the number plate, all connected to GPS so you can see where your taxi is.

To get to the aviation museum is not easy and we decided to get the subway as far as possible and hope to get a taxi. The taxi took 25 minutes and came to \$14 AUD and the driver gave us his phone number so we could call him when finished and there he was at the entrance

later....another \$14 for the return trip. Petrol in China is about \$1.50 AUD per litre, so I don't know how they make a living.

Entrance to the Aviation and Military Museums is free, except that they charge 20RMB (\$4.00) for the indoors exhibition at the Aviation Museum. If Jane my wife had been prepared to wait in the heat while two Chinese men argued over who would pay the entrance fee, I would have had to pay even less because I am a senior!!

By the way, at the Shanghai Museum I saw an ancient scroll of women playing what looked like golf. The Chinese claim that golf was invented in China, although the game as we know it came from Scotland.

The Auto Museum is housed in a modern building in an outer suburb of Beijing and can be reached by subway with a 700m walk at the end. Cost of entry is \$4.00 AUD and is quite crowded. It seems to be set up with children in mind as there is a bit of educational activities or exhibits, such as an 'exploded' car, disassembled and hanging in the air. The first cars you see are what would have come out of Russia and Chinese manufacture based on Russian design. It's worth noting that until the 1949 revolution, cars were right hand drive, but after the Russian influence they became left hand drive.



Most of the car pics were taken with my mobile phone, but a few were from a proper camera. The lighting was very harsh and difficult for photography.

What is exhibited is in pristine condition and cars are displayed on a number of floors. One large area is devoted to examples of modern engines. On another floor they have some classics like the Dino Ferrari, Porsche, XK120 Jaguar, old Bugatti, Model A and T Fords and a quaint little Subaru, the Citroen 2CV.

Apart from the Jag, what floored me was the V12 Lincoln, the old Rolls Royce and the Cadillac. One wonders who originally owned these cars and did they have to publicly confess their sins during periods of upheaval, such as during the Cultural Revolution.

A bugger of a place to get to, there being no taxis in the area, or at least none we could find, but well worth the visit.

You can see the pics [HERE](#).

Railway Museum. The weather was hot and we were buggered, so we got a taxi from the hotel, after all, taxis were very cheap compared to Australia. Now Beijing taxi drivers have a reputation for being a bunch of cheats and that was the case in years past. But now it is more difficult to rip off a customer because everyone has a smart phone with a GPS. While I stared out the taxi window at the astonishing architecture whizzing past, Jane had her eyes glued to her GPS, monitoring where we were going. Jane is Shanghainese and like most of her city folk, has a natural distrust of those from other cities. Ask a Shanghainese a question in Mandarin and you are likely to get the answer in Shanghai dialect.



Cost of entry to the cavernous hall was \$4.00 AUD. They had fans placed around the exhibits and you could always find somewhere cooler. Steam locomotives everywhere, some of them would have been in service only 20 years ago. There were the diesels and more modern types. A number of exhibits were originally imported from overseas, such as from France and Belgium. The absence of really old trains suggests that what we might call modern trains came rather late to China, probably after the revolution of 1949. In the time of the last emperor, at the turn of the 19th to 20th centuries, technology was banned, so railway system would have lagged behind what was happening around the world. I can remember reading in a book written in the early 20th century by a priest in Shanghai about how the government complained about the number of Chinese being run down by the rather slow moving trams in Shanghai. It seems there were no 'Shanghai Dodgers' like those Brooklyn Dodgers of New York.

The last pic is of a device for the disposal on bombs. It would seem that if a bomb is found on a train station and cannot be defused, it is put into this sphere, locked and detonated.

Security, whilst not on the same level as at an airport is quite ever-present in train stations. Everything gets scanned on the way into the platforms.

You can see the pics [HERE](#).

Aviation Museum. There are apparently over 300 aircraft on display, many duplicates. Note the row of MiGs. Some of the aircraft are western and some Russian and some Russian designs and others of local Chinese design and manufacture. The DC3's may be from WWII that had been used by the Americans to supply the Chinese nationalists (Guomindang) under Chiang Kai Shek by flying over the Himalayas from Burma to China. The Mustang may have been one of the 'flying tigers' aircraft. There is a MiG15 from the Korean war wearing 9 stars. Only 4 represent kills and the other 5 were 'damaged' and I don't know what the target aircraft were. They may have been fighters or bombers. There was one Chinese pilot who had 6 confirmed kills.



I can't read Chinese and my wife was getting a bit sick of all my requests for translations, she not being the least bit interested in military stuff, but very patient with me nevertheless. And it was bloody hot.

There are two bombs displayed under a bomber indoors, one is a thermonuclear device (hydrogen bomb) and the other a fission device (atomic bomb) and by the shape of it I would suggest a plutonium bomb, not an enriched uranium type.

The aircraft outdoors were suffering a bit from exposure, but those indoors were in beautiful condition. I was intrigued by the B29/50 types with different engines, one aircraft being an AWACS type. A couple seemed to be electronic reconnaissance aircraft and indoors there were what I guess were photographic pods on aircraft. Aircraft guns shown were 23mm, 30mm and 37mm calibres.

The strange looking projection from the front of MiG types I suspect is some kind of mid-air refuelling probe.

The museum seems to be on a former airfield with the original hangers built into the side of the hill.

Military Museum

In an outer suburb of Beijing and can be reached by subway. The building was a gift of the Russians and is typical of that brutish communist style. But fabulous inside.



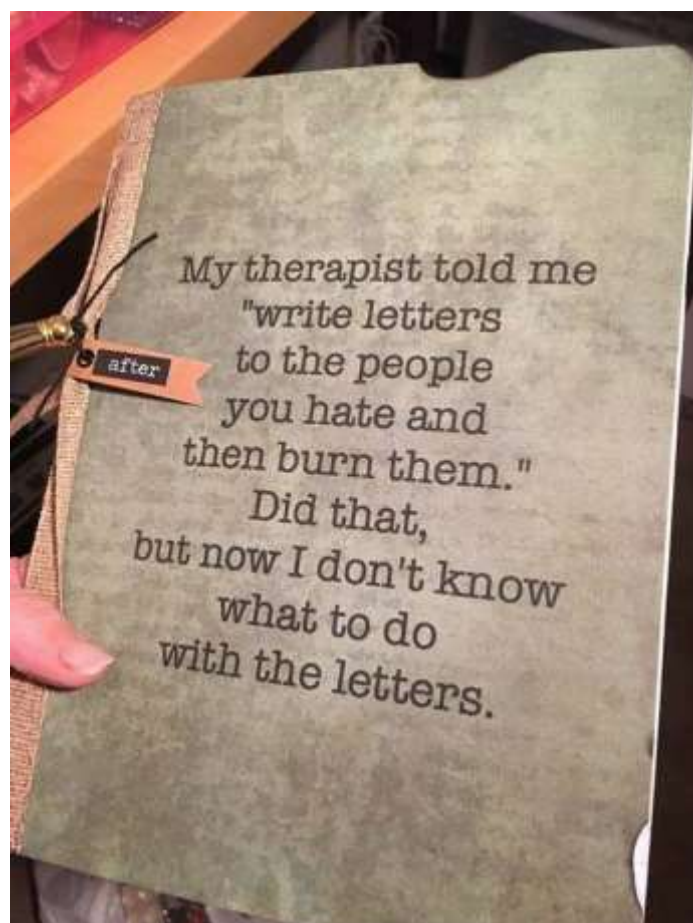
Everything on display is in pristine condition. On the day we were there the top floor containing small arms was closed. Because entry is free and it is not too hard to reach, there are massive crowds. The security people actually stop entry every so often so that it will not get too crowded inside.

The Sabre, Shooting Star and Mustang were from Taiwan and I wonder how they were obtained. In each museum there was the wreckage of an American supersonic pilotless reconnaissance aircraft which had come down in China. There is even a Japanese anti-aircraft gun from WWII. And an anchor from a Chinese ship sunk during the Opium Wars of the mid 19th century.

Having recently read some books on the Russian front in WWII, I was pleased to see a T34 tank with its wide tracks (this apparently gave advantage on soft ground). That tank on display was North Vietnamese captured during the brief war between North Vietnam and China during the period of Deng Xiao Ping as Chinese leader, who famously said that it is OK to be rich and promptly became rich and sent his kids to the US for education. He's also the guy who turned the army loose on the students in Tiananmen Square.

The missiles lying flat are anti-ship types. The big red gun with railway tracks for traversing was made by Krupp in Germany. I think it is a fort gun for anti-shiping.

Despite all the photography I did, not one person accused me, as they had in the past, of being a western spy. Things had changed.





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Calling all Appies REUNION

The 45th Reunion of RAAF Ex-Apprentices
and JEATS will be held
at
Werribee RSL
on
Saturday

19th January 2019

Hangar doors will be open from
1300-1700Hrs & onwards

**\$20/head covers the cost of finger food
and some drinks**

Contact Dick Tracy on Mob: 0400 132 730
e-mail philip.tracy@optusnet.com.au



Herc Lovers.

On the 23rd November, a bunch of blokes who had either worked on, flown or flown in the mighty Herc, along with their ladies, got together at Richmond to celebrate the 60 years since the first A model arrived on our shores. Australia was the second Air Force in the world, after the USAF, to operate the C-130.



In all, the RAAF has had 48 C-130 aircraft of different models:

Number	Model	In Service	Squadron
12	A Model	1958 - 1978	36 Sqn
12	E Model	1966 - 2000	37 Sqn
12	H Model	1978 - 2006	36 Sqn
12	J Model	1999 - current	37 Sqn

Back in 1958 the A Model cost \$1,067,000 each. The E Models cost \$12,000,000 each, the H model \$30,000,000 each and the J model costs in excess of \$62,000,000 each. The C-130 has been a hugely successful aircraft for Lockheed which in 2015 had produced in excess of 2,500 aircraft in more than 700 different varieties.

The Anniversary get together started on the Friday morning at “Ma’s” hotel at Clarendon which is just south of the runway at Richmond and only a stone’s throw from the Herc hangars and which was a popular watering hole for many on a Wednesday afternoon “sporty”. At 11.00am buses transported everyone onto the base for a tour of the old Hangar One where two H model airframes, (A97-010 and A97-012), have been joined together to make a “virtual” J model airframe for Loadmaster training. Having a “virtual” J model frees up the 12 J’s the RAAF has for Tasks, (two are always ‘on task’ in the Middle East and two usually in deep maintenance) and does not wear them out by “flying around the flagpole” just to train Loadies. The set-up is pretty realistic with recorded noises, lighting etc.



This was followed by a great BBQ at 37 Sqn HQ (which included the current Squadron personal), followed up by an inspection of Hanger 320 and a real C-130J.

After lunch, it was back to Ma's (which used to be know as the Aerodrome Hotel, [Ma's] before it burnt down and was replaced by the current Clarendon Hotel), where the official formalities for the day took place. The key note speaker was Sir Angus Houston who used to be a Bog Rat on Herc's a couple of life time's ago. Once that was out of the way it was time to imbibe – which most did with a vengeance.

Some of the revellers include



Rod Totten, Col Coyne, Bob Pearman.

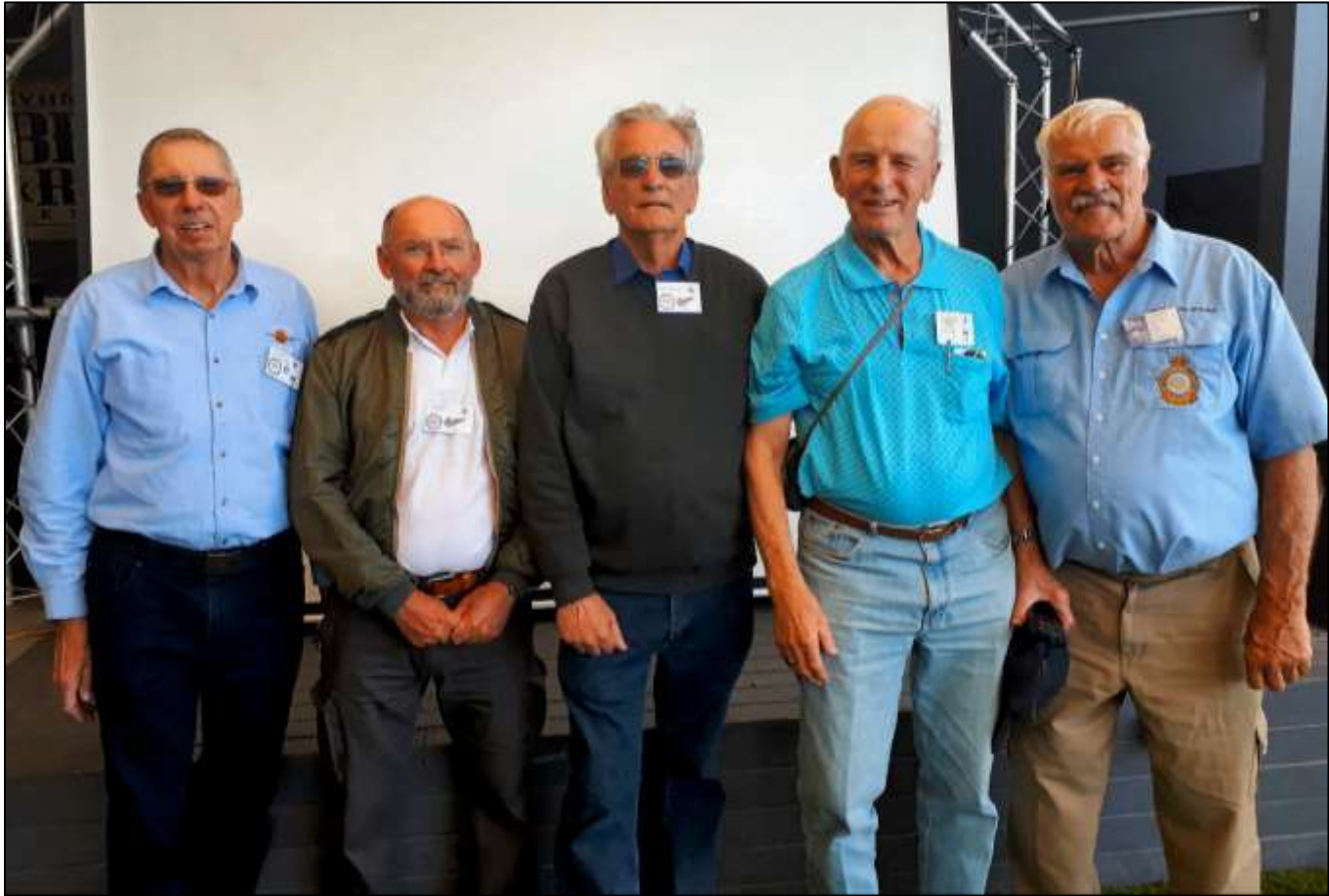


John Broughton, Kimberley, who keeps the drinks rolling at Ma's, Col Coyne.



Some of the revellers at Ma's





Rod Totten, Jack Hunt, Bob Carpenter, Keith Beardsmore, John Broughton.

Eamon Hamilton (right) wrote: Veterans have joined Air Force members to celebrate 60 years of C-130 Hercules operations in Australia. The first Air Force C-130A was handed over in the US in November 1958 and touched down at RAAF Base Richmond on December 13, 1958. CDR Air Mobility Group AIRCDRE William Kourclakos said Hercules crews had been involved with almost every major Defence operation since then. "We've recorded more than 830,000 flying hours with four models of the Hercules, all without major accident," he said. "That record of safety and accomplishment has been made possible by thousands of men and women in Defence and industry, on the ground and in the air."



Up to 140 past members of the C-130 Hercules community visited Richmond, the Hercules' home for six decades, on November 23. The Hercules has been a lifeline to Defence operations in Vietnam, South-East Asia and the Middle East and to peacekeeping missions in the South Pacific and Africa. It has delivered humanitarian relief and evacuated survivors in the wake of disasters such as Cyclone Tracy, the Boxing Day tsunami and, most recently, in Palu, Indonesia.

Since 1958, Air Force has flown 48 Hercules airframes across four models and now operates a fleet of 12 C-130J aircraft that were introduced to service in 1999. "Over nearly 20 years, the J-model has received communications and self-protection upgrades that allows it to deliver in tough environments," AIRCDRE Kourclakos said. "Even with the introduction of newer transports like



the Globemaster and Spartan, the C-130 Hercules and its workforce have proven the airlift platform of choice in our region."



37 Sqn Tech Sgt Daniel Nagy with Framie, Fight engineer "Toby" Tobias and Radtech Keith Beardsmore. Toby and Keith were on the first Australian training course in the US for the delivery of the C-130A Herc in 1958. The aircraft behind is the "virtual" J training airframe.

The following two plaques were presented to Sir Angus Houston who was the Key Note Speaker at the event.

The Vertical Stabilizer of A97-167 is now the "Gate Guard" at the "new" front gate for RAAF Richmond.



Rod Totten, in front of the virtual J model.



Bob Carpenter, (in the grey jumper) was a RadTech A who re-mustered to Flight Engineer on the E model Herc's.



The "Virtual" J model.



Two fine old ladies, reduced to training aids.



Training aid.

I went to the bottle shop last Friday afternoon, bought a bottle of Bundy and put it in the basket on the front of the bike. As I was about to leave, I thought to myself that if I fell off the bike the bottle would break. So, I drank all the rum before I cycled home. It turned out to be a very good decision because I fell off my bike seven time on the way home.



If you've got a little bit of spare time, have a look at the Lockheed story [HERE](#).

Where are they now?

A97-180 has recently been written off after a hard landing in Pakistan, fortunately there was no fatalities. See [HERE](#)

A97-005 was destroyed in a crash in Indonesia in December 2016. Unfortunately, of the Crew of 12 and 1 passenger there were no survivors. See [HERE](#)

A97-212 is the last surviving RAAF 'A' model. It has been on the market for several years, but unfortunately there are no takers due to there being no spares or support for 3 bladed props anymore. "12" is to be broken up for parts. See [HERE](#).

Djinnang Reunion.

Those of you that do not live in the Brisbane region may not know that the Hotel Jen will be closing its doors at the end of 2018 (sigh!) and we have had to find yet another new venue for our reunion. Such a shame as it was pretty near perfect for us. You can thank the Government for this decision.

It has been decided that The Port Office Hotel (Colonial Bar) is the new place to be on 25th May 2019. The address is 40 Edward Street (Cnr. Margaret St) Brisbane City. While the Colonial Bar is upstairs, there is also a small lift for those requiring it. You just have to ask one of the staff members to escort you to the lift.



The normal function times apply, 2pm till 9pm. There will be a free drink on arrival and platters as per the last few reunions. Entry will remain the same price as last year, \$30 non-perpetual members and \$20 perpetual members.

We have a code that can be used at any of the Oaks CBD apartments, 212 Margaret Street (just up the road from the Port Office). I am not sure how much discount we will get. The code is "portofficehotel". They have a car park here I believe. If you want a 5 Star Hotel the Stamford Plaza is directly across the road from the Port Office. Also, opposite the old Botanical Gardens is Royal on the Park, the old Park Royal. These are the three that are closest to the venue I think.



We also have a code for secureparking.com.au. I just tried a dummy booking and it cost from \$9 to \$16. You must be out by midnight though I think. There are special instructions which I will share closer to the time of the reunion.

Unfortunately, there won't be a coffee/tea station in the Colonial Bar on the night, but these can be purchased from their Restaurant downstairs. Dinner can also be purchased downstairs.

Hoping to see you all there on the night to again reminisce and have a few drinkies. Please spread the word regarding the change in venue.



Gail McDermott
Djinnang Association (Secretary)

DVA Brisbane is moving!

DVA's Brisbane State Office is moving from its current address at 259 Queen St (next to the GPO) to 480 Queen St, which for those familiar with Brisbane, is opposite the old Customs House.

The move will take place over two weekends, 12-13 January, and 19-20 January. All phone/fax numbers and email addresses will remain the same.

You can get further info [HERE](#).

Political Correctness gone MAD!

Kimberley Clark, the makers of Kleenex tissues, renames its "Mansize" tissues brand as 'extra large' after complaints from rabid feminists that the original name was sexist. (See [HERE](#))

The new boxes are to be re-named 'Extra Large' in a move that has proved controversial on social media. Details of the change by Kleenex appeared on the company's official Twitter feed and followed complaints from customers. One of them demanded: 'In this day and age, is it right for Kleenex to have a product that is MANSized? The world is changing, maybe they should too?'



Another customer challenged the firm on the Mansize brand, writing: 'Really Kleenex? Do women have different colds to men which mean they have different tissues?' One mother suggested Mansize was sexist and outdated. She wrote: 'Hi Kleenex, my four-year-old son asked me what was written here. Then he asked, why are they called Mansize?'



Can girls, boys and mummies use them?... He suggests you should call them “very large tissues”. In the light of this righting of a terrible wrong, shouldn’t Kleenex issue a heartfelt apology to women everywhere, who will doubtless have suffered unspeakable embarrassment, torment and ever-lasting trauma from having been forced to suffer such blatantly sexist branding?

At the moment it appears to be restricted to the UK but you can bet we’ll get it.

And PepsiCo, the owner of Doritos, has been blasted for having the temerity to produce “lady-friendly” chips which are quieter and less messy. They are going to package them in smaller bags so they can fit in hand-bags – HOW DARE THEY!!!

Time to stand up to this crap – we need to know who these anonymous wankers are so we can publicise them – show the silent majority where this crap is coming from. It’s got to be stopped!!





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