



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

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

See Page 3.



Spring clean your computer and if you're still using Win 7, you should consider upgrading to Win 10 soon.

See Page 4

Army 104 Sigs Sqn played an important part in the war in Vietnam.

See Page 5





- * The new Pension rates WEF 20March
- * The US Navy has a pregnancy problem.
- * Lots of DVA news

See Page 6

Warren Dickson sent us a copy of Llew Robb's experiences.

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- * 35 Sqn have moved to Amberley
- * Qantas bomb hoax
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- * The History of Air Force 1
- * The KC-135 lives on
- * The Rolls Royce Trent engine.

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- * The Appies got together at the Werribee RSL.
- * The RAAF celebrated 98 years and the Frogger's Cadets unveiled a plaque in the ACT.

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- * How to manage stress.
- * What is Pancreatic cancer.
- * Are vaccines safe?

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- * Jeff remembers his time flying the old Caribou in Vietnam back in 1966/67.
- * The Consolidated B32 Bomber.
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We have a look over Fort Queenscliff.

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3 Sqn blokes, who flew or fixed the Mirage in Butterworth, and their ladies, got together to party at Willytown.

The 3 Sqn Lizard blokes and their ladies check out the F-35

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See Page 14.

* *"A good idea at the time"*. John tells of his nasty trip down the Wahgi Valley in PNG.
* The Boeing 737 Max 8.

The Froggers DCS/ECS blokes and blokettes party party party in Canberra.



* And more!

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

See Page 18

* Another view on climate change.
* Qld Vehicle rego concessions
* Great V's Green Generations

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* Djinnang, Tels Techs, East Sale-ites and the RAAF Appies have reunions planned,
* , Brisbane ANZAC Day march line up.
* Mobile phones are changing our world.

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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.

We're 20

Next month we turn 20. This little magazine is now 20 years old, thank you for sticking with us over the years. There have been a lot of changes along the way, we started out as a small paper newsletter which was mailed out to everyone but eventually as the newsletter grew and as our



numbers grew, the cost of paper and postage was prohibitive and we were forced to take it on-line. Years back the newsletter changed over to a magazine and these days it goes out to 2598 people – and the numbers are growing.

We try and cover as many and as varied stories as we can, we're always on the lookout for reunions and get togethers, if you're having one and you'd like us to cover it – please let us know.

You can see Vol 1 [HERE](#).

Our new Printer.

About 5 years ago, we (The Radschool Association) had applied to DVA for a grant to buy a new printer needed to print out the magazine. Back then we bought a Brother MFD laser colour printer that did everything, it faxed, it copied, printed on both sides of the paper all at about 20 pages per minute. It was great, it was easy to use and it did a great job.



It did a million pages, but like us, it got old and eventually it died. For a year or so, with big dollops of life support, we managed to keep it going but in the end, apart from a complete rebuild, which was uneconomical, it was time to retire it.

A few months ago we made another application for a grant through the [GRANTS SCHEME](#) and again we were successful and were able to buy a Samsung super duper printer that should keep us going for years to come.

If you belong to an organisation that needs a computer or a printer or a camera or some other item to be used in the organisation, click the link above and submit an application.

It now takes a little while to get approval, the new scheme does not work as well as it used to work, but in the end the result is the same.

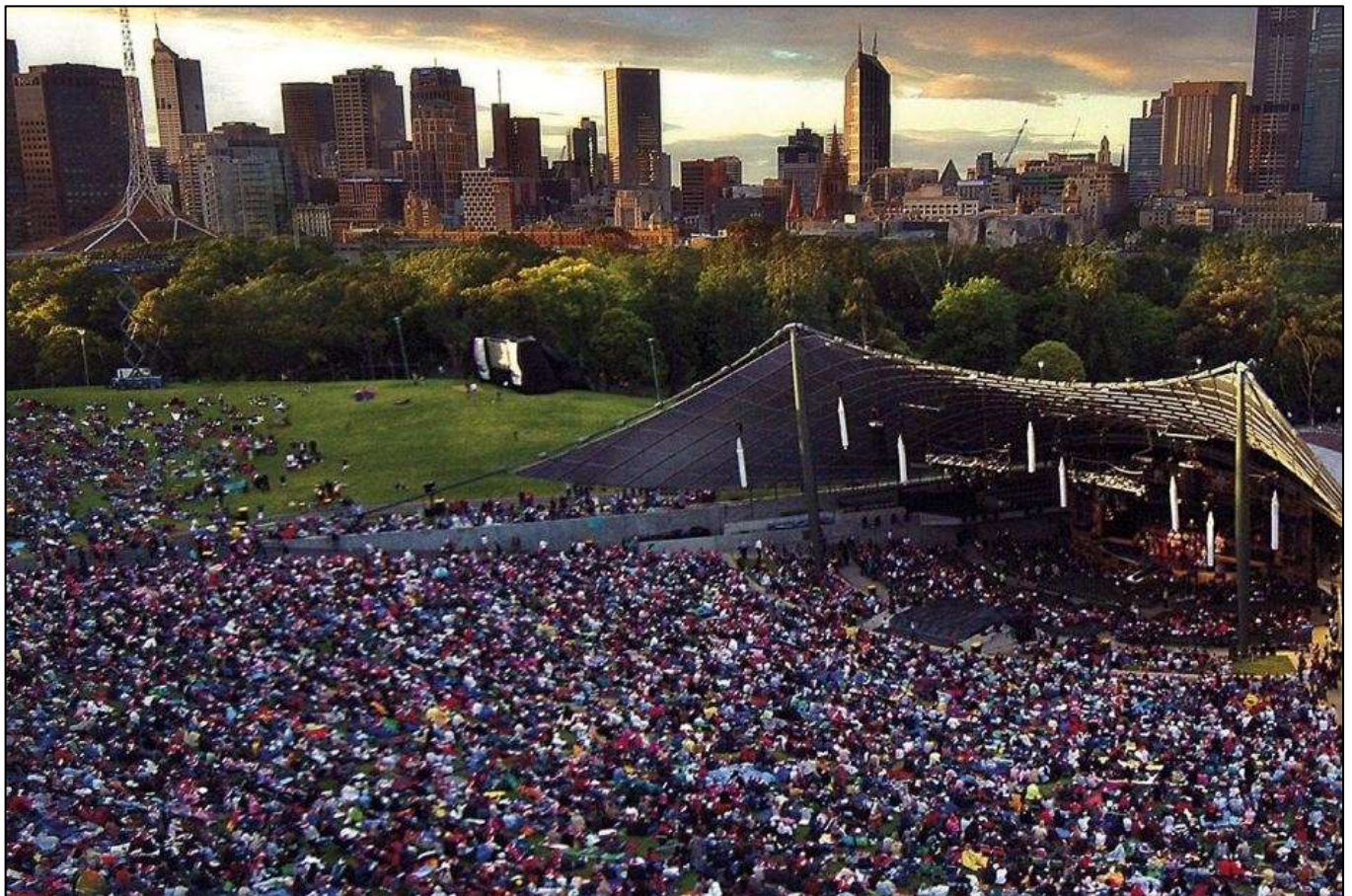
Remember when you had to smack the TV because the channel wasn't coming in clearly?
I feel that way about far too many people.

2021 Celebration.

We've had to put our preparations on hold until 1 July 2019 – see the latest update [HERE](#), though there is a chance that we'll know a lot more not long after ANZAC Day. More later..



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 a Radschool member and 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.

Current financial members can now receive a 12% discount on the base rate of the day when hiring a car from Thrifty. If you're thinking of hiring a car or an SUV or a people mover, this could save you heaps. If you're a member, send us an email [HERE](#) and we'll send you the promo code.



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.

Some people won't admit their faults. I would if I had any!



Membership.

We've decided to go with the following membership.

- Full membership for \$35.00 to 30 June 2021.

There's no more annual Membership, only full Membership which will expire on the 30 June 2021.

As we've said, full membership is not compulsory, you can still receive the RAM which will remain open, free and available on the net.

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

If you are already a member (ie: if your name is on this [LIST](#)), please fill in the form below and send it to us, if you haven't already joined (if you're not on the list), please use the form [HERE](#).

First name: Surname:

Your email address:

Membership type:

Your State: Sum transferred: \$

Submit

Please transfer your joining contribution to:

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

You can of course pay more if you wish!!

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



RAM thought for the day.

The older you get the more you appreciate cancelled plans, early nights, thunderstorms and alcohol that is on sale.

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



Jeff Wessels.

Kev Hinch has advised that Jeff Wessels, that lovable rogue, passed away peacefully in the Palliative Care Unit in Townsville on the 22 December, 2018. He had fought an incredibly courageous fight for many years, always with great humour and dignity.





Jeff's funeral was held at Morley Funerals in Townsville on the 7th January after which attendees were invited back to the Townsville RSL to celebrate and remember their old mate.

Jim Mullins

John Sambrooks advises the passing of Jim Mullins on the 22nd December 2018. Jim was a sumpie and as a Sergeant served with RTFV in Vietnam from March 1965 to Nov 1965.

Jim shown here doing an engine change on one of the Caribous.

Jim was born in Essendon in 1927, he was 91 years old.

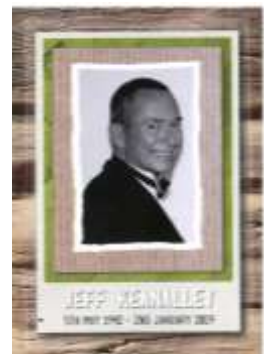


Ron Starkie

Allan George advises the passing of WGCDR Ron Strakie (Ret'd) who was CO Radschool from June 1968 until Dec 1971. Sadly, Ron passed away on the 18 Dec 2018, age 95. He was a great member of the Engineer and radio fraternity though unfortunately recent ill health prevented his attendance at luncheons for the past few years.

Jeff Keanalley

Bob Hambling advises that Jeff Keanalley, who was on 12 Radio Apprentice course died on the Gold Coast on 2 Jan 2019. He was diagnosed with lung cancer about 6 months ago and was able to continue working as an accountant until the day before he died. He had operated an accountancy practice for many years and was featured in the Business Review Weekly as the Bare Foot Accountant. He also worked as a bookmaker, opal mine owner, estate agent and shop keeper. He had a life-long passion for aviation and held a private pilot's licence.



Jeff was born in May 1942 – he was 76 years old.

Brian Cairns

Dick Tracey advises the passing of ex apprentice Brian Cairns. Brian was an instrument fitter off no 2 intake and went on to become a pilot and flew Mustangs, Meteors and Sabres. Brian had



an amazing career ex Air Force too, he went back to engineering and was the chief engineer for Connellan airways in Alice Springs and then commenced a funeral home business in Alice. Dick says he first met Brian in Alice when he was in his early seventies, he was still working had his own parcel delivery business. For those who were at the Appy reunion in Wagga in 2013 some may remember Brian carried the flag for the Anzac Day March. He also attended last year.

Brian passed on Australia Day 2019 and would have been 87 years old in a few days. In true appy fashion he was a fighter to the end but was at peace with himself and the world.

Stanley “John” Wilson

Peter Hodge advises that Wing Commander (Ret'd) Stanley Wilson, known as John, Intel/Linguist and old HK hand, died on 13 January. His funeral notice was in the Canberra Times on Saturday, 19th January. Born in England back in 1932, he was 86 years old.

John was buried at the Woden Cemetery on Monday 21st January, 2019.

Lance Halvorson has written a wonderful tribute to John Wilson – you can read it [HERE](#).



James “Jim” David Butler

We have been advised of the passing of Jim Butler who passed away peacefully at the Mater Hospital, Bundaberg on the 4th February, 2019, aged 85 years. His Funeral Service was on Saturday 9th February, 2019. Jim had joined the RAAF back in 1957 when Rookies were held at Richmond. He was a RadtechA and discharged as a WO in 1977.



Thomas “Tom” Preston

Clarry Kitzelmann advises that Thomas Preston passed away at his home in Castlemaine Vic on 22nd February, 2019. Tom's Funeral was held on Thursday 28th February. Sorry, no further details.

Edward (Ed) David Plenty

John McDougall advises the passing of Wing Commander (Retired) Edward (Ed) David Plenty who was a pilot during the Korean War. He was born on the 7th April 1931 and passed away in Darwin on Thursday 28th February 2019. Ed was the father of Brian (Jack) ex Caribou pilot and



Matt who left 38 SQN. last December on a posting to Canberra. His funeral was held in Darwin on Friday 8th March. Our condolences to his family.

Toby Payne

Keith Beardesmore advises "Toby" Payne died on the 6th Jan. Toby had been living in Townsville for many years. Sorry, no further details.

Carol Hall

Sadly, Carol Hall, wife of 3 Sqn Assoc's Jim Hall, passed away on the 9th March, 2019. Carol had been battling cancer for several years and finally she lost the battle and passed away peacefully at home surrounded by family.

Carol's funeral was held at the Brisbane suburb of Carbrook on the 15th March.

A lovely and always happy lady who was actively involved in the 3 Sqn Association. She will be sadly missed.



Frank Cooke

Col Hill advises the passing of 16 Radio Apprentice Course member, Frank Cooke on 9 Jan. Frank had suffered from metastatic melanoma. In her email to 16 Course members, his wife Jan said that although Frank had cancer for several years it metastasised to his brain and spine and the end came very quickly.



Lillian Coxhedge

Ernie Gimm advises that Lillian Coxhedge, who was Lillian Weber when she served in the WRAAF as a Tprinop, sadly passed away suddenly on the 3rd March 2019. Lillian was an active member of the Djinnang association and will be sadly missed.

Lillian's funeral was held on Tuesday the 12th March in Mysterton (Townsville).





Dallas Sampson

Peter Haddow advises that Dallas Sampson died on Sunday 24 Mar 2019, his funeral was held at the Mt Gravatt (Brisbane) Crematorium on the 29th March. Dallas passed away peacefully.

He started on course [62RTC](#) at Radschool in 1972 but moved off to Wagga with numerous others and became an Eleco. He served his 6 years then moved back to Qld.



Sidney Robert Scott

Gary Hauk advises that Sidney Scott passed away recently. His funeral was held at Hiram Philp Funerals, 52 Herries St, East Toowoomba QLD on Tuesday the 2 April 2019. Sidney served with RTFV in Vung Tau from June 1965 to January 1966. Sorry, no further details

Hedley Horne

John Mackie advises the sad news of the passing of Hedley Horne on Saturday 30 March.

Sorry, no further details





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Page 3 Girl.

Our lovely page 3 girl this edition is Maeve Tennent.

Maeve grew up in Murwillumbah in northern NSW, very close to the NSW/Qld border. Back then she was Maeve Cooper and after she had finished school, as a young girl of 16 and a bit, it was off to Brisbane to find work and she took a job with Greyhound coaches. She stayed with them for a while then changed over to work with Arnotts, which at that time had their factory in the city, on the Brisbane River.

In January, 1966, not long after turning 18, she applied for and was accepted into the WRAAF as a trainee stewardess and after completing rookies at Edinburgh on [Course 155](#), it was off to Wagga for training. The WRAAF OIC at Edinburgh at that time was Sqdn Off Beryl Gibney who after a small discretion on Maeve's behalf, predicted she wouldn't last in the WRAAF any longer than 6 months. How wrong was she!



In April 1966, after completing the basic Steward's course at Wagga, it was off to the Officer's Mess at Richmond as an ACW Steward. She got her prop early in 1967 then given acting Corporal rank in March 1968 and substantial rank in May that year.

With two hooks on her arm, several postings to Point Cook, Williamstown and 7SD (Toowoomba) followed in quick succession, before she was posted back to Richmond in March 1970. Here, working in the Officers' Mess, she attended to such VIPs as the then CAS, Sir Neville McNamara, the Governor of New South Wales Sir Roden Cutler, and Mr Justice Kerr (later to be Governor General Sir John Kerr). Mr Justice Kerr was in the early 1970s heading the tribunal looking into Service pay and conditions, and she recalls that on one visit to Richmond he was scheduled to lunch at the Airmen's Mess on one day and at the Officers' Mess the day after. The Airmen's Mess laid on a lavish spread for him, quite unlike the regular menu – but he didn't get to eat it.

Cpl John Broughton was the President of the Airman's Mess at the time and when he saw the meal served up to Justice Kerr and the normal everyday meal served up to the airman next in line behind Justice Kerr, he asked him if he would like to swap meals with the following airman so as to really sample an Airman's every day meal. Justice Kerr readily agreed, much to the horror of Justice Kerr's Naval aide-de-camp.



It is not known what if any effect this catering gaffe had on his eventual judgement, but the pay rise which the Services subsequently received as a result of Mr Justice Kerr's deliberations was considerable and very welcome.

In November 1970, not long after turning 22 and while still at Richmond, she got her third hook. This in itself was an achievement as it was a mere 4 years after she had joined the WRAAF. At this time there were only 4 WRAAF Steward positions with the rank of Sergeant and for the ladies in that mustering in the Air Force, Sergeant was as high as you could aspire. Flight Sergeant and above was for the men only. She thought to herself, "here I am at 22, a sergeant and can't go any higher no matter how long I stay in the Air Force".



In June 1972, Sgt Maeve was posted to Amberley where she met FSGT Allan Tennent, a former PTI and now a Hygiene Inspector. They were married on 25th January 1975. Allan was promoted to WOFF the following February and later that year both were posted back to Richmond.



One of Maeve's favourite photos, with both she and the Caribou reaching the 45 year milestone. Click [HERE](#)



Then, in 1977, the WRAAF was incorporated into the RAAF and for female members in many musters their previously limited career prospects were extended to match those of their male counterparts. Maeve and her fellow ex-WRAAF SGT "Mess Supervisors" lost four years' seniority in the merger, but at least they could now aspire to WOFF rank. While at Amberley, Maeve went on attachments to Darwin (1977) and [RAAF Learmonth](#) (1980), before being posted back to Amberley.



Allan elected retirement with this move and was discharged on arrival at Amberley. Sadly, he passed away in November 2012. Maeve stayed on at Amberley for three and a half years, during which she reached the previously-unattainable rank of FSGT in April 1982. This was followed by spells at Townsville (13 months), Amberley (9 months), East Sale (8 months), and finally back to Amberley, where in 1986 she was promoted to WOFF. She transferred to the RAAFAR and to 23 Squadron in April 1987, where she re-mustered to Cook and coordinated the activities of Operational Support Flight. While at 23 SQN, she completed the [Nijmegen Four Days Marches](#) in The Netherlands in 2000, 2002 and 2004, each time marching more than 160 km over four consecutive days to earn the coveted Vierdaagsekruis (Four Days Cross).



Maeve discharged in 2013 at the compulsory retirement age of 65 after a total of over 47 years of PAF and Reserve service, a wonderful achievement, one that we think will not be bettered.

Maeve's farewell day – click the pic for a bigger view.





Ex-RADTECHA FSGTs Peter Roberts and Kev Rosser (and dawg) going for a ride in a vintage ex-Chinese army sidecar outfit in Mount Isa – back in June 2018.

The banker saw his old friend Tom, an eighty-year old rancher, in town. Tom had lost his wife a year or so before and rumour had it that he was marrying a 'mail order' bride. Being a good friend, the banker asked Tom if the rumour was true. Tom assured him that it was. The banker then asked Tom the age of his new bride to be. Tom proudly said, 'She'll be twenty-one in November.' Now the banker, being the wise man that he was, could see that the sexual appetite of a young woman could not be satisfied by an eighty-year old man.

Wanting his old friend's remaining years to be happy, the banker tactfully suggested that Tom should consider getting a hired hand to help him out on the ranch, knowing nature would take its own course. Tom thought this was a good idea and said he would look for one right away.

A few months later, the banker ran into Tom in town again. 'How's the new wife?', asked the banker. Tom proudly said, 'Good - she's pregnant.' The banker, happy that his sage advice had worked out, continued, 'And how's the hired hand?' Tom said, 'She's pregnant too.'

Don't ever underestimate old blokes.



9 WOD Course, Pt Cook.

We don't have all the names, or the date, if you can help, please do.



Gordon Reeds, 2nd from left back row, Bill Worrall, 4th from left back row.





The mid-air collision (Sept 1940) of two Avro Ansons on a training flight from No. 2 Service Flying Training School (2SFTS) based at Wagga, resulted in a crash landing. After the collision the two aircraft remained firmly locked together and continued to fly; the trainee pilot in the upper Anson LAC Leonard Fuller, remained at the controls while his navigator, LAC Ian Sinclair, and both crew members of the lower aircraft, LAC Jack Hewson and LAC Hugh Fraser, all parachuted to safety. Len Fuller successfully crash landed the two aircraft in a paddock but was later killed in a bicycle accident in March 1944.

WRAAF Supervisors' Course.

Laverton.

(Heather Marsh [Rendall] sent us this)



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, FltOff McDowell, SqnOff Margaret Cass, Dawn Dennis, Jill Patterson, Robyn Carey.

Remember when you used to be able to ring a person 57 times and hang up
and they never knew it was you. Good times.



Rookies, Nov 1968

Margaret O'Heir sent us this, her brother Ray Rose is in the pic. She doesn't know all the names or the Course number, can anyone help?



Back Row L-R: Don't know, Tony "Hook" Finch, ? Sappiatzer, Frank "Moose" Oostenbroek, Ron Mehrtens, Don't know, Don't know, Ron Cooper.

Middle Row L-R: ? Lawson, Don't know, Chris "Ding" Bell, Don't know, Don't know, Don't know, Vince Manion.

Front Row L-R: Gus Tretow-loof, Don't know, Don't know, Don't know, Danny Dwyer, Don't know, Peter Rosinski, Don't know, Ray Rose.

DI (out front) Cpl William O'Rourke.





Heather Marsh (Rendall) sent us these pics too.

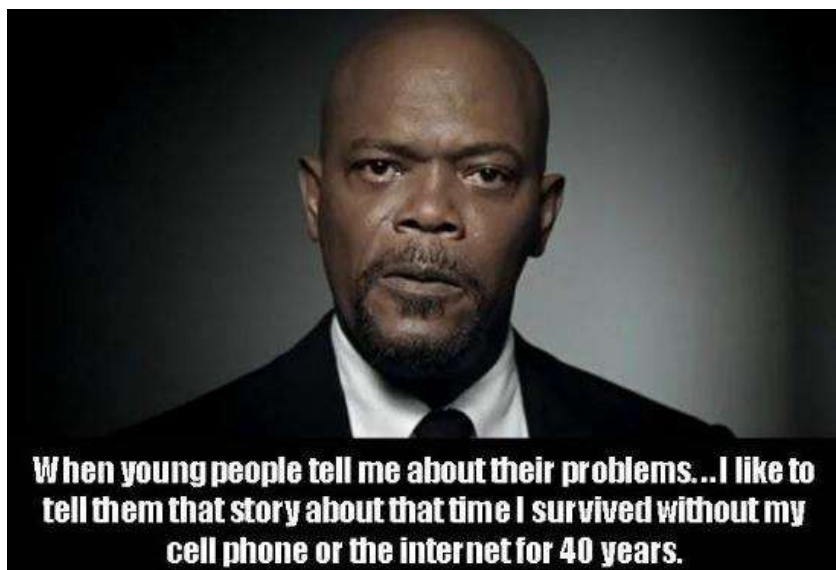
Plotter Course, Nov 1974



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.





Plotter Course, Sept 1975



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

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

CPE Laverton, 1975

(Sorry, no names)





CPE, Laverton, 1973

Sorry, no first names)

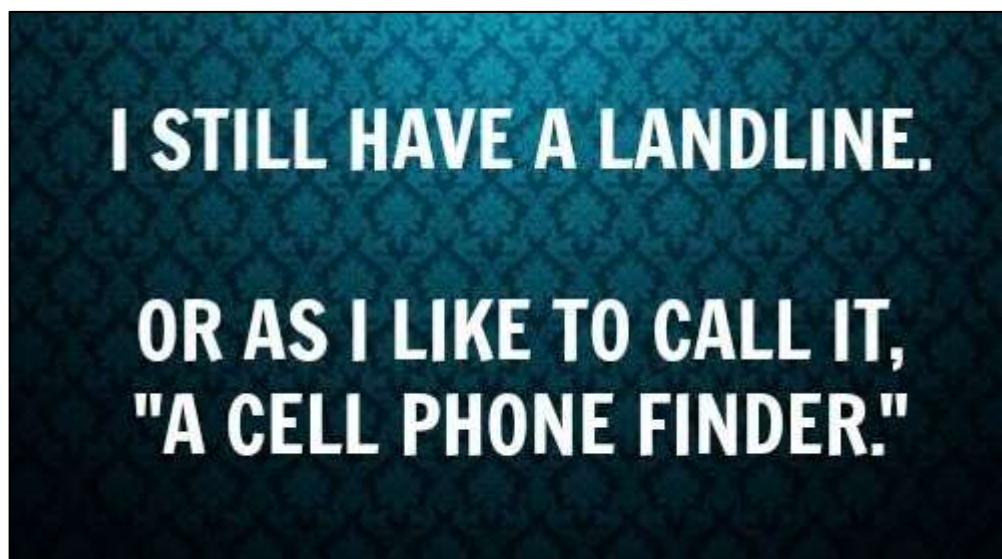


Back Row L-R: AJ Prollocks, RR Pym, RE Burges, BH Morris, RJ McMillan, TS Kingston, DM Rudder, G Lacerenza, SF Newell, PA Kelly, BT Orrock, KW Joy, GW Braybon, BM Carr, BH Leddicot, HV Moffat, EJ Pickering, RC Halloran, M Gurr

Third Row L-R: RG Brewster, JT Singleton, TW Cox, M Clark, R Francis, GR Koch, A Wharton, NJ Crawford, RV Svensen, FD Quiller. P Fahey, BP Coyles, RF Lobegeiger, GM Gretton, CM Vermaes, TE Sturtridge

Second Row L-R E Arliss, AJ McGoldrick, R Graham, FT Reeves, D Weaver, G Leen, BK Proctor, Heather Rendall, MA Melhan, JB Symonds, JC Barlow, AE Vanderzanden, BJ Boon, LG Taylor, MJ Topp, SE Oates, G Hansen, RC May, J Mason, W Dunlop.

Front Row L-R: ML Baldock, HH Cox, AM Brooks, LJ Golding, RE Bradley, RA Markham, NM Cooper, NM Hennessy, WF Murphy, WT Riggs, NJ Burton, IC Johnstone, FA McGrath, PR Buesnel, RW Poulton, YJ Hage, GS Love, GJ Chambers, A Pope.





CPE Laverton, 1976



6th Row L-R: Danny Hand, Laurie Hockey, Rob Garrard, B Clark, P Lyon, Bob Swinton, Pat Henson, Gary Koch, Peter Collis, Mark Wilson, Roger I'Connor, Bill Oldham, Harry Dukes.

5th Row L-R: Glen Milliken, Ken Rowland, Steve Walsh, Gary Bassett, Mike Cuthill, Errol Ryan, Kev Ginnane, Paul Hounsom, Noel Brown, D Leoporati, Ron Russell, Ted Pickering.

4th Row L-R: Otto Cossalter, Fritz Horvath, Keith McIntosh, Steve Raynor, Earnie Arliss, Geoff Elliott, Mal Page, Phil Pearce, Ted Jeffrey, Des Masters.

3rd Row L-R: George Edwards, Rick Holmes, Pancho Villa, Bill Murray, Greg Mathie, Ian Cooper, Peter Doherty, Phil Whiteman.

2nd Row L-R: Lyn Smith, Chris Elliott, Betty Reid, Lynne Harris, Mary Baldock, Brenda Proctor, Heather Rendall, Janet Wedlock, Bonnie Boon, Jenny Wild.

Front Row L-R: Bob Hawley, P Harris, Eric Kluukeri, John Armstrong, Don Wilson.



"My doctor told me to avoid any unnecessary stress, so I didn't open his bill."



CPE Laverton, 1977



7th Row L-R: Noel Brown, Stuart Nichol, Mark Wilson, Laurie Wolfe, Tom Fehily, Rob Garrard, Steve Crouch.

6th Row L-R: Roger horgan, Brian Moss, Fritz Horvath, Peter Collis, Steve Walsh, Mick Bobin, Tom Cox, Gary Challis.

5th Row L-R: Keith McIntosh, Noel Brown, Phil Pearce, Rod Pym, Malcolm Page, Paul Hounsom, Geoff Elliott, Rus May, Steve Raynor.

4th Row L-R: Brenda Proctor, Heather Rendall, Chris Elliott, Anna Meek, Jenny Wild, Marilyn Chambers, Janet Wedlock, Jenny Rodda, Betty Reid, Bonnie Boom.

3rd Row L-R: Ron francis, Dave weaver, Ted Jeffrey, Pat Henson, Gen Millican, Ron Lobegeiger, Errol Ryan, Bob Swinton, Graeme Dickson, Dave Rudder, Ken Rowlands.

2nd Row L-R: Rick Holmes, Mary Baldock, Roy Markham, Mick O'Brien, George Edwards, Fred Quiller, Peter Cox, Peter Doherty, Jim Booth, Ian Cooper, John Moffit, Graeme Chambers.

Front Row L-R: Barry Ditchburn, John Armstrong, Eric Klukkeri, Steve Clutterbuck, Don Wilson.

I might as well go to work – I'm in a bad mood anyway.



CPE Laverton, 1979.

Sorry, no names.



1123 RTU Course

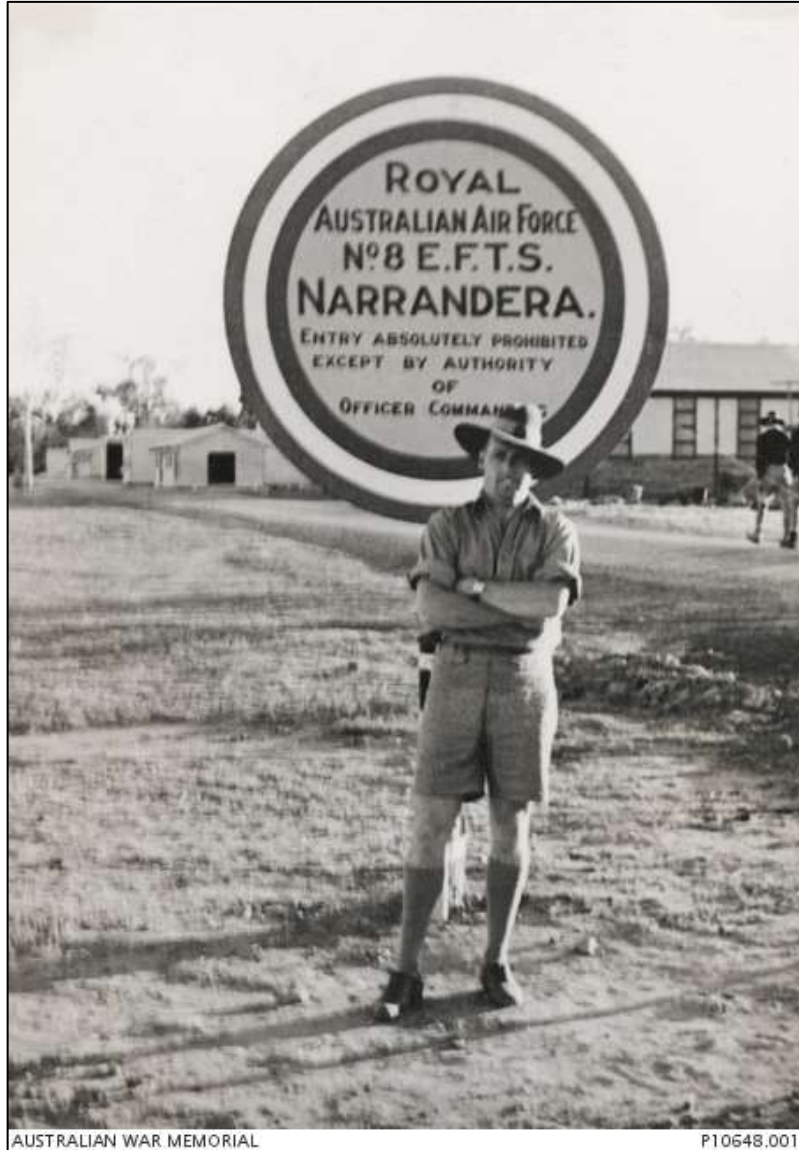
Sorry, no names.





8 Elementary Flying School

Narrandera, NSW



AUSTRALIAN WAR MEMORIAL

P10648.001

LAC Eliot Ralph Barnfather, standing in front of a signboard for the RAAF's No 8 Elementary Flying Training School (8 EFTS) at Narrandera, NSW. A barrister and solicitor from Geelong, Victoria, prior to enlistment, Elliot Barnfather trained initially at 8 EFTS before being shipped to Canada to continue his training under the Empire Air Training Scheme (EATS) at No 2 Air Observers' School (2AOS), Edmonton, Alberta. He received his 'wing' as an air observer on 22 June 1941. Commissioned after his training, Flying Officer (FO) Barnfather was a crew member of 218 Squadron RAF Stirling bomber N6071, radio call sign HA-G, which was shot down near Lyne, Denmark, on 18 May 1942. He was fatally wounded after parachuting from the aircraft.

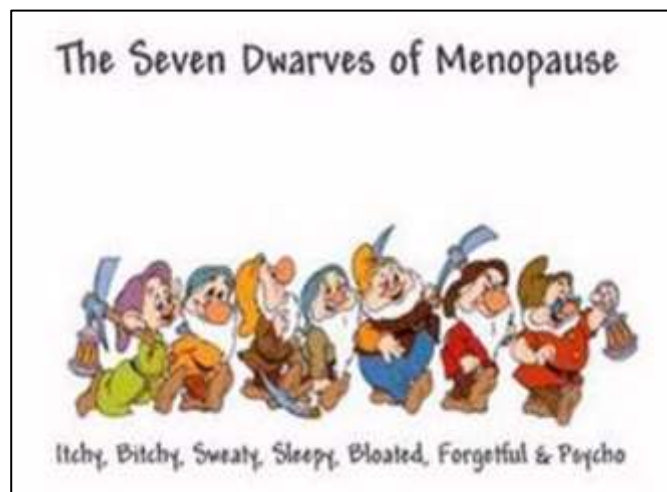
He was 27 years of age.



AUSTRALIAN WAR MEMORIAL

P10648.002

Interior view of the Airmen's Barracks, No 2 Air Observers' School (2 AOS) Edmonton, Alberta, Canada. Elliot Barnfather wrote on the reverse of the photo - "This is where we sleep. That big tin thing on the roof is the heater - hot air comes out and the place is automatically kept about 70 degrees (21C) . You'll see all the kitbags are off the floor so that each morning the floor - covered with lino - is cleaned out. There are plenty of hooks on the wall to hang the clothes we also get boxes - as you can see - or suitcases to keep odds and ends in. This photo was taken before we arrived and although it's not shown we get pillowcases. The door on the right goes straight into a bathroom. The bunks are pretty good but inclined to rock a bit when the other bloke gets in and out of his bed."





35 Sqn Radio Section, Vung Tau.

1966



Jack Bennett (seated) and Bruce Barter working on the 618T and antenna coupler.

Procrastinators Unite!.....tomorrow.



Bruce Gluyas and "Shonky" Shelton.

Ernie Gimm sent us this, he says: "I must have taken this in 1960-61 as they were both Cpls at the time and Shonky was my Shift NCO (whenever he decided to show up for work)".



2 Sqn fire trucks, Phan Rang. 1970.



2 Sqn, Phan Rang.



Building the accommodation complex for RAAF personnel at Phan Rang, 1967. The tent lines in the background housed the RAAF personnel while construction was in progress.

Robert Graham, writing up the evening menu on the blackboard at the 2 Squadron mess at Phan Rang, in April, 1969.



Spring clean your desktop computer.

Just like your car, your house and even your body, your desk top computer needs a good cleaning every once and a while to prevent dust build up and overheating. Cleaning a desktop PC is easy to do and only takes about 20 minutes. Laptops are a different matter though, best to leave this to the man.

How-To Geek

This article shows how to completely clean everything inside of the computer case. You don't necessarily have to remove the RAM and video card if you don't want to. Before you touch the RAM card, grab hold of the frame to earth yourself out first, static electricity can do bad things to RAM cards.

How often should I clean my computer?

Cleaning at least once a year is a good idea, but computer placement is an important variable and you might have to do it more often. Keeping your computer on the floor lets dust, hair and carpet particles get inside easier. If you keep your computer above the floor, on your desk for example, particles are less prone to getting inside. If you smoke near your computer, tar, ash, and other gunk can build up in your computer's fans and on inside surfaces. Ridding your computer of these things every 6 months can increase your computer's performance.

If you're the owner of a pet that sheds, you might want to clean your computer more often. The inside of your computer is just as susceptible to fur clogging fans and other areas of your computer. In short, if you keep your computer off the floor, don't smoke, and don't have shedding pets, you can probably get away with cleaning your computer once per year. If any of those things do pertain to you, you might want to clean your computer every 6, or even 3, months. And, as always, if your computer starts getting hotter than usual, open it up to check for any dust or hair build-up and then clean it.

Preparation

Do not open your computer while it is running or with any cables attached to it. It is always safer to remove all peripherals such as USB cables, audio cables, video cables, and especially the power cable. Next, move your computer to a well-ventilated area such as your backyard or garage. This is especially important to consider if your computer has built up a lot of dust that will be blowing around. Breathing all that old, accumulated dust isn't good for you and if you're in an enclosed space, the dust is just going to settle back on your stuff—including back on your computer.



If you're limited on space just be sure to keep a vacuum (not for cleaning the inside of the computer; more on that soon) nearby for a quick clean up afterwards, and if you're worried about inhaling dust, you can always stop at your local hardware stop to pick up a cheap dust mask for less than \$5.

It's bad to clean the inside of your computer with a vacuum cleaner because vacuuming creates a large static build up that could (and most likely will) discharge into the sensitive electronics inside your computer case. There are specialized vacuum cleaners designed for cleaning out computers and electronic equipment but given the limited amount of use a single user would get from such a purchase it's not a very wise one, they start at \$300+ and can easily break the \$1000 price barrier.

Gather Your Tools

Before you begin opening your computer's case, you'll need to gather your cleaning tools. We highly recommend not using a vacuum cleaner, it's just a bad idea, so spare yourself the agony and pick up a compressed air can. You can get these from Jaycar and they are cheap. That said, a vacuum cleaner can come in handy if you're dusting out your computer inside. Run the cleaner and hold the hose near, but not touching, your PC. Blow the dust out of the PC in the direction of the vacuum cleaner hose, so the cleaner can suck most of it right up.

There are a few tools you will need to clean your computer:

- Can of compressed air
- Cleaning cloth
- Philips and plain screw drivers.
- Small paint brush



Open Your Case

Now that you're in a well-ventilated area with all your tools gathered, we can start the preparation process by opening up your computer's case.



All computer cases are different. If you've never opened yours before and are having trouble opening it, consult your computer's manual or try searching online for guides specifically about your opening your model.

For most cases though all it takes is unscrewing one or two screws, and then sliding the side-panel outward. If your side panel has an attached fan, you may have to disconnect a power cables to get the panel completely off.



To make the cleaning process easier, it's best to take out any components that can be easily removed. Most desktop computers allow you to remove RAM sticks, video cards, and hard drives. You don't need to do this, but you can clean more thoroughly if you do.



We recommend not removing your CPU because thermal paste that is used to transfer heat from the top of the processor to the fan needs to be replaced every time the fan is removed. If you are equipped with thermal paste and want to remove your CPU, just be sure to clean off the old thermal paste on your CPU with rubbing alcohol and a soft cloth. Then apply a fresh coat of thermal paste once you're done cleaning your computer.

Most people shouldn't need to remove their CPU and CPU fan. It just doesn't make sense considering barely any dust makes its way into the CPU socket. Then again, if you're cleaning your computer, why not go all the way? The choice is yours.

Cleaning

To start the cleaning process, begin with the peripherals we just removed. Grab your can of compressed air and hold the trigger to release a burst of air onto an area with a lot of dust buildup. If you're cleaning a video card with a fan, you can use a pen or pencil to prevent the blades from spinning while you blow the compressed air.

Next, move inside the computer case. Start by removing any dust particles that may have found their way inside the RAM slots. Take your compressed air can, aim it at a RAM slot, hold the trigger, and move it down the entire slot. Repeat this for every slot in your computer case.

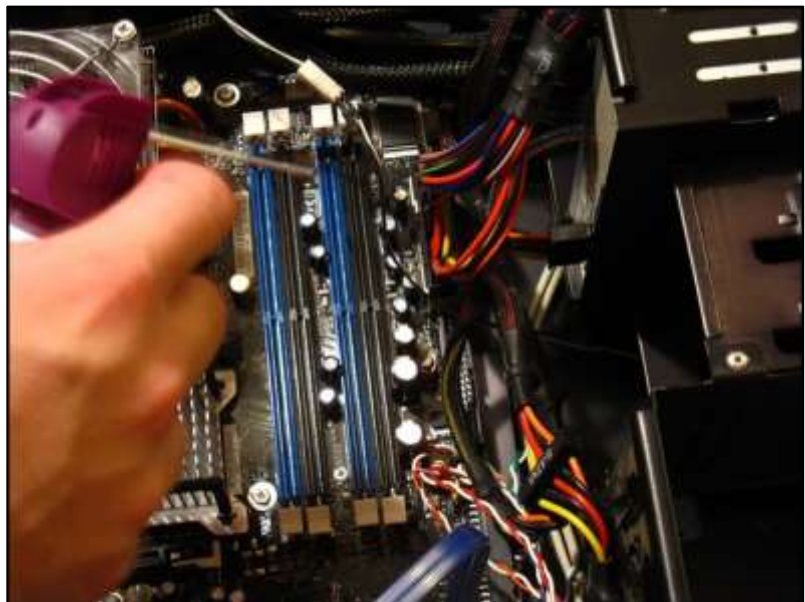
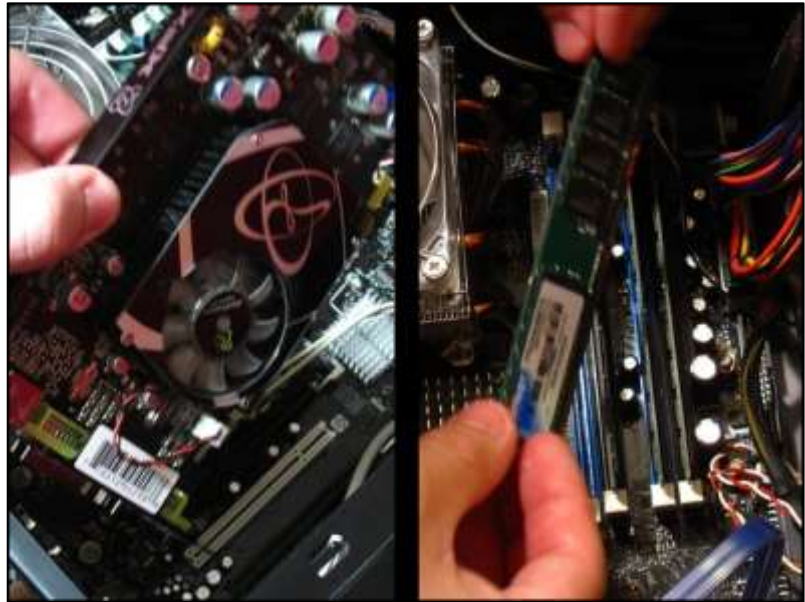
Now we'll move onto the bigger equipment inside such as your CPU fan and power supply unit. Again, it's recommended to use a pen or pencil when cleaning fans to prevent the blades from spinning. Use your compressed air can to blow out any loose dust particles.

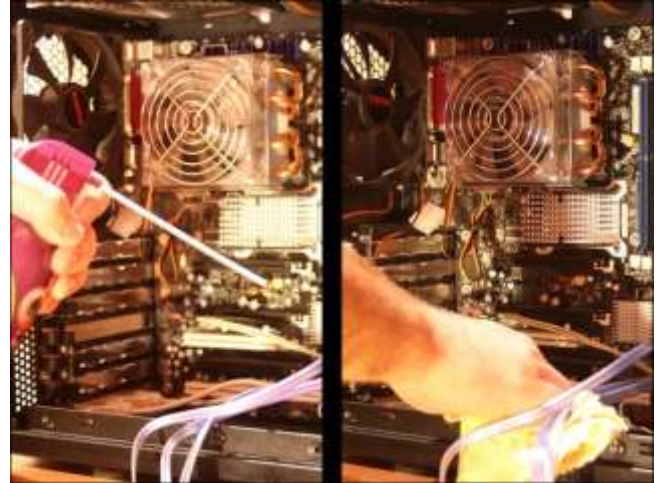
You can also use a cotton swab to clean the fan by rubbing the swab against the blades to stick the dust particles. It's a little tedious, but it makes for a nice, clean fan in the end.

The bottom of your case will undoubtedly have dust buildup. You can begin with blowing the dust away with your compressed air. If there is still dust stuck to the case, you can use a damp cloth to wipe it. Make sure your cloth is not wet, but damp.

Finally, don't forget to also clean out any other fans, ports, or enclosures

If you've got a fan that's particular gunked up, don't be afraid to use a cotton swab with a bit of isopropyl alcohol to get the blades clean. Give the fans a quick spin to make sure that the blades move freely after cleaning. If they don't, it's probably best to go ahead and replace those fans. You can buy these from Jaycar.

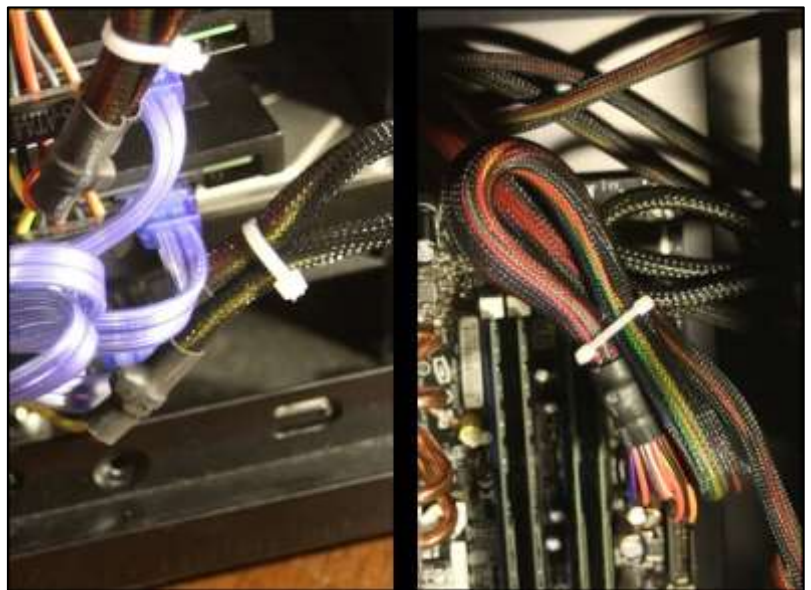




Decluttering Cables (Optional)

This next step is optional and is recommended for custom built computers. Unlike professionally manufactured computers, custom built computers don't arrive with nicely tucked away cabling that fits just right. The best way to make your case more secure and organized is to use zip ties. You also don't want your CPU fan or any other fans scraping away at cables if they're not neatly tucked away.

To start you'll need a pack of zip ties. It doesn't matter what size or colour they are, as long as they can fit around all your cables. We'll be using 4-inch zip ties.



Begin by disconnecting all cables that need to be tied. Be sure to write down how they were connected for reference later and take pictures.

When you have a cable or set of cables grouped to your liking, wrap a zip tie around it and run the thin end through the fastener. Then tighten the zip tie by pulling the thin end until you can no longer tighten it. Grab your scissors and cut off the excess.

Repeat this step for as many cables as possible. You can then tuck them away to reduce their visibility and give your computer's guts a cleaner look.

The Aftermath

Plug your cables back into their correct sockets. Refer to your document or pictures from earlier if you don't remember where each cable goes. Also remember to put back any removed peripherals, such as a video card or sticks of RAM, back into their appropriate sockets.



Your computer, inside and out, should be looking as good as new. Your cables should be neatly managed and out of the way of fans and other sensitive equipment. If you were having heating issues before, you'll begin to notice that it's a thing of the past. And don't forget to clean your computer regularly to keep that performance up!

Trouble in marriage often starts when a man gets so busy earning his salt
that he forgets his sugar.

Windows Update

If you're still using Windows 7 or 8/8.1, you should consider upgrading to Windows 10. Next year Microsoft will stop mainstream support for its Windows 7 operating system after which there will be no more service packs and without paying Microsoft a service fee, your computer will be susceptible to baddies getting in. You can still get Win 10 for free, and you should. See later.

Some features now available through Win 10, which were made available via an update include:

Timeline feature.

The Timeline feature enhances the “Task View” with a history of activities you’ve previously performed on your computer. When you click the “Task View” button (bottom left on your taskbar) or press Windows+Tab, you’ll see activities from “Earlier Today” as well as previous days below your currently open application. This might include web pages you had open in Microsoft Edge, articles you were reading in the News app, documents you were working on in Microsoft Word, and places you were viewing in the Maps app.



The point of this feature is to make it easier to resume “activities” you were previously undertaking. These will even sync across your devices, so you can resume activities on a different PC. Cortana will also pop up and provide you with a list of activities to “Resume from your other devices” when you move between two devices with activities enabled.

You can use the scroll bar or search box to scroll back through activities. They’re categorized by day, and if you view all activities from a specific day they’ll be categorized by hour. You can right-click an activity and find options to clear all activities from that day or hour. There are new options for controlling how this feature works under Settings > Privacy > Activity History.

You can see more info [HERE](#)

“Nearby Sharing” brings easy Wireless File Sharing

Windows 10 now has a “Nearby Sharing” file sharing feature that works a lot like Apple’s AirDrop. This feature has also been called “Near Share.”

Assuming your PCs have Bluetooth enabled, you can click the “Share” button in any app and nearby devices with Nearby Sharing enabled will appear in the list. Click one of the devices, and you’ll share the content with it wirelessly.



This works in any app with Share functionality. You can use it to share photos in the Photos app, share web page links in Microsoft Edge, or even share files wirelessly in File Explorer. The Diagnostic Data Viewer Shows What Windows Sends to Microsoft

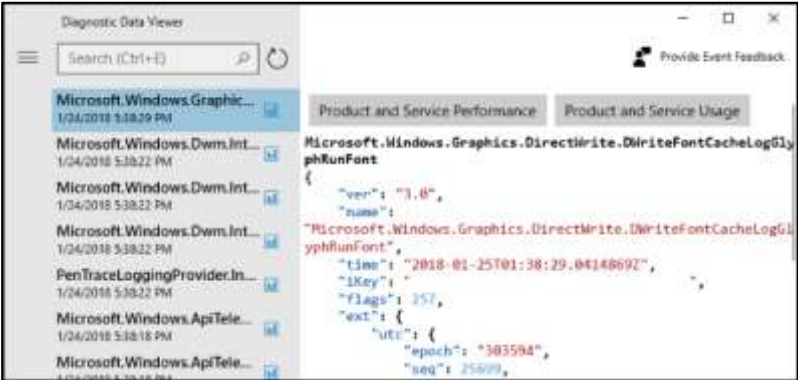
You can see more info [HERE](#)

Diagnostic Data Viewer

Microsoft occasionally sends diagnostic data from your computer to itself to help keep Windows 10 secure and up to date. There was a bit of flack when this feature was incorporated and MS is still trying to alleviate the privacy concerns by being more transparent. To that end, there’s a new “Diagnostic Data Viewer” application which shows you, in plain text, the exact diagnostic information your Windows 10 PC is sending to Microsoft. It even shows all the information stored in Microsoft’s cloud about your specific hardware device.

If you’re worried about your privacy you can enable this feature and see exactly what information is being sent to Microsoft. If you’re like a lot of people with nothing to hide – you don’t care one bit and won’t worry.

If you’re worried, you can enable this feature by heading to Settings > Privacy > Diagnostics & feedback. Toggle the “Diagnostic data viewer” option “On”. The Viewer needs up to 1G of space on your hard drive to collate all that info, so if you’re on the red line with disk space, you should consider doing it. Once you’ve enabled it, you can click a “Diagnostic Data Viewer” button to go to the Microsoft Store and download the free Diagnostic Data Viewer application for your PC, which will allow you to view the information. You can use the search box to find specific data or filter by different types of events.



You also have the option of sending only Basic data to MS or Full data, previously, only system administrators could change this setting, and you now have the option of deleting all the diagnostic data collected from your device. Just click the “Delete” button under Delete diagnostic data on the Settings > Privacy > Diagnostics & feedback screen.

Quick Pairing for Bluetooth Devices

A “quick pair” feature that will make it easier to pair Bluetooth devices with your PC is now available. Just place a Bluetooth device in pairing mode near your PC and you’ll see a notification

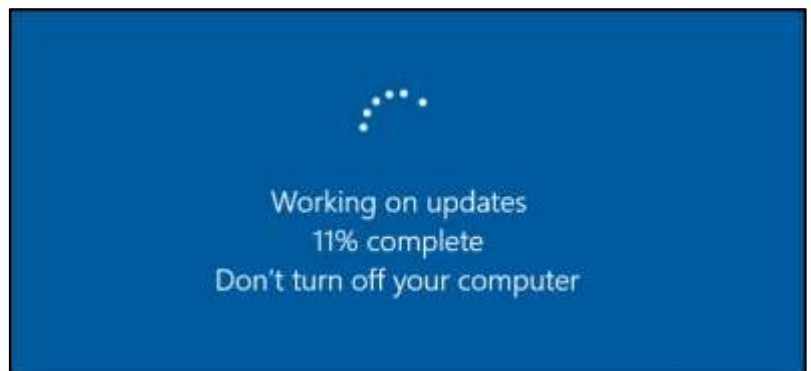
asking you to pair it, so you won't even have to open the Settings app and navigate to Bluetooth settings.

Initially, this feature only works with the MS Surface Precision Mouse and device manufacturers will have to add support for it but it's the Windows version of a feature that's coming to every modern platform, including Fast Pair on Android and the easy pairing process of Apple's AirPods or a W1 chip-enabled set of Beats headphones on an iPhone. Along with [Bluetooth 5.0](#), this should make using Bluetooth devices easier to use and more powerful on every platform.

You can see more info [HERE](#)

Faster Update Installation

Even if you don't care about Windows 10's updates, or especially if you don't care about Windows 10's updates, you'll like this one. This update will speed up the installation of these twice-a-year updates in the future. More of the update process is done in the background while you're using your PC, which means the time you have to sit and wait for the update to install is decreased. This online update process is run at a low priority, so it shouldn't slow your PC down while using it.

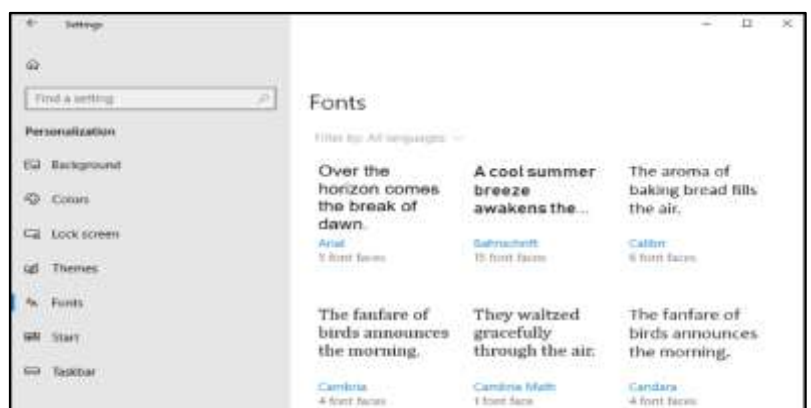


According to Microsoft's tests, the "offline" update time, that is, the time you have to wait while staring at an "Updating" screen after rebooting your computer, has decreased by more than 50%

You Can Now Manage Fonts in Settings and Install them from the Store

As part of the process of retiring the old Control Panel and moving everything to the new Settings app, there's now a Fonts screen at Settings > Personalization > Fonts that will allow you to view, install, and uninstall fonts.

Fonts are also available in the Microsoft Store for easier installation. Click the "Get more fonts in Microsoft

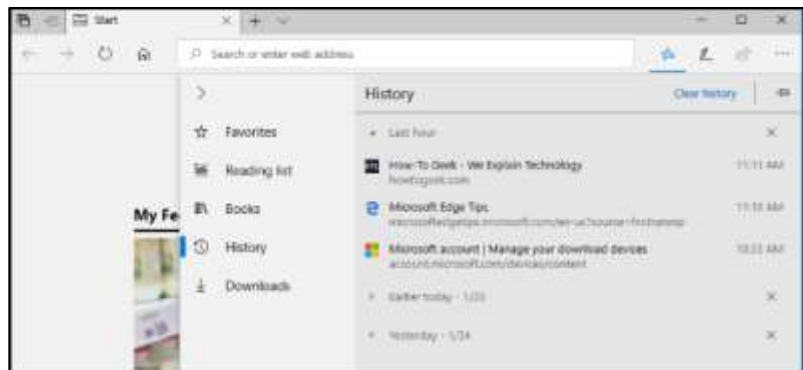


Store” link on this screen and you’ll open the Fonts collection in the Microsoft Store, allowing you to download and install fonts in an easier, more convenient way.

Microsoft Edge Improvements

Edge now has a redesigned “hub” (the 3 little dots top right) the popup that shows your bookmarks, history, downloads, and even eBooks from the Microsoft Store. When right-clicking a book in the library view, you can now choose to pin it to your start screen. Edge’s favourites bar now automatically appears on the new tab screen assuming you have at least one favourite. There’s also a redesigned dark theme with darker blacks and more contrast, as well as more acrylic-style fluent design throughout Edge’s interface.

Microsoft’s web browser can now remember information like your name and address and automatically fill in forms on websites, something competing browsers have been doing for years. It can sync this information across your devices and even automatically fill your credit card information on websites, if you like. It doesn’t remember the CVV code, so you still have to enter that at checkout.



You can now right-click a tab and select “Mute Tab” to silence it. When browsing in InPrivate mode, you can choose to allow certain extensions to run and optionally fill in passwords, if you like. You can choose to never save a password for a specific website and Edge will never ask you to save your password on that site again.

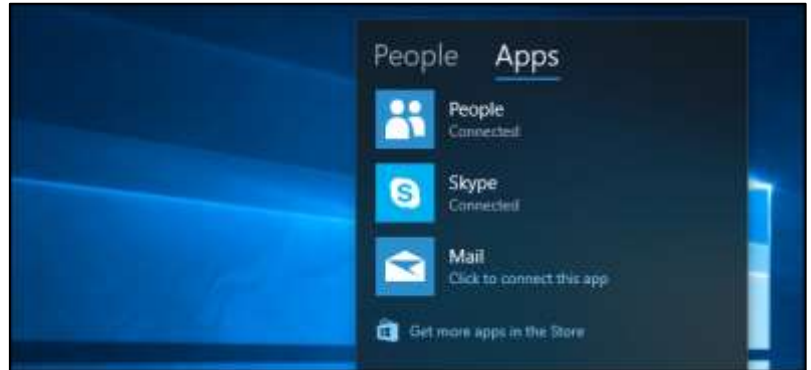
The full-screen mode you can access by pressing F11 has been improved. You can now hover your mouse cursor near the top of the screen or swipe down from the top of the screen with a finger to access the navigation bar without first leaving full-screen mode. There’s also a new “Clutter-free printing” option. When printing in Edge, set the Clutter-free printing option to “On” and Edge will print the web page without ads and other unnecessary clutter. This won’t work on every website, however. (If you can’t see this feature on your computer, get it [HERE](#))

My People Settings

The My People feature that debuted some time ago has had a number of improvements, too. My People now supports drag and drop, so you can drag and drop contacts in the My People popup to reprioritize them or drag and drop the people icons on your taskbar. Previously My People only allowed you to pin three people to your taskbar, but you can now choose how many you want to

pin, from a drop down box, from one to ten. Head to Settings > Personalization > Taskbar to find this option. People pinned to the My People popup can now send you animated emoji notifications, too.

Windows will now suggest apps you may be interested in that integrate with My People. You can disable this from Settings > Personalization > Taskbar, if you like.

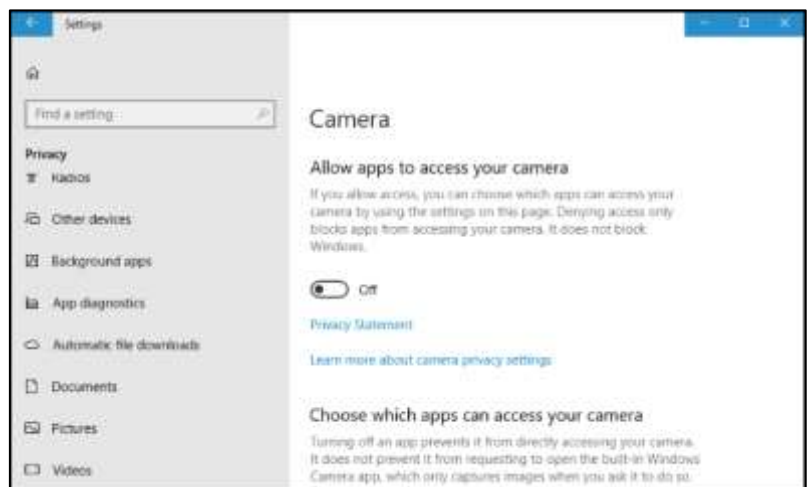


My People is a handy little feature, you can see more info [HERE](#)

App Permission Options

Ten years ago the idea that people, be they government agents, hackers, or just law-breaking voyeurs, could actively spy on you through your computer's webcam would be the considered the ramblings of a paranoid conspiracy theorist. A bunch of news stories over the intervening years, however, have revealed that what was once considered paranoia is now an uncomfortable reality.

If you're worried about this, you can deny access to your web cam very easily by clicking just a few buttons. When you toggle "Let apps use my camera hardware" under Settings > Privacy > Camera to "Off", legacy desktop apps will not be able to use your webcam. This means Windows now has an easy software option that will disable access to your webcam for all applications. However, because what's done in software can be overridden by software, you may still want to cover your webcam or unplug it when you're not using it.

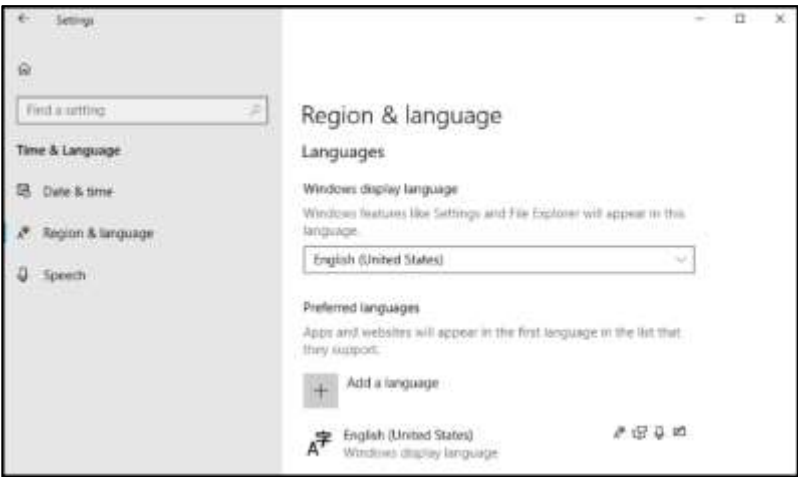


There's no way to control which legacy desktop apps can access your webcam. If access is on, all desktop apps can view it. If access is off, no desktop apps can view it. But! Windows now allows you to control which UWP (Store) applications have access to your full file system, or your Pictures, Videos, and Documents folders. When an application wants access, it has to ask you for permission. Under Settings > Privacy, you'll find tabs for controlling access to your File System, Pictures, Videos, and Documents.

Language Packs in the Windows Store

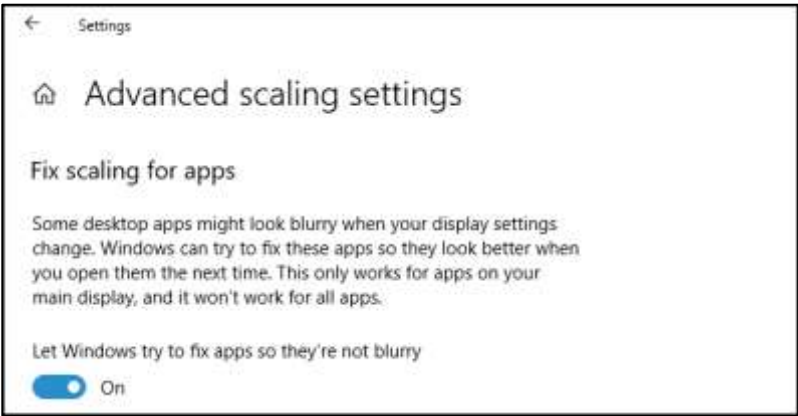
Language packs are now delivered via the Windows Store and you can install them by heading to the Windows Store or using the Settings > Time & Language > Region and language screen, which has been redesigned.

Microsoft says they’ve started using artificial intelligence and machine learning for their translations, and that having language packs in the Store means they can be updated with improvements more frequently.



Display and DPI Scaling Options

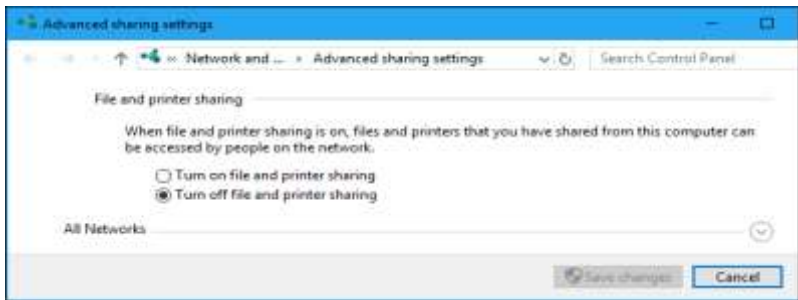
Windows 10 still struggles to get older apps looking good on high DPI displays, but there’s a new “Fix scaling for apps” option under Settings > System > Display > Advanced scaling. When you enable it, Windows will try to automatically adjust apps so they don’t look blurry. Even if you don’t have this setting enabled, Windows will display a “Fix apps that are blurry?” popup if it detects there may be blurry apps on your screen.



You can see more info [HERE](#)

HomeGroup is now Discontinued

We hope you’re no longer using the [HomeGroup feature](#) on your home network, as it’s now been disabled. Microsoft encourages you to use

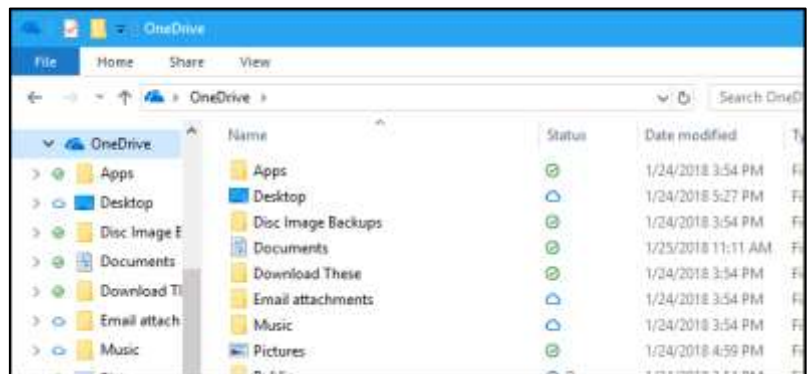


modern solutions like OneDrive file sharing, or the Windows 10 Share functionality for folders and printers.

New Settings and Other Changes

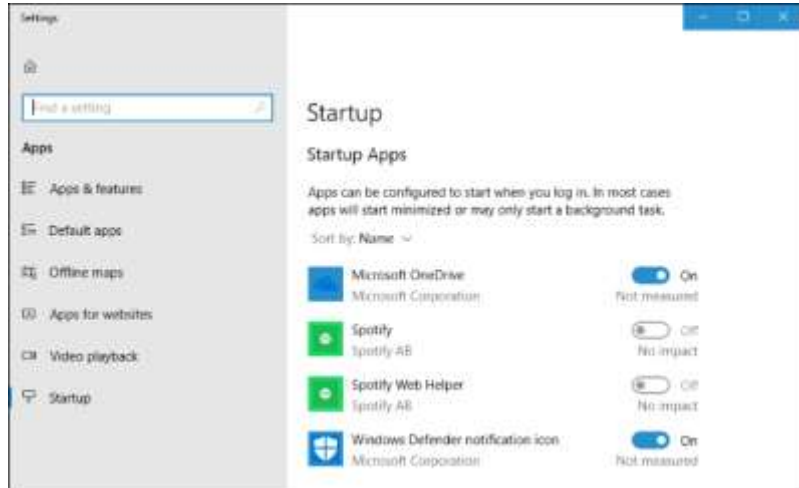
Microsoft always makes a number of small changes, adding little features throughout Windows 10 and redesigning bits of the interface. Here are a few of them:

- **OneDrive Status in the Navigation Pane:** Information about the [syncing status](#) of files and/or folders stored in OneDrive now appears in the File Explorer's left navigation pane. To toggle this feature on or off, click the "View" button on the ribbon and click "Options", the Folder Options window opens. Click the "View" tab, scroll down, and toggle the "Always show availability status" option under Navigation pane on or off.
- **Windows Update System Tray Icon:** A system tray icon now appears when there's a warning or alert message you'd see under Settings > Update & security > Windows Update.
- **Windows Update will now block Sleep:** If you have your computer connected to AC power, Windows Update will now prevent the PC from going to sleep for up to two hours to update it, if an update is required. This increases the chances that an update completes while you aren't using your PC instead of while you are.
- **Password Recovery for Local Accounts:** You can set security questions for local user accounts, and you can answer these questions from the sign-in screen to regain access to your computer if you ever forget your local account's password. To set security questions, head to Settings > Accounts > Sign-in Options > Update your security questions.
- **More Fluent Design:** Windows 10's interface uses the new acrylic-style fluent design in more places, from the Settings app and touch keyboard to the taskbar, share interface, and clock popup.
- **A Redesigned Game Bar:** The [Game Bar](#) that appears when you press Windows+G has also been redesigned for streamlined access to its various options. You can now select a Game Bar theme: Dark, Light, or your current Windows theme.
- **Emoji Typing Improvements:** The emoji keyboard, accessible by pressing Windows+. or Windows+; , won't automatically close after you select an emoji, so you can more easily type multiple emojis at once. Press the Esc key or click the "x" to close it. The touch keyboard will also suggest emojis when you type words like "unicorn".

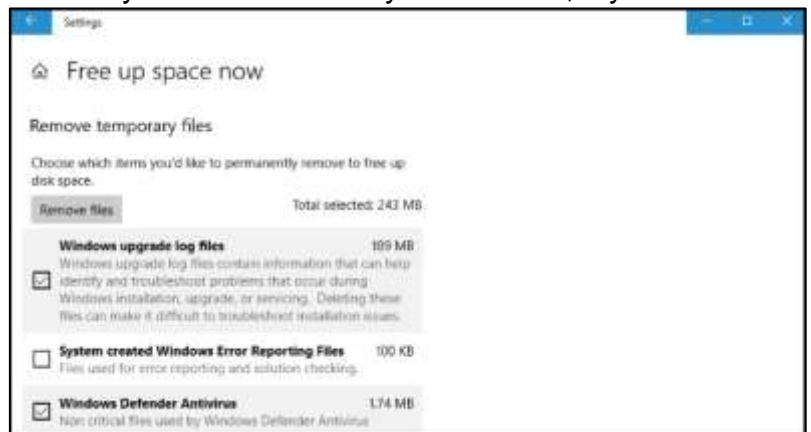




- **Startup App Management:** Startup apps can now be managed from Settings > Apps > Startup. Previously, this option was hidden in the Task Manager.
- **Redesigned Windows Defender Settings:** The Settings > Update & security > Windows Defender screen is now named “Windows Security” instead, and it’s been redesigned to provide quick access to various security options, including account and device security.
- **Categories in Privacy Settings:** The Settings > Privacy screen now has categories in its navigation pane, splitting Windows privacy settings from the app permission management pages.
- **Quick Access to App Settings:** You can now right-click an app tile or shortcut in the Start menu and select More > App Settings to quickly open its settings page, where you can customize the app’s permissions, reset it, uninstall it, or delete its data. This screen is also accessible by heading to Settings > Apps & features, clicking an app’s name, and clicking “Advanced options”. This screen now also shows an app’s version number, startup tasks, and command line alias.
- **Snipping Tool and Paint 3D:** The Snipping Tool for capturing screenshots now has an “Edit in Paint 3D” button.
- **Modern Keyboard Settings:** A new keyboard settings page is available at Settings > Time & language > Keyboard. It allows you to switch between layouts, toggle settings like key sounds and autocorrect, and tweak advanced keyboard settings. Some settings have been removed from the Control Panel now that these options are available here.
- **Prefer Cellular Data:** You can now tell Windows to prefer cellular data over Wi-Fi, either all the time, or only when Wi-Fi connectivity is poor. This option is available under Settings > Network & Internet > Cellular, if you have cellular hardware in your computer.
- **Narrator in Safe Mode:** Windows now allows you to use the text-to-speech Narrator feature even while booted into Safe Mode.
- **Data Usage for Wi-Fi and Ethernet:** The Settings > Network & Internet > Data Usage screen now allows you to set data limits, enforce background data restrictions, and view data usage on Wi-Fi and wired Ethernet connections in addition to cellular data connections. You can right-click the “Data usage” tab on the Settings screen and select “Pin to Start” to see your data usage as a live tile on your Start menu.
- **Choose Your Handwriting Font:** You can choose the font your handwriting converts to from Settings > Devices > Pen & Windows Ink > Change the font of the handwriting experience.



- **Embedded Handwriting Panel:** You can now tap modern text fields, like those in the Settings app, with a pen and hand write text directly into the text field from an expanded handwriting panel that appears.
- **Handwriting Panel Improvements:** The [handwriting panel](#) is better at re-recognizing words if recognized incorrectly when you draw over your existing handwriting to correct it. The buttons on the handwriting input panel have also been rearranged.
- **Reset Game Mode Settings:** You can reset all your [Game Mode](#) settings to their default values by heading to Settings > Gaming > Game Mode > Reset Game Mode Settings.
- **Easier Windows Hello Setup:** You can set up [Windows Hello](#) Face, Fingerprint, or PIN sign-in straight from the sign-in screen by clicking the “Windows Hello” button under Sign-in options.
- **Control Automatically Hiding Scrollbars:** Windows automatically hides scrollbars in new UWP apps, but you can now disable this from Settings > Ease of Access > Display > Automatically hide scroll bars in Windows.
- **Disable or Enable the Colour Filters Hotkey:** The [Colour Filters](#) hotkey is now disabled by default, but you can toggle it on or off from Settings > Ease of Access > Color filters.
- **View and Clear Your Dictionary:** You can head to Settings > Privacy > Speech, Inking, & Typing to view words you’ve added to your user dictionary and clear it, if you like.
- **Disk Cleanup in Storage Settings:** The Windows [Disk Cleanup](#) functionality has been added to the new Settings app under Settings > System > Storage > Free up space now.
- **More Modern Sound Options:** Many sound options, such as switching devices and troubleshooting your audio, have moved to Settings > System > Sound. There’s also new page at Settings > System > Sound > App volume and device preferences where you can choose your preferred sound output and input devices system-wide and for individual apps.
- **Word Suggestions with a Hardware Keyboard:** When typing with a hardware keyboard, you can now enable word suggestions and use the arrow keys and Enter or Space keys to select them. This feature is disabled by default, only available for English (United States), and targets English language learners, education, and accessibility, according to Microsoft. This option is available under Settings > Devices > Typing > Show text suggestions as I type on hardware keyboard. We’ve tried it, it can be a nuisance, don’t bother.
- **Work Folders On-Demand:** The “[Work Folders](#)” feature that allows companies to make files available on their employees’ PCs now has a new “On-demand file access” option. When this is enabled, Work Folders will function like OneDrive in File Explorer, making all the files visible but only downloading them when you open them.

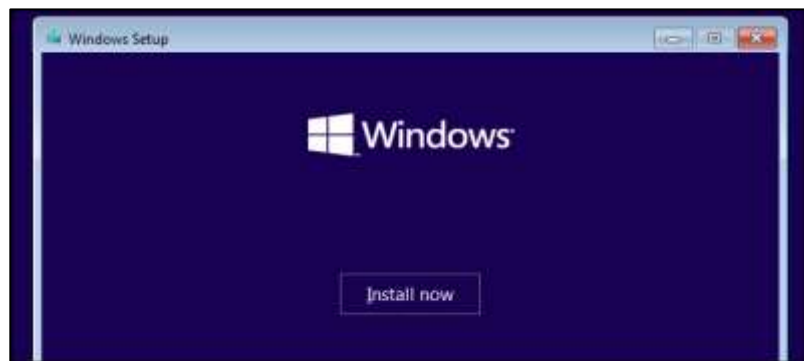


- **Multilingual Text Prediction:** When typing multiple languages with the touch keyboard, you no longer have to manually switch languages. Windows will automatically show word predictions from the three languages you use most frequently. You can disable this feature from Settings > Devices > typing > Multilingual Text Prediction, if you like.

All the Ways you can still Upgrade to Windows 10 for Free

Windows 10's free upgrade offer is over, according to Microsoft, but this isn't completely true. There are a bunch of ways you can still upgrade to Windows 10 for free and get a legitimate license, or just install Windows 10 and use it for free.

- you can install Windows 10 with a 7 or 8 key, or
- install Windows without a key, it will work just fine, except for a small watermark reminding you to purchase a license.

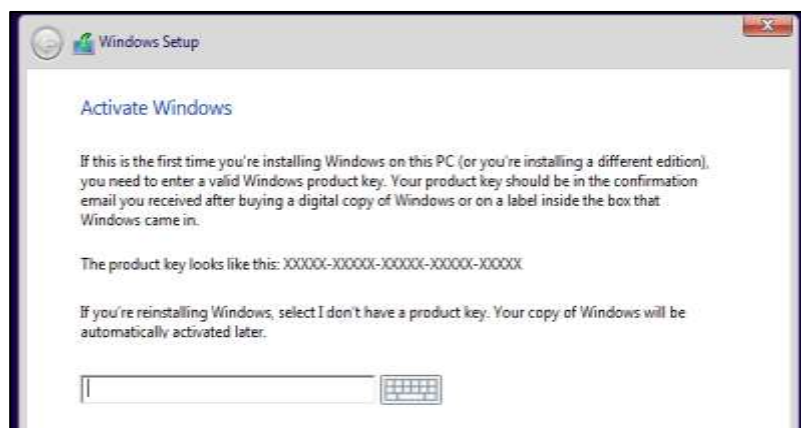


Here's how each of those methods work.

Provide a Windows 7, 8, or 8.1 Key

While you can no longer use the "Get Windows 10" tool to upgrade from within Windows 7, 8, or 8.1, it is still possible to download Windows 10 installation media from [HERE](#) and then provide a Windows 7, 8, or 8.1 key when you install it. (See [HERE](#)).

If you haven't got the case in which Win 7 or 8/8.1 came and you don't have the key see [later](#) how to unlock it from your current version.



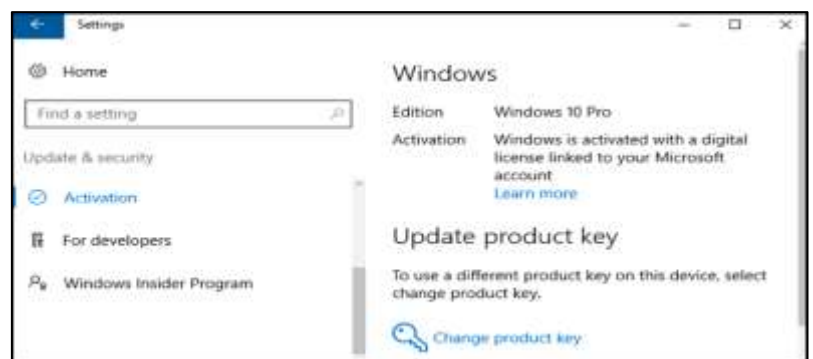
Windows will contact Microsoft's activation servers and confirm the key to the previous version of Windows is real. If it is, Windows 10 will be installed and activated on your PC. Your PC acquires a "digital license" and you can continue using and reinstalling Windows 10 on it in the future.

If you head to Settings > Update & security > Activation after installing Windows in this way, you'll see the words "Windows is activated with a digital license".

Microsoft hasn't communicated what's going on here, or whether it will block this method in the future. But it still works right now. Even if Microsoft blocks this trick in the future, your PC will keep its digital license and Windows 10 will remain activated.

Reinstall Windows 10 if You've Already Upgraded

If you've taken advantage of any free upgrade offer—either the original free upgrade offer during the first year, the accessibility offer, or by installing Windows 10 and providing a key for an eligible previous version of Windows—you can continue to “get Windows 10 for free” on the same hardware.



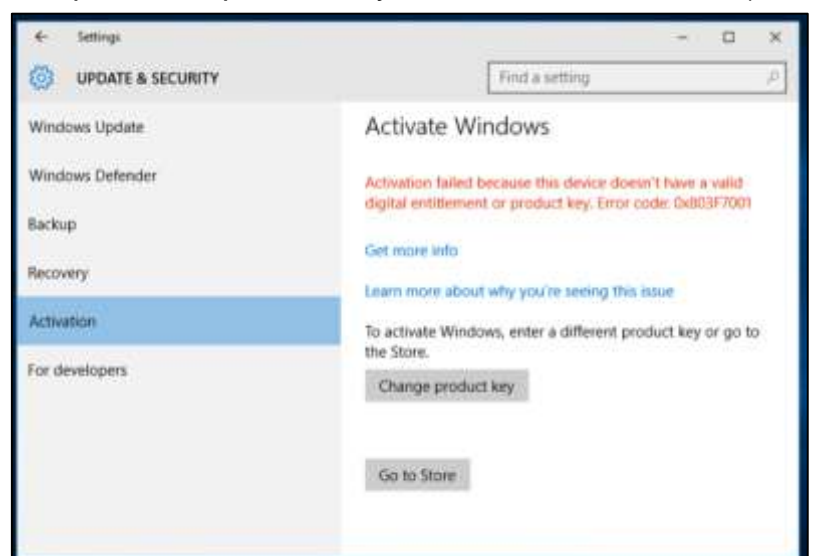
To do this, just download the Windows 10 installation media (from [HERE](#)) and install it on that computer. Don't provide any key during the installation process. It should automatically activate after it contacts Microsoft's servers.

Sure, you can only do this if you've already upgraded to Windows 10, but you can continue to install Windows 10 for free on the same computer in the future—even if you replace its hard drive or other components. The new activation wizard in Windows 10's Anniversary Update will even help you troubleshoot hardware changes and reassociate the digital license with the correct PC.

Skip the Key and Ignore the Activation Warnings

Here's the real secret: You don't need to provide a product key to install Windows 10. (See [HERE](#)) You can download Windows 10 installation media from Microsoft and install it on a PC, on Apple's Boot Camp on a Mac, or in a virtual machine without providing a product key. Windows will continue to work normally and you can do practically whatever you want.

Windows 10 will keep nagging you to activate it and won't allow you to change any of the options under Settings > Personalization, but otherwise it will work just fine. It's not something you'd necessarily want to



do on your main computer, but it's a very convenient way to set up a quick virtual machine, test Windows 10 on a PC, or install Windows 10 in Boot Camp. You can even pay to upgrade to a legal, activated version of Windows 10 from within your unactivated Windows 10 system after installing it.

This isn't technically allowed by Microsoft's guidelines, but they've specifically designed Windows to work this way. If Microsoft doesn't want people doing this, it's free to change Windows to block this in the future—and it might. But Windows has worked this way for years. This was even possible with Windows 7.

You can also head to Microsoft's website and download a 90-day evaluation version of Windows 10 Enterprise - [HERE](#). It will continue working for 90 days—about three months. It's designed for organizations to evaluate Windows 10 Enterprise.



This evaluation copy comes with the extra features built into Windows 10 Enterprise, (see [HERE](#)) so it's also a convenient way to test these Enterprise features. However, you can upgrade any edition of Windows 10 to the Enterprise edition if you have a key (see [HERE](#)).

Unfortunately, other free offers—like the Accessibility offer from Microsoft—are now over. But these methods should cover you pretty well. Of course, you can also just buy a new PC that comes with Windows 10. It's not really free because the manufacturer has to pay for the Windows license, but, if you're looking to upgrade from Windows 7, 8, or 8.1, it makes a lot more sense to buy a new computer that comes with Windows 10 for a few hundred bucks rather than spend \$120 on a Windows 10 Home license to upgrade an old PC. PC manufacturers get a good deal and pay less than normal Windows users do for those licenses.

What are Nits of Brightness on a TV or Other Display?

The competition between TV and display manufacturers has been heating up rapidly, and everyone is talking about how many "nits" their displays have. But what is a nit? And why should you care?

Nits Are a Unit of Brightness

No, we're not talking about head lice here, but rather a piece of terminology used in the tech world. Long story short, a nit is the unit of measurement that describes how bright a television,



smartphone, computer monitor, laptop screen, or another type of display is. The higher the number of nits, the brighter the display. Sounds simple, right? But doesn't "lumens" describe brightness? and why are nits so important to you as a consumer? Let's answer some of these questions.

What Exactly Is a "Nit" anyway?

Interestingly enough, nit (which comes from the Latin word *nitere*, meaning "to shine") isn't an official unit of measurement since it's not technically a part of the International System of Units or any other measurement system. The official term is actually "candela per square metre." But we guess "nit" is easier to remember.

So let's break it down. Since you now know that "nit" is just slang for "candela per square metre," then you also now know that a nit is measuring two things:

- Luminous intensity (the candela) and
- area (the square metre).



As you might have guessed, "candela" is Latin for "candle." So one candela is equal to the brightness of a single average candle. Two candelas is equal to the brightness of two candles, and so on. When you add in square metres, you now measure the luminous intensity spread out over a surface. So, one candela per square metre (or one nit) is the brightness of one candle shining onto a surface that measures one metre across and one metre down.

Putting that into simpler terms, imagine that you're holding a piece of board that measures one metre by one metre, you then light a single candle and hold it up in front of your piece of board. The amount of light that hits your poster board from the candle is equal to one nit (or one candela per square metre).

If measuring brightness in terms of candles seems a bit strange, remember that we still use the word "horsepower" when talking about engines.

What's the difference between Nits and Lumens?

You might be thinking that we already have a unit of measurement for measuring light intensity—the lumen. After all, it's what we use to measure the light intensity of light bulbs, flashlights, projectors, and more. But nits and lumens measure different things.



One big difference is that lumens don't indicate light over a specific area like nits do. Rather, lumens indicate the intensity of light coming from the source, however big or small it. Light bulbs, flashlights, and projectors are all measured in lumens.

Another way of putting it is that lumens indicate the amount of light that a projector itself emits, whereas nits measures the amount of light coming off the projector screen.

Why should you care about Nits?

So now that you know all of the technical mumbo jumbo about nits, you might be asking yourself the most important question: Why should you even care? The gist is that the higher number of nits a TV has, the brighter the display is. This may not be a huge factor for you when shopping for a new television, but for what it's worth, the brighter a TV can get, the better the image will look in a bright room.



Nits are even more important when it comes to smartphones, which you're more likely to use outdoors in the bright sunlight. A screen with a lot of nits will look bright and clear even on the sunniest of days.

What is the “God Mode” Folder in Windows 10, and how do I enable it?

What if Windows let you quickly access administrative tools, backup and restore options and other important management settings from a single window? If that sounds good, look no further than the so-called “God Mode.”

No, God Mode doesn't unlock any extra secret features in Windows or let you do any tweaking that you can't do in the regular Windows interface. Instead, it's simply a special folder you can enable that exposes most of Windows' admin, management, settings, and Control Panel tools in a single, easy-to-scroll-through interface.



And yes, you can also find a lot of this stuff by searching the Start menu, but to do that, you kind of need to know what you're looking for begin with. The God Mode folder offers an easier way to browse through 206 of these tools and get to know them.

Here are the categories of tools you'll find in God Mode:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Administrative Tools • AutoPlay • Backup and Restore • Color Management • Credential Manager • Date and Time • Devices and Printers • Ease of Access Center • File Explorer Options • File History • Fonts • Indexing Options • Infrared • Internet Options • Keyboard • Mouse • Network and Sharing Center • Pen and Touch • Phone and Modem | <ul style="list-style-type: none"> • Power Options • Programs and Features • Region • RemoteApp and Desktop Connections • Security and Maintenance • Sound • Speech Recognition • Storage Spaces • Sync Center • System • Tablet PC Settings • Taskbar and Navigation • Troubleshooting • User Accounts • Windows Defender Firewall • Windows Mobility Center • Work Folders |
|---|---|

Each of these categories contains any number of tools and might even be divided into further subcategories, meaning that you're likely to find nearly anything you're looking for.

Enabling God Mode in Windows 10

To make this work, you must be using an account with administrative privileges. You change your user account to give yourself Administrator Privileges as below:

- Hold down the Windows key and press R, this opens the Run Command.
- Type netplwix in the window and press Enter.
- Select your user group and click the Properties button
- Click the Group Membership tab
- Choose Administrator



- Click Ok

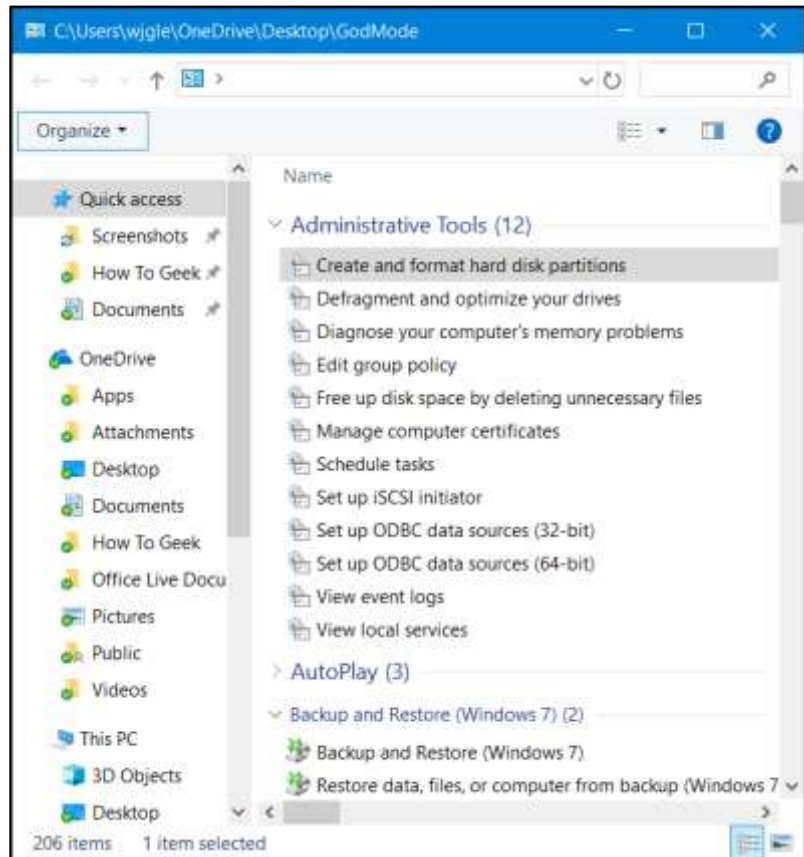
You will need to log out then log back in again.

Go to your desktop and create a new folder by right-clicking any open area, pointing to “New” on the context menu, and then clicking the “Folder” command. The new folder icon will appear, rename the folder to the following:

GodMode.{ED7BA470-8E54-465E-825C-99712043E01C}

The characters that follow (including the period) must remain exactly as listed above. Best to copy and paste it. Once you’ve properly renamed the folder, you’ll notice the folder icon will change to a control panel icon.

Double-click the icon to open the newly-created God Mode. The major categories are organized alphabetically and so are the more than 200 settings you’ll find within those categories.



The God Mode folder offers a handy introduction to all the tools available and a great way to search for things when you’re not quite sure what they’re named.

What gives the best sound, the old analogue vinyl record or the new digital format.

A lot of people will tell you that the answer lies in the difference between analog and digital recordings. A vinyl record is an analog recording, and CDs and DVDs are digital recordings. A digital recording takes snapshots of the analog signal at a certain rate (for CDs it is 44,100 times per second) and measures each snapshot with a certain accuracy (for CDs it is 16-bit, which means the value must be one of 65,536 possible values).

This means that, by definition, a digital recording is not capturing the complete sound wave, it is approximating it with a series of steps. Some sounds that have very quick transitions, such as a drum beat or a trumpet's tone, will be distorted because they change too quickly for the sample rate.

In your home stereo the CD or DVD player takes this digital recording and converts it to an analogue signal, which is fed to your amplifier. The amplifier then raises the voltage of the signal to a level powerful enough to drive your speaker. A vinyl record has a groove carved into it that mirrors the original sound's waveform. This means that no information is lost. The output of a record player is analogue. It can be fed directly to your amplifier with no conversion.

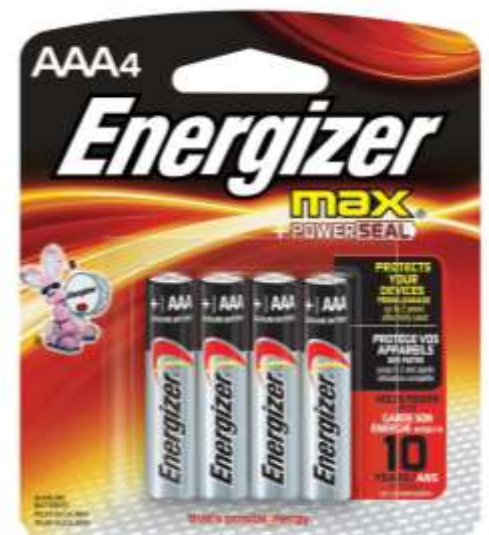
This means that the waveforms from a vinyl recording can be much more accurate and that can be heard in the richness of the sound. But there is a downside, any specks of dust or damage to the disc can be heard as noise or static. During quiet spots in songs this noise may be heard over the music. Digital recordings don't degrade over time, and if the digital recording contains silence, then there will be no noise.

But – see [HERE](#)

Batteries – Cheap V's Expensive.

Batteries can range in price from a ton of money to cheap as chips – but how do the cheapies which you can get from Coles or Woollies or Bunnings etc compare to the brand name batteries that are also sold from most supermarkets. You would expect the more expensive battery would outlast the cheaper one, but when you introduce price against longability, how do they measure up. Do two cheap batteries last longer and are cheaper than the one dear one. How do they stack up in cost per hour.

Very interesting – see [HERE](#)



Tojans

Beware of Greeks bearing gifts

In Virgil's epic poem, The Aeneid, a clever Greek war strategist named Odysseus devises a plan to get his men inside the walled city of Troy. Instead of destroying or climbing the city's walls, Odysseus sees another way in, with deception. Trojan soldiers watch as the Greeks appear to sail away, leaving behind a giant wooden horse as a token of surrender. Drunk on victory, the

Trojans bring the horse inside their walls, only to discover Odysseus and his men were hidden inside the whole time.

People sometimes think of a Trojan as a virus or a worm, but it is really neither. A virus is a file infector which can self-replicate and spread by attaching itself to another program. Worms are a type of malware similar to viruses, but they don't need to be attached to another program in order to spread. Most viruses are now seen as legacy threats. Worms have also become rare, though they do pop up from time to time.



Like its namesake, Trojan horse attacks, or simply "Trojans" use deception and social engineering to trick unsuspecting users into running seemingly benign computer programs that hide malicious ulterior motives. Think of Trojans as an umbrella term for malware delivery, because there are various kinds of Trojans. Depending on the criminal programmer's intent, a Trojan can be like a Swiss Army knife of hacking, acting as a bit of standalone malware, or as a tool for other activities, such as delivering future payloads, communicating with the hacker at a later time, or opening up the system to attacks just as the Greek soldiers did from inside the Trojan fortress.

Put another way, a Trojan is a delivery strategy that hackers use to deliver any number of threats, from ransomware that immediately demands money, to spyware that conceals itself while it steals valuable information like personal and financial data.

Keep in mind that adware or PUPs (potentially unwanted programs) can be confused with Trojans because the delivery method is similar. For example, sometimes adware sneaks onto your computer as part of a bundle of software. You think you're downloading one piece of software, but it's really two or three. The program authors usually include the adware for marketing affiliate reasons so they can monetize their installer with offers, usually clearly labelled. Such adware bundlers are typically less malicious than Trojans, also, they do not conceal themselves as Trojans do. But since the adware distribution vector resembles that of a Trojan, it can cause confusion.

Trojan infection methods

Trojans can look like just about anything, from free software and music, to browser advertisements to seemingly legitimate apps. Any number of unwise user behaviours can lead to a Trojan infection. Here are a few examples:

- Downloading cracked applications. Promises of an illegal free copy of a piece of software can be enticing, but the cracked software or activation key generator may conceal a Trojan attack.
- Downloading unknown free programs. What looks like a free game or screensaver could really be a Trojan, especially if you find it on an untrustworthy site.

- Opening infected attachments. You get a strange email with what looks like an important attachment, like an invoice or a delivery receipt, but it launches a Trojan when you click on it.
- Visiting shady websites. Some sites only need a moment to infect your computer. Others use tricks like pretending to stream a popular movie, but only if you download a certain video codec, which is really a Trojan.
- Any other social engineering that disguises itself by taking advantage of the latest trends. For example, in December 2017, an extensive installed base of Intel processors was discovered to be vulnerable to attack due to hardware issues. Hackers leveraged the ensuing panic by faking a patch called Smoke Loader, which installed a Trojan.

How do I prevent Trojans?

Since Trojans rely on fooling users into letting them into the computer, most infections are avoidable by remaining vigilant and observing good security habits. Practice a healthy scepticism about websites offering free movies or gambling, opting instead to download free programs directly from the producer's site rather than from unauthorized mirror servers.

Another precaution to consider, change the default Windows settings so that the real extensions of applications are always visible. This avoids getting tricked by an innocent looking icon.

Other good practices besides installing [Malwarebytes for Windows](#), [Malwarebytes for Android](#), and [Malwarebytes for Mac](#) include:

- Running periodic diagnostic scans
- Setting up automatic updates of your operating system software, ensuring you have the latest security updates
- Keeping your applications updated, ensuring any security vulnerabilities are patched
- Avoiding unsafe or suspicious websites
- Being skeptical of unverified attachments and links in unfamiliar emails
- Using complex passwords
- Staying behind a firewall

BOSE – a great speaker?

The average person thinks (knows?) that Bose is the be all, end all of speakers. But, are they?

See [HERE](#),



How to unlock the Windows Key.

Normally, this product key is on a sticker on your computer or located with the manual or on the disc sleeve or on the download advice that came with Windows 7 or 8/8.1. However, if you don't have a physical copy of your product key, that doesn't mean it's gone forever.

Fortunately, a copy of your Windows 7, 8/8.1 key is stored in the registry. It's encrypted, meaning it's not easily readable, but there are several free programs that can help fix that problem in less than 15 minutes.

The manual techniques used to locate the product key for older versions of Windows won't work in Windows 7 or 8/8.1. Those manual procedures will only locate the product ID number for those versions of Windows, not the actual product key used for installation, so if you've done this kind of thing before in Windows XP or Vista, you'll need to instead use the process outlined below.

There are many free little programs that will open the registry and show you your product key, probably the best if Belarc Advisor. This will not only show you your Windows 7 or 8/8.1 product key, it will also locate your MS Office keys as well. You can get it from [HERE](#).



Air Marshal's Symposium at Amberley 2017



Centuries of experience descended on Amberley back in November 2017 for an Air Marshal Symposium. Held at a different location every year, the symposium enables former senior Air Force officers to remain involved with training, culture and capability. CAE AIRMSHL Leo Davies said the gathering was more than just an opportunity for a catch-up. "It enables us to show them what a modern Air Force looks like and to see some of the things they started come to fruition,"

One of the attendees, AIRMSHL [David Evans](#) (retd), joined the Air Force in 1943 and retired in 1985 as Chief of the Air Staff. The veteran of the Berlin Airlift and the Vietnam War said today's Air Force was the best it had ever been. "Things Air Force has today, like the tanker and the AEW and C air craft [Wedgetail], I applied for in 1978. It took 32 years to get them but it has made our Air Force one of the most well equipped you'll find,"



AIRMSHL Evans started the Air Marshal Symposiums in 1983. "I was in England visiting their Chief and he said he couldn't see me that night because he was having an Air Marshals' dinner. I thought it was a good idea and we've been doing it ever since,"

Former CAE AIRMSHL Geoff Shepherd (retd) right, who retired in 2008, also attended the Amberley symposium. He said "The big changes are the equipment that's coming in, things we've been planning for decades, I look back at the culture of the Air Force as the great underpinning of all the new capabilities we now have in service."



DCAF AVM Roxley McLennan (retd), said capability was the biggest change to Air Force. "When the oldest aircraft in the fleet is a C-130J, which came into service in 1999, that's a far cry from some of the very long-toothed aeroplanes that we used to fly back in the '60s, '70s, '80s — even the '90s."

Lisa Williams – pretending she knew what she was doing!!!

Back in 1979/80 Lisa was posted to Townsville and one day she and a bunch of blokes and blokettes from the Commcentre were sent bush with some radio gear and told to test it.

Lisa shown here, holding some sort of antenna, hoping it won't hurt.

(The eskys were just out of frame to the left)





Dining In night! (Couth and culture??)

Townsville Airman's Mess (about 1979)



Old Telstechs.

Friends for only 49 years.





Three ex Telstechs in the [Mt Alford](#) Qld pub. Barry Powell, Neil Miller and Clive Johnson.

159 Radtech.

We're short a few names, if you can help, please do.



Back row L-R: Michael O'Connell, Neil Kent, Don't know, ? Marr, Steve Leech

Middle row L-R: Don't know, ? Hicks, "Have a chat", Ian Johnson, Wayne Burrows, Tomlinson, "Curly"

Front row L-R: Steve O'Brian, ? Thorpe, Don't know, Noel Marriott, Don't know, Brenton Jones, Dav Ross, Nick Savino





Sigs Survival Exercise – Ballarat.



L-R: Kev Wield, A Bently, ? Russell, Al Salisbury.

Army 104 Sigs Squadron, Nui Dat.

104 Signal Squadron (104 Sig Sqn) was raised for service in South Vietnam at Wacol, Brisbane, Qld in November 1965. It replaced 103 Sig Sqn in South Vietnam





in April 1967 and only returned to Australia after the Australian Task Force involvement ceased, in November 1971. 104 Sig Sqn has the distinction as the longest serving (5 years and 8 months) active service tactical signals unit in the Australian Army - both past and present. Over 800 soldiers served in the Squadron during its over 5 years war service in South Vietnam. Three members were lost on active service during the period.

104 Sig Sqn was part of the 1st Australian Task Force at Nui Dat in Phuoc Tuy Province, South Vietnam. At the 1ATF base at Nui Dat, the 1 Australian Task Force Communications Centre (COMCEN), manned and owned by 104 Sig Sqn Comcen Troop, played the key role in keeping Australian and Allied units in contact with each other. More than 1,000 telephone and telegraph circuits feed into the COMCEN, including 70 microwave channels from bases outside Nui Dat.

Staffing the COMCEN was 50 men, working two shifts to keep communications operating 24 hours a day, seven days a week. In the telegraph area, the soldiers handled over 700 messages on some days. Next door, the 200-line switchboard averaged 4,300 connections each day. In peak hours, two switchboard operators handled 3 calls every 10 seconds. Messages received in the COMCEN were registered and prepared for dispatch by clerks. Depending on the priority of the message, it was either delivered by special delivery or the more usual Dispatch Rider.



L-R: Dave Ellis, Gordon Taylor, Glenn Sweet, Keith Oliver, Terry Hunter, Richard Christiansen. Nui Dat 1968

Regularly during the day, the Signals Delivery Service would visit the major units of the Task Force delivering and picking up messages, packets and other correspondence. The route



covered about six miles and took the signalman Dispatch Rider one hour to complete the task. The COMCEN also controlled an Aerial Delivery Service, which used helicopters and fixed wing aircraft to deliver correspondence to outlying units and bases.



Working behind the scenes in adverse conditions, maintaining and repairing the telephone lines plus electronic communication equipment, was a team of linesmen and technicians. In addition, clerks, drivers, cooks, storemen and other soldiers played a vital role keeping the unit fully operational.

104 Sig Sqn Radio Troop controlled and manned radio (voice, telegraph and morse code) links into and out of the Task Force and were found in all the major units of the 1ATF and with the Liaison Officers attached to Allied units. The Squadron also planned, issued and managed the callsigns and frequencies required by all the Task Force units.

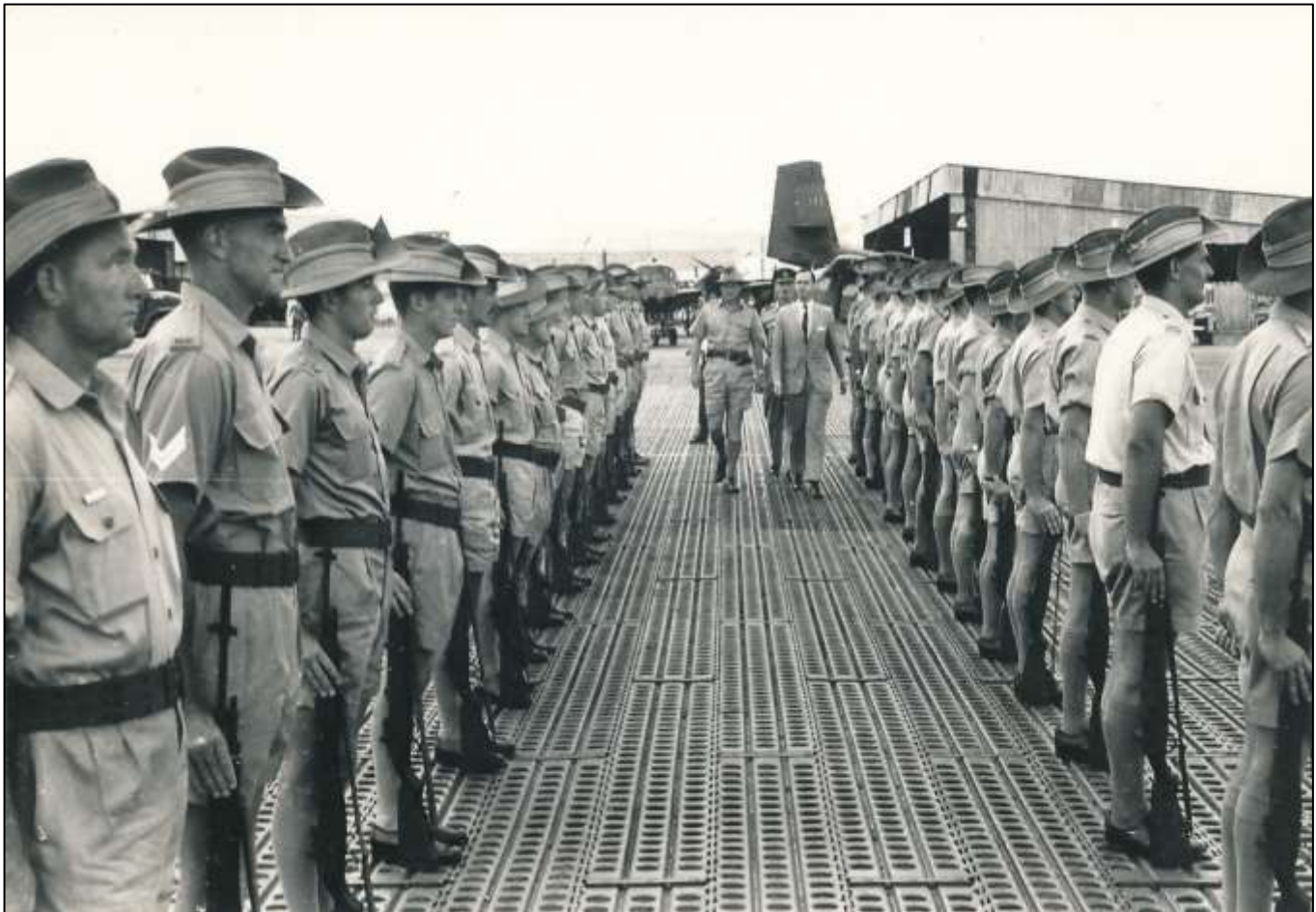
When the Task Force HQ moved forward from Nui Dat the COMCEN and key radio links at Nui Dat were reproduced in the field. After the Battle of Coral in 1968, an Amphibious Combat Vehicle (ACV), Callsign 85C, was specially fitted out to carry the actual COMCEN and on all following deployments, the ACV COMCEN was ready to transmit messages between the forward HQ and the rear HQ, within 20 minutes of arriving on the site.

As well as running the Task Force communication system the unit was responsible for its own area defence and for conducting Tactical Area of Responsibility Patrols.



After service in South Vietnam, 104 Sig Sqn returned to Australia and was located first at Ingleburn and then Holsworthy, NSW, supporting the 1st Brigade [Renamed 1st Australian Task Force (1ATF) that served in South Vietnam] until the Brigade was relocated to Darwin in the late 1990's.

RTFV Vung Tau. 1964.



Harold Anderson, the Australian Ambassador to South Vietnam with the RTFV CO, Chris Sugden, inspecting the troops.

Your tongue is the only muscle in your body that is attached at only one end.



Ubon.

On the 1st June 1962, 8 aircraft from 79 Squadron flew into a Royal Thai Air Force base at Ubon, 80 kilometres from the Laotian border, as part of a South-East Asia Treaty Organisation (SEATO) plan to defend north-east Thailand against an expected communist invasion. The unit had been hastily cobbled together, taking Sabre Mk 32 aircraft from 77 Squadron which was stationed at Butterworth at the time. In order to preserve Malaysia's neutrality, the Sabres were flown to Thailand via Singapore.

Over the next 10 days, RAAF C-130 Hercules from Richmond, flew in a base squadron of 200 men and 450 tonnes of supplies and equipment to establish a tented camp. The United States, United Kingdom and New Zealand also deployed forces to Thailand in response to this perceived threat, though Malaysia and several other SEATO members chose not to be involved.

Although the crisis which prompted the deployment was defused by negotiation, 79 Squadron remained at Ubon until August 1968, as part of an integrated air defence system protecting American forces engaged in bombing North Vietnam from communist retaliation.



The initial encampment- Ubon.



The squadron arrived at Ubon Air Base in eastern Thailand on 1 June 1962 and flew its first operational patrol four days later. Facilities at Ubon were initially spartan and the pilots and ground crew lived in tents. Construction of permanent accommodation began under the supervision of No. 5 Airfield Construction Squadron in September 1962, however, and facilities were later further improved. Despite Malaysia's policy of neutrality in regards the conflict in Southeast Asia, 79 Squadron operated as a detachment of the RAAF force (No. 78 Wing) based at Butterworth throughout its time in Thailand. Aircraft and personnel were regularly transferred between Butterworth and Ubon and most pilots' nominally six-month-long tours of duty in Thailand were broken into several shorter periods during which they and their aircraft were illegally rotated between the two bases.

In March 1963 the Defence Committee, the highest decision-making body of the Department of Defence, recommended to Cabinet that 79 Squadron be withdrawn from Thailand on the grounds that the British and New Zealand contingents had left the country. The Cabinet's Foreign Affairs and Defence Committee decided against this on 28 March as it was believed that maintaining the squadron at Ubon helped maintain good relationships with Thailand and the United States. The Thai Government was discreetly asked if it would prefer a different form of assistance, however.



The RAAF Officer's Mess, Ubon.

The tooth is the only part of the human body that cannot heal itself.



Throughout its period at Ubon, 79 Squadron formed part of an international force tasked with defending Thailand's air space against intruders. At the start of the deployment, tensions in Thailand were such that the squadron's personnel believed that they were at war. While the situation became more stable from late July 1962, 79 Squadron maintained armed aircraft on alert at all times and scrambled Sabres when unidentified aircraft were detected. No air attacks were conducted against Thailand, however, and the unidentified aircraft that were intercepted almost always proved to be from the Central Intelligence Agency controlled Air America. In January 1965 two Sabres accidentally overflew North Vietnam after becoming lost during a training sortie but returned safely to Ubon.



From early April 1965, Ubon became an important base for United States Air Force (USAF) attacks on North Vietnam during the Vietnam War, and 79 Squadron became part of an integrated air defence system controlled by the USAF on 25 June. This changed the status of the squadron's presence in Thailand and RAAF Headquarters assessed that the North Vietnamese would be justified in regarding it as forming part of the air campaign against their country.



Zero is the only number that cannot be represented by Roman numerals.



Due to the threat of counter-attacks on Ubon, the base's ground defences were upgraded during 1966; this included the construction of defensive positions for 79 Squadron's aircraft and personnel as well as the deployment of a detachment of RAAF airfield defence guards. While the squadron did not play an active role in the war, it supported the US effort by providing air defence for Ubon and taking part in exercises with USAF aircraft in which the Sabres adopted tactics used by North Vietnamese MiG-17 fighters. In December 1965 the commander of the United States Pacific Air Forces, General Hunter Harris, Jr., wrote to the chief of the RAAF, Air Marshal Alister Murdoch, to suggest that 79 Squadron join the USAF operations against the Ho Chi Minh trail in southern Laos which were being covertly conducted by Ubon-based aircraft.



A younger Dave Rogers, standing in front of a Sabre aircraft of 79 Squadron at Ubon. The 'modified' air-to-air refuelling probe, tied to the Sabre's landing gear, was an inspired joke. RAAF pilots had long aspired to an aerial refuelling capability since at least 1958 and it was not to be realised until 1990.

The Thai Government indicated that it would allow the squadron to be used for this purpose as long as the Australian operations were conducted without a formal agreement or any public announcement.



On 2 March 1966 the Australian Cabinet decided to reinforce the Army and RAAF force in South Vietnam, but rejected the option of expanding the scope of RAAF operations in Thailand. This decision was made on the grounds that the expanded force in South Vietnam and existing deployments to Thailand, Malaysia and Singapore represented the maximum forces Australia could commit to the region.



By mid-1968, 79 Squadron no longer had a clear role at Ubon. The USAF had sufficient fighters based in Thailand to defend the country and was reluctant to use the Australian fighters, which were now regarded as obsolete, to intercept potentially hostile aircraft, as the squadron's rules of engagement did not allow it to pursue contacts that left Thai airspace. As a result, the Australian military's chiefs of staff determined that the RAAF presence in Thailand had outlived its political and military usefulness and decided to withdraw the squadron without replacement. 79 Squadron was taken off alert status on 26 July and disbanded at the end of the month.

On the 31st March 2011 it received a battle honour for its deployment to Ubon between May 1962 and August 1968.

The song, Auld Lang Syne, is sung at the stroke of midnight
in almost every English-speaking country in the world to bring in the new year.





Two Sabre aircraft of 79 Squadron line the tarmac apron at Ubon. Long range Sidewinder missiles are underslung below the wings. Also visible are 167 gallon drop fuel tanks.



Entrance to the RAAF Base at Ubon – 1965.

The military salute is a motion that evolved from medieval times, when knights in armour raised their visors to reveal their identity.



The Airwomen's flight for the Queen's Colours Presentation Parade at RAAF Richmond in March 1986. The flight members were attached to Richmond for a month to drill and rehearse for this parade which went off very well in great weather conditions.



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What a surprise!

THE STREAM™

Deployed US Navy has a Pregnancy problem, and it's getting worse.

A record 16 out of 100 US Navy women are reassigned from ships to shore duty due to pregnancy, according to data obtained under the Freedom of Information Act by the Daily Caller News Foundation Investigative Group (DCNF).



That number is up 2 percent from 2015, representing hundreds more who have to cut their deployments short, taxing both their unit's manpower, military budgets and combat readiness. Further, such increases cast a shadow over the lofty gender integration goals set by former President Barack Obama.

Overall, women unexpectedly leave their stations on Navy ships as much as 50 percent more frequently to return to land duty, according to documents obtained from the Navy. The statistics were compiled by the Navy Personnel Command at the request of The DCNF, covering the period from January 2015 to September 2016.

The evacuation of pregnant women is costly for the Navy. Jude Eden, a nationally known author about women in the military who served in 2004 as a Marine deployed to Iraq, said a single



transfer can cost the Navy up to \$30,000 for each woman trained for a specific task, then evacuated from an active duty ship and sent to land. That figure translates into \$115 million in expenses for 2016 alone.

"This is an avoidable cost and expense, leaving a gap for other people to pick up the work slack," Eden said

A pregnancy takes a woman out of action for about two years and there's no replacement so everybody else has to work all that harder and on small ships and on submarines, you really have a potential crew disaster.



Navy Lt. Cmdr. Nathan Christensen told TheDCNF the Navy tries to plan for the unplanned. "Just as we deal with other unplanned manning losses due to injury or other hardships, we work to ensure that pregnant service members are taken care of and that commands are equipped to fulfil their missions when an unexpected loss occurs."

In January 2015, 3,335 women were pregnant aboard military vessels, representing about 14 percent of the 23,735 women then serving such duty, according to the data, but by August 2016 that number reached nearly 16 percent, an all-time high. The Navy reported that 3,840 of the 24,259 women sailors who were aboard Navy ships were pregnant.

The Obama administration understated the pregnancy problem throughout its eight years and even suppressed some data about the impact of its "gender-neutral" policies on the Navy. For decades, for instance, the Navy published results from exhaustive surveys of 25,000 men and women in a document called the "Navy Pregnancy and Parenthood Survey." The reports once were 75 to 100 pages long and disclosed attitudes among men and women and their behaviour, however, the Obama administration published only brief two to three-page summaries from 2012 onward.

A civilian attached to the Navy Personnel, Research, Studies and Technology group, which researched and published the surveys, told The DCNF full reports were completed regularly even though its detailed findings were not released to the public. The individual requested anonymity. "The military has been tight lipped over the years about these numbers. They don't like to publicize them," Eden told The DCNF.

The Navy has been dogged for years by lingering claims that some women get pregnant simply to avoid deployment. "We all know that happens. Women do it to avoid deployment," Eden told The DCNF. "There do seem to be coincidences," said Donnelly. "There is a lot of anecdotal evidence. This information is considered so sensitive. You just don't talk about it. And you don't ask. It's just something that everybody knows occurs. Don't ask, don't tell," Donnelly said. She served on the Defence Advisory Committee on Women in the Services and on the Presidential Commission on the Assignment of Women in the Armed Forces.

The sudden departure of pregnant women aboard military vessels severely hurts military readiness and morale for those left behind and who must pick up the slack. The expecting sailors must be transferred from a ship after the 20th week of pregnancy.



The Navy officially considered pregnancy incompatible with military service and women who became pregnant were automatically discharged, according to The Alliance for National defence, however, with the introduction of the all-volunteer military, the Navy provided many lucrative incentives to men and women — including free housing, medical care, recreation and educational opportunities.

But women got additional benefits, including free prenatal care, day-care, counselling, and special education for toddlers and children with disabilities or for other “special needs.” “Since benefits offered to recruits who are women are so very generous, it almost becomes an incentive,” said Donnelly.

“One feminist advocate many years ago referred to the military as a ‘Mecca for single moms.’” “I think there are so many carrots. The military has become a modern-day jobs program,” Eden said. Obama, during his eight years in office, sought to increase dramatically the number of women on ships. In May 2015, Admiral Michelle Howard (right) announced a quota of 25 percent of women on all ships. “We’re going back and looking at the ships, all of them and what percentage of women are on the ships. Over time, we’ll modernize them to make sure we get to about 25 percent on each ship,” she said.



Former Navy Secretary Ray Mabus in September 2015 pushed the new policy, stating that the Navy SEALs and all other combat jobs in the Navy should be open to women, with no exemptions as part of the Pentagon’s new “gender-neutral” employment policy. Eden believes the policy of increasing women on ships results in failure. “It’s bad policy when you think of ships that have to be battle-ready and then have to transfer women off for pregnancy, something that has to do with controlled behaviour or voluntary behaviour,” she said.

It is unclear how President Donald Trump’s Secretary of defence Jim Mattis will handle women in the military. He has been a sceptic, but also said during his confirmation hearing he would support a combat role for women.

Bet it happens here too!

Wikipedia: I know everything!
Google: I have everything!
Facebook: I know everybody!
Internet: Without me you are nothing!
Electricity: Keep talking people!

Veterans Covenant - new DVA card design/issue:

[HERE](#) is a link to the DVA Fact Sheet outlining issue procedures for the newly designed DVA Cards aligning with the new Veterans' Covenant from the Australian Government. TPI/EDA will be embossed on cards as necessary.



Department's online services soon to be available to veterans and their families via myGov.



Veterans and their families will soon be able to lodge claims and update their contact details with DVA online by logging into myGov. Veterans and their families will soon be able to access DVA online services using one login and password at the Australian Government's [myGov website](#).

DVA is connecting all its online services to myGov to expand self-service options. The initiative is part of its program to modernise and streamline services. myGov is a secure way to access government services online with one login and one password. Users can link a range of government services to their myGov account in addition to DVA. These include the Child Support Agency, Medicare, the Australian Taxation Office, Centrelink, My Health Record and My Aged Care.



MyService was originally a pilot to explore different ways for veterans and their advocates to make their claims online. It will become DVA's new online channel. MyService replaces a 36-question paper claim form with an intuitive channel that asks as few as three questions. It is a simpler and faster way for veterans and their families to interact with DVA online while still having access to DVA staff for support.

MyService will soon be open to all veterans and their families. It is currently only available to veterans with a [PMKeyS](#) number. With more than 5,000 registered clients, initial results have shown that claims lodged through MyService are processed in around a third of the time taken compared to the standard, paper-based process.

Services moving to myGov.

Service	What is it?	How is it changing?
	DVA's first online transaction platform, launched in 2011 to allow veterans and their families to update their details online, view payments and book medical transport among other features.	Accessible via myGov soon. Features to be moved to the MyService platform over the next 12 months before MyAccount is phased out altogether.
	Initially a pilot program, allows veterans and their families to lodge claims with DVA online quickly and	Becoming DVA's new online channel accessible via myGov soon. Will also be extended to allow veterans (including those without a PMKeyS



Service	What is it?	How is it changing?
	easily. Currently only veterans with a PMKeyS number can use it.	number) to access online services. This will allow families and students receiving support through DVA's Education Schemes to submit claims and lodge supporting documents for Education Allowance online.
	A secure way to access Australian Government services such as Medicare, Centrelink, the ATO and soon DVA online with one login and one password.	Set to become the key entry point for veterans and their families to interact with DVA online.
Paper-based forms 	Available via the DVA website, in person at a Veterans' Access Network office or by post on request.	Remain available, but once DVA services are available via myGov, will no longer be needed for those who prefer to deal with DVA online.

Once registered with myGov, veterans and their families will soon be able to link to DVA to access DVA online services.

[Log onto MyService now](#)

On 21 January, DVA's online claiming platform, MyService, introduced a number of improvements and features to increase the DVA services available online.

These new improvements and features will enable you to:

- Submit claims for Incapacity Payments.
- Easily access information about Transport .
- Request a callback.

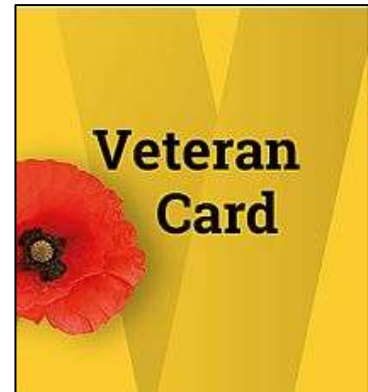
As DVA continues to expand and change their online services they will keep you updated.



If you have a DVA health card, next time you log into your MyService account, you will notice the digital version of your health card has a new design and is now called a Veteran Card.

The new-look card will replace existing DVA health cards providing veterans with access to their regular health benefits and physical versions of the new card will be sent via mail to new and existing cardholders in the coming months.

The introduction of the Veteran Card is part of the Australian Defence Veterans' Covenant and serves as an opportunity to offer acknowledgement and respect to those who have served.



More information about the Veteran Card and the Australian Defence Veterans' Covenant is available on the [DVA Website](#).



To get your Veterans Card!

If you already have a DVA card...

There is nothing you need to do – your existing DVA card (both physical and new look digital card) can be used until you receive the new Veteran Card in the mail.

If you want to register for a Veteran Card...

Log in to your [MyService](#) account, select 'Veteran Card' in the navigation panel and follow the prompts to apply.



TPI Rate.

Legislation fails to state how VEA war-caused injury compensation and VEA loss of income compensation is messed into one payment via government policy.

VEA client scenario using the current TPI rate:

A person is in the workforce and was granted injury compensation at 100% of the General Rate of \$250.30 a week.

After a while this person cannot work any longer and is granted TPI status, his/her payment is increased to \$704.00 a week.

That person's total monetary compensation for being granted TPI status is really only \$453.70 a week because he/she was already receiving the General Rate at \$250.30 a week - that vanished into thin air after gaining TPI status.

From the above scenario, the magical 100% of the General Rate injury payment just disappears into thin air bringing about a grand total of just \$453.70 a week in total as compensation for loss of earnings. This is very much real and it is a real disgrace that the hidden combination of two unidentified components makeup VEA TPI compensation.

All VEA TPI's are short-changed their loss of income compensation because one of the two compensation payments should be nothing short than the Minimum Wage as loss of income compensation.

Defend yourself

If you don't have a gun, this is the best defence against a knife attack I've ever seen; this guy is good. He is a military defensive tactics instructor. Watching this video could save your life.

Click [HERE](#).

Productivity Commission inquiry into Veteran Support **A critical comment on the Draft Report**

Ten days before Christmas, the Productivity Commission issued a draft report on its inquiry into the compensation and rehabilitation of veterans. Frankly, the report comes up with some disquieting recommendations.

You can read those concerns [HERE](#).



Self Protection.

A friend of mine, who lives in a bad part of the City asked me what he needed to defend his home. He has several college degrees. I suggested as minimum a 9mm, a couple clips, and a box of shells.

A few days later, he sent me [this picture](#) and asked me how to make it work!!

Roper River Camp Site

Little is known of this piece of paradise as it is closed to the general public and open only to Roper River Veterans Group in August. It is an ideal winter getaway with bitumen to the station gate, with Pristine riverfront campsites and maybe a Barra or two - if you're lucky. The peace, tranquillity and camaraderie of the setting is unsurpassed.

You can see further info [HERE](#).



The Good old days!

Oh for the good old days once again, no worries about the kids getting hurt or home late, kids made their own fun, life was so simple way back in the 40's and 50's.

It's a shame our future generations will never experience these great simple days of pleasure and a stress-free life we had. Have a look [HERE](#)



The Great Escape.

Untouched for almost seventy years, the tunnel used in the Great Escape has finally been unearthed. The 100 metre long passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious break-out from the POW camp Stalag Luft III in western Poland. Despite huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel was undisturbed over the decades because it was behind the Iron Curtain and the Soviets had no interest in its significance.

But at last British archaeologists have excavated it, and discovered its remarkable secrets.



Many of the bed boards which had been joined together to stop it collapsing were still in position, and the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order.

Scattered throughout the tunnel, which is 10 metres below ground, were bits of old metal buckets, hammers and crowbars which were used to hollow out the route. A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length.

It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry.



Barely a third of the 200 prisoners, many in fake German uniforms and civilian outfits and carrying false identity papers, who were meant to slip away managed to leave before the alarm was raised when escapee number 77 was spotted.

Tunnel vision: A tunnel reconstruction showing the trolley system.

Only three made it back to Britain. Another 50 were executed by firing squad on the orders of Adolf Hitler, who was furious after learning of the breach of security. In all, 90 boards from bunk beds, 62 tables, 34 chairs and 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirreled away by the Allied prisoners to aid the escape plan under the noses of their captors.



Although the Hollywood movie suggested otherwise, no Americans were involved in the operation. Most were British, and the others were from Canada, (all the tunnelers were Canadian personnel with backgrounds in mining) Poland, New Zealand, Australia, and South Africa.



The site of the tunnel, recently excavated by British archaeologists.

The latest dig, over three weeks in August, located the entrance to Harry, which was originally concealed under a stove in Hut 104.



The team also found another tunnel, called George, whose exact position had not been charted, it was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945.

Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry and therefore missed out. 'This brings back such bitter-sweet memories', he said as he wiped away tears. 'I'm amazed by what they've found.'



Bitter-sweet memories: Gordie King, 91, made an emotional return to Stalag Luft III.

Today we mourn the passing of a beloved old friend, Common Sense, who had been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as:

- Knowing when to come in out of the rain
- Why the early bird gets the worm
- Life isn't always fair
- And maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate, teens suspended from school for using mouthwash after lunch and a teacher fired for reprimanding an unruly student, only worsened his condition.



Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children. It declined even further when schools were required to get parental consent to administer sun lotion or an aspirin to a student but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses and criminals received better treatment than their victims. Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault. Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap and was promptly awarded a huge settlement.

Common Sense was preceded in death,

- by his parents, Truth and Trust,
- by his wife, Discretion,
- by his daughter, Responsibility,
- and by his son, Reason.

He is survived by his 5 stepbrothers

- I Know My Rights
- I Want It Now
- Someone Else Is To Blame
- I'm A Victim
- Pay me for Doing Nothing

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

Veterans accuse Federal Government of 'ripping off' thousands from retirement benefits.



The Minister, Darren Chester, is a National Party colleague of Mr [Llew O'Brien](#) but it has not stopped the first term MP taking a serious swipe at his more senior colleague.

In the letter Mr O'Brien said:

"I am extremely concerned that when members of the DFRDB scheme were sold the option of taking a portion of their pension as a lump sum advance, they did so without the proper and reasonable information from the Australian Government that clearly indicated the deduction would be permanent against the full value of their pension, for the remainder of their life."

He added:



"I have been unable to find any clear advice warning those members who took out a lump sum advance, that their pension would be permanently reduced and would not be restored to its full value once the amount of the lump sum advance was repaid."

Mr O'Brien described the situation as "disgusting and abhorrent". He said he believes the Australian Government will "continue to profit significantly from the underpayments and must make restitution".

"People have been sold a financial product by the Australian Government and they haven't been given proper or reasonable information about it when they were sold it," he said. "Some of the things that I've had outlined to me not only don't pass the pub test, they don't pass the Australia Day test — they don't pass any Aussie test that would be put forward."

Llew O'Brien



"These are people, who are considered Australian military heroes, have seen battle like you and I can only ever read about in a book and now the Government is making a profit out of them in their senior years ... it's disgusting." Llew O'Brien did not hide his distaste for the response from the Minister and decided to go public.

"I've asked the Minister to do costings on how we can remedy this, what the cost to Government would be to right what is a fundamental wrong, and what the evidence that I've seen tells me is an un-Australian type of an act," he said. Mr O'Brien said the Minister had so far dismissed all his approaches. Mr Chester's office has not responded to interview requests from the ABC about this story.

'The Government owes me': veteran

One of those military heroes is retired Lieutenant Colonel Harry Smith who commanded the Australian troops during the 1966 Battle of Long Tan.

The Sunshine Coast-based veteran was prematurely forced to retire from the Army at 43, due to a parachuting accident in 1976. Lieutenant Colonel Smith elected to "commute" \$10,000 of his superannuation so he could buy a house. He understood his pension would be reduced as he paid back the money but believed once he reached 72 and the "advance" was repaid his fortnightly income would return to the full amount without any deductions.

More than a decade later and the now aged almost 86 he continues to receive the reduced pension because it did not return to the higher amount. "For 14 years I have been living without that money, so the Government owes me in round figures around \$5,000," Lieutenant Colonel Smith said.



Harry Smith.

"The Government should repay the amount that veterans were deducted for their commutation because they've paid back the loan if you want to call it a loan. "I have been ripped off. Yes, I borrowed some money, [but] I paid it back.

"We paid back a loan and we should have reverted to the original amount and there's no argument about it. "I expect the original superannuation payments to revert to their full amount and further that when I die, if I die before my wife, that my widow will get her percentage of my superannuation to which she's entitled until she dies.

"But she is not going to get the full amount because the overall figure is not what it should be."

Lieutenant Colonel Smith said successive governments would not pay the money back that he believed they owed him. "And they don't want to put things on paper when the original deal was made — in my case back in 1976.

"I was simply told that your superannuation deductions will revert to their original amount when you have reached your actuarial age."

According to Lieutenant Colonel Smith, a common sense approach to the issue would be to change the legislation and reinstate the full amounts. "Not just me but all the other veterans who served, as in my case 24 years, and were entitled to superannuation."



Lieutenant Colonel Harry Smith (right) with other Vietnam veterans at Remembrance Day celebrations in 2018.

Lieutenant Colonel Smith said he wanted Llew O'Brien to bypass Minister Chester and push the Prime Minister to order the Department of Veterans' Affairs to investigate how many people are affected and the cost of repaying the money. He said he did not believe the total amount would be significant and he wanted the Government to show compassion.

"They talk about the veterans... have put their life on the line but when it comes to money it's a whole different story," Llew O'Brien said. "They don't want to do what they should do in terms of money."

Veterans want families cared for

The Vietnam Veterans' Association of Australia (VVAA) has also added its weight to Llew O'Brien's push to convince his colleagues of the need for a rethink. VVAA national president, Ken Foster, said there had "always been a disappointment among career soldiers" that when they realised that they got to a certain age their pensions were not going to revert to the full amount.

"I haven't found anyone that didn't believe that it would go on for life so ... [it's a] disappointment that will hang on," Mr Foster said. "We feel that we are being ripped off here and we never got a meaningful explanation or a costing of why they couldn't put it back."



"We've gone back to the Government and said, 'Show us the information that we were given at the time that we signed that commutation paper to say that it was for the whole of life' and they say, 'Some of that documentation is no longer available'.

Ken Foster.



"There's always an excuse why they can't explain it. 'It was for the whole of life ... but nobody really wants to address it to look at it as a social issue.' Mr Foster said it would mean a lot to veterans to have the money repaid and the ongoing payments increased to the appropriate level. He said the biggest concern for the majority of veterans was providing for their families after they have died.

"I'd like to make sure that my wife is looked after — at least to the manner that she has been while I've been around," Mr Foster said.

A call for compassion

Ken Foster is uncertain how many Vietnam veterans are affected by this issue. "I know that number is decreasing every year, every week, every month because the older veterans are dying," he said. "This group is decreasing ... in a few year's time it probably won't apply so I don't believe it's a great amount of money."

Mr Foster is also appealing to the Government to help.

"They're always on about the service of the younger veterans and how we've got to look after the younger veterans. They've also got to consider the older veterans. "Those that were there through Korea and Malaya then Vietnam and so on that are now getting towards the end of their lives. "They're the ones that were involved with this pension scheme and a little bit of compassion, a little bit of consideration.

"At least give us some reasonable costings that explain why you can't do it and have a meaningful discussion about the whole thing and explain why in the Government's mind they can't be a little bit more sympathetic to what is seen by the veteran community as a worthwhile argument," Ken Foster said.

"We see it as a very simple resolution. The fact they rely on us for publicity. They're always there when there's a photo shot at a memorial or something but when it comes to this sort of thing it's apparently all too hard."



My Story

Llew Robb

Some years ago, before Llew became competent on the computer, he punched out on his trusty typewriter the following story of his life and he jokingly said that I could use it in the Beavers book if it was ever published, or failing that I could use it as an epitaph at his funeral. Therefore, I feel he would approve of my printing this here for all of you to read.

Llew passed away on the 4th April, 2017

Warren Dickson

My Brief Life Story?

I was born and raised in the thriving country town of Griffith in central NSW by wonderful Christian parents. I'll admit that I was a cheeky brat at times to both parents and teachers as Dad had to take "the belt" to me on occasion and I lost count of the times my palms received the cane at school.

I'm sure there was a sigh of relief from them when I was accepted into my RAAF apprenticeship on my 16th birthday in Jan '61. I know that our time at RST has been well covered by others, especially the most interesting 50 years on, Wombat journal, but a couple of my own continuing shenanigans will surely bring a smile and an understanding nod of the head to many a fellow Beaver.



At the end of first year I purchased a 1938 Plymouth sedan, with rego, from a graduating Oyster. Still too young to obtain a licence so the Oysters borrowed the car back a week later to tow a Vampire over the railway line in the night to dismantle the tail booms and reassemble them around the flagpole prior to their graduation parade the next day. So, if the Service Police are still



looking for the culprits— I know nothing! Dexter Dutton was very unimpressed by the ingenuity of the Oyster framies. Our youngest Beaver, Ray Ashton, who also hailed from Griffith, and myself convinced Nicky Winter (CO of RSTT) and the orderly room leave clerks that we did not require any travel warrants that holiday period as our parents were picking us up. I conned a Tulip to drive the Plymouth off base to the shop car park adjacent to the main entry.

With signed leave passes in hand we simply walked out and jumped in the car for our 4 week Christmas leave. Drove into Wagga, walked around the corner to motor registry and I got my basic L plate drivers' licence. Back into the car and off to Griffith. Somewhere between Collingullie and Narrandera the good Lord above tried to cool my silly acts by dumping 40 million gallons of water on us and I couldn't find the bleedin' wiper switch— but we got home OK.

The starter motor failed a few days later but the crank handle kept me mobile for a week or two. It cost me a week of appy wages to have it rebuilt. Five quid. (10 dollars) Almost lost my virginity in that car (and later Russ Cross's mark one Zephyr and Karl Loibl's FX Holden) but being a good Christian boy, it did not happen. Further details are not available to anyone! I sold the car to Niel Morton soon after and I believe it ended up in the 'Bidjee some months later.

During first year I was fortunate enough to bunk down in hut 301 with five "fush and chup" eaters from across the Tasman sea who were amazed that I could hitchhike home and back before bed checks in one day. (400 km return) Dave Comber was one who gladly took that risk, as 400 km in NZ was a weekend journey. I do wonder if Dave remembers a short sojourn in the at Yanco on a hot summer day which involved a-middy of beer and a middy of sherry. The inexperience of teenagers and a smiling publican!! No fond memories there of course.



I was crook— really crook for hours thereafter and if Mum and Dad suspected anything, they said nothing but I suspect they smiled at each other at some point and said words along the lines of "he still wants to learn the hard way" I have never since ordered a middy of sherry by the way.

Not too proud of my 54 days confined to barracks (CB) and only beaten by Peter Burman with 57 but he was discharged before his 3 years so I probably hold an unofficial record of being a pain in the bum to our wonderful superiors.

Example: Second year trade training! driving instruction! smoko break. "Test driving" a Dodge panel van to see if it had similar torque to a side valve ford V8 by applying the foot brake gently and smokin' up the rear wheels for about 5 seconds on smooth concrete and increasing brake pressure to a stall situation. 7 days CB! No defence other than motor magazine journos did that every week. Sad to say that the young hoons nowadays create far more damage and heartache.



During class trade lectures one day, I was asked a question by F/SGT Reg Brown and gave my answer, obviously too quietly as the other instructor, one youngish John Swannel snapped at me "I didn't hear your answer apprentice Robb" I then snapped back "well clean your bloody ears out" — 3 days CB. I was a bit slow in learning the military meaning of insubordination, but graduated nonetheless. Fellow Beaver Cavan Greaves and I were posted to Fairbairn in Canberra so I lashed out and bought a brand-new Morris 850 mini because I could not afford my first choice, that being an upmarket semi luxury Nissan Cedric.



Fate may have intervened here as the mini was the beginning point of my motorsport hobby. The Cedric may have led to a future in banking, stock brokering or airline pilot or similar with respect to those that chose those careers in later life, I was happy to be a spanner jerker/grease monkey/trucky to this date still.

Space does not permit my involvement in all motorsport activities since 1964, sufficient to say I'm still involved and get to drive some great cars on the track occasionally. I never did play golf, sail a boat, learn to fly, collect butterflies; or go to the ballet or operas. Time is too short to try everything.

The RAAF Butterworth Motor Club was a real buzz as many would know during the late 60's, early 70's but being the somewhat hyperactive young man still, I got involved also with RRB. (Radio RAAF Butterworth). So picture this:

(Xylophone gongs,bing bong bung bingy 'This is radio RAAF Butterworth— the voice of the Royal Australian Air Force in Malaysia and the time now is 4 pm and that is time for Llew Robb's Country And Western Roundup." I still have heaps of reel to reel tapes, some of which contain my Aussie artist shows and featuring the top singers at the time. Radio Australia got a copy of Johnny Cash's top 10 hit "A boy named Sue" weeks before it was released in Oz, (but we suspect it was sourced from the Yanks in Vietnam). The Yank troops on R&R loved RRB, our volleyball comps. (I was second grade team rep.) tennis and mud crab feasts at the RAAF club on Penang.



Good times.

At some time mid 1970 John Rouse and myself were employed on the maintenance of specialist vehicles and the boffins somehow decided that a promotion to corporal was now OK. Truckies always waited and waited for an upwards movement. Although a bit of an embarrassment, I must share this incident with all soon after.

On Monday mornings, the fire crews would do their usual full-on test run of their vehicles and equipment, then make foam/water etc. after a max speed run down the airstrip. One of those big red Rolls Royce powered mongrels was seriously lacking power. Fuel starvation suspected so my F/SGT (name forgotten) asked me to check it out ASAP and get it back to the flight line. No sweat. Got Rousey to take the carby off for a checkover while I looked at the dual fuel pumps, filters and supply lines etc. My logic was to turn on the ignition and check that the electric fuel pump was working as normal and to catch the fuel in a hand held container. No probs there. The next step would be to check out the secondary mechanical pump for an increase in flow volume. Still logical.



However, in 1970 we did not fit the newish electronic ignition systems as the ultra-reliable copper cored high tension leads and regular maintenance to the dizzy breaker points and spark plugs ensured that reliable performance, but that system did create some UHF radio interference so all leads were externally shrouded and earth separately to avoid radio probs. with aircraft and control tower operations. They were also a time consuming pain in the wrist to remove so I didn't. Old Beavers and especially the truckies surely know what happened next, but I'll finish the documentation of the "Situation" so my kids and grandkids learn from me that any rush situation has to be planned and all good care taken at all time. After all, setting fire to a fire truck is not planned by anyone.

John had the carby check-over in hand, backup electric pump working as expected so observing an increased flow by cranking the engine over the next logical step. WRONG, wide open inlet manifold with a "live" ignition did not register as a possible danger to this young rabbit (or goose). Hit the starter button and a huge backfire frightened the living daylights out of me and I dropped the can of fuel onto some rags under it. The resulting fire partially destroyed the steering wheel and the UHF radio above it.

Naturally I leapt out yelling words like "fire, poo. intercourse" etc. John and one of our local staff quickly grabbed the right extinguishers and put out the flames so I could climb back in and turn off the ignition which, of course was still feeding the flames. A very small slap on the wrist and my thanks to the F/Sgt for his support in getting that mother back to the flight line the next day. Rad-Techs fixed the radio and the steering wheel was still useable and replaced with a new one from Oz some weeks later. Oh the fuel flow problem was the failed mechanical pump by the way.



Came back home to Willytown early '71. Marriage failed a couple of years later but life goes on. Have 3 beaut kids and a couple of grandchildren. Back to Fairbairn/5 Sqn choppers at the start of 76. Finally, the senior dropkicks realised that a "truckie" with a few courses under his belt could be useful in a flying squadron. The previous attitude was - "if it didn't fly, could not be part of medical/messing/stores activities, then give it to the truckies". Am I not correct here? Recall the many things we took care of over the 60's to late 80's. Aircraft arrestor barriers, Auxiliary 415 volt radar power supply (along with sparkies), Air conditioning and refrigeration, production of liquid nitrogen and oxygen plants. Aviation fuel quality control and laboratory testing of VIP fuels.



I thoroughly enjoyed my two years in 5 Sqn as a Ground Support Technician working alongside framies. engine fitters and sparkies in the same hanger till I achieved three stripes and was posted across the road to Base Sqn. Transport under W/OFF Bob Pero. Humbleness negates detail but I had some input to the maintenance of the Huey chopper and the ground equipment at the time. I just did my job.

I wore two hats in that final posting at FBN. My primary job was 2/IC of transport maintenance so filled in for Bob, when he finally took some overdue leave, as acting W/Officer, as there was no F/Sgt position there. Those who knew him will understand that things still ran normally when he was away. God rest his soul, as we lost him at age 57 many years ago. My second hat was that of Fuel Quality Control NCO answerable to the 34 SON senior engineering officer directly. Looking back, that was a fairly unique situation for a truckie SGT to be in actually: Oversaw the installation of a 1.1 million litre upgrade of the fuel farm and the building of a new refuelling tanker maintenance hangar with electrically heated floors as well:

Five good years later and near the top of the stud list for a "crown" above the 3 stripes, I was posted back to Willytown but the two F/Sgt's were young or recently posted in so no vacancy was very obvious. I also had a couple of offers of employment and business ventures in the wings if, and when, I wanted to move on. I also had a past CO in DEFAIR who was a good friend as well. I laid my posting situation on him and he rang back an hour or two later with the good and bad news. Yes, I would become a F/SGT within a few months but the reason for the posting was still semi-secret and he could say no more. My 14 year old son wanted to come and live with Dad, so I chose to retire and stay put. I had served for 22 years, 2 months and 6 days when I was discharged upon request.

Apparently, but not confirmed, I had been chosen to go to Willytown to be bought up to speed on the latest GSE of the pending Hornet introduction and a posting to RAAF Tindal would follow. Logical I suppose as I was single, had considerable experience with various support equipment etc, but I was just a humble SGT so the boffins kept me out of the loop for "security reasons". BULLDUST. They lost a keen career-minded worker that day. But life went on.



June '83 saw me move out of engineering and into a wholesale small-goods distribution business which my partner and I built up from a 2 x vehicle, 3 staff operation to a warehouse with 5 x vehicles, 7 x staff and a turnover of more than \$2 million per year. Looking good. Partner moved on with a fair buy-out price to chase the more lucrative funeral business. Still going well 'till the CEO of our major supplier lost the plot and virtually destroyed all of us agents' livelihoods by selling "MAYFAIR" to the opposition. Rather than go broke, I sold a 1/4 million value business for \$70,000 and walked away with just two grand in the bank and a serviceable mortgage. No names of course but the words "Pigs Arse" remind you of someone? And I have no interest in AFL whatsoever.

I took a couple of months off in '87 and toured the eastern/central Australia loop with a bunch of 30 other classic car owners and their families, long before the term "grey nomads" was coined. With the utmost respect to Jim Herron and Kay of course.

That particular rally took 18 months to plan and, as assistant rally director and support mechanic, I was a bit busy at times. It was also used as a travelling "Diabetic Awareness" journey as we had a retired nurse with us to take the message to the out-back communities. Her basic expenses were covered by sponsors. The vehicles ranged from 1932 to a few modern sedans and 4WD's but we did experience a few problems.

We had a problem with our 1938 Dodge – it dropped an exhaust valve. Head off, remove both inlet and exhaust valves for that cylinder completely, head back on with the old gasket. Leave that cylinder's spark plug out and chuff several hundred k's to Port Augusta for a proper repair. The only thing that went wrong on my ultra-reliable 1967 ZA Fairlane was a split seam at the radiator top tank. Out with the oxy bottles and some flux-cored solder. Ask me how we straightened a bent caravan axle in the car park at Uluru, talk about the ingenuity of bush mechanics.



Back to work with the ACT Parks and Conservation for a year as a breakdown mechanic then joined the Protective Service for 10 years (the old Commonwealth Police). Due to the shift work, I had time on my hands so worked for some ex RAAF friends in their catering business. Finally (sort of) fully retired in 2006 as the senior cook training others. Oh in '99 found time to run my brothers transport business after a large machine he was unloading badly crushed his foot and dislocated his shoulder.



I joined the Ulysses Club in '88 (old farts who ride motorbikes) and toured most of OZ on my trusty Suzuki GS 850 shafty. Isn't Tazzy a great place on a comfortable bike?

I need to acknowledge a special lady who has been a friend most of my life. She kept me sane during the very trying times of almost losing my business and was a willing worker during the hectic organisation leading to the Alice Springs car rally. We enjoyed that trip together of course, along with her, then, 7 year old daughter. Although no longer together. we remain good friends to this day. Thanks buddy.



If it has not appeared elsewhere in this journal (and I'm sure I am not alone in this) all Beavers are very grateful to a handful of Beavers who have worked tirelessly for at least 15 years to draw this family together and search out a stud-list of lost members. An amazing effort as we are now one of, if not the most, "in touch" of all appy intakes. In no particular order, thanks to: My Beaver-buddy Warren Dicko, John Gorrie, Russ Cross, Richard Stone, (we all know his real name), Ian Butch, Stick Carlton, and all the others behind the scene including their partners.

The other day I asked a friend how much she spent on a bottle of wine
to which she replied – about half an hour!



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The People I meet.

The other day I was down Willytown way, as usual just minding my own business, looking at a few aeroplanes, talking to a few blokes, not making a fuss, just blending in with the surroundings and being the normal unassuming person that I am.

I had taken great pains to dampen the alluring Radtechitis that normally flows freely from my person by wearing my stylish flannel neck to knee long-johns and my long woollen socks and had plastered the California poppy into my hair as I've found it to be an excellent damper, bit like a Faraday shield holds in that wireless stuff.

All went well, for some time I was able to blend in with the surroundings, unnoticed and unadorned, able to chat with others without being revered, which to me was a very nice change indeed, but, as they say, all good things must come to an end.



Unfortunately, the very day I was in Willytown, they were experiencing an Indian summer – it was abnormally hot, so hot in fact that some of that protective Californian poppy evaporated and left a minute unguarded spot upon my head. This went un-noticed by me for some time until I noticed people who were walking were stopping mid-stride, craning their necks and looking hither and thither. As soon as I noticed this, I outed the bottle of Poppy from my back pocket and sloshed some on the head – but I was too late.

Unbeknown to me, two lovely young Air Force ladies were a couple of miles downwind of me and they got a tiny whiff of that escaped Radtechitis which had been conveyed to them on the prevailing wind and being only human, they were unable to resist its allure. Grabbing a yellow treadly each from outside the OC's office, they leapt aboard and as a straight line is the shortest distance between two points, it was onto the runway with heads down, nostrils flaring and pedals whirring like the prop on an A model Herc. Several F-18s, which were on short finals, had to spear off and in doing so frightened the hell out of a few horses and several free-laying chooks, all of which went un-noticed by the two young ladies who had only one thing on their minds – find the source of that Radtechitis.

Suddenly I could hear sirens blaring and it was only later that I discovered that a dozen or so Service Police were on their motor scooters in hot pursuit of the two ladies, but all in vain, they had no hope of catching them, the girls were on a mission. By this time, I had popped into the Officers' Mess for a quiet tipple and to escape the punishing heat and was relaxing at one of the dining tables when there was a crashing and a bashing from the front of the Mess, the two ladies had ditched the treadlies in the foyer, had scattered the PMC and several tea sipping moustachified senior Officers, then raced through the anteroom and draped themselves on my person.



What was I to do? The two lovely young ladies were obviously very determined to Radtechify themselves, so I endured their drapings for an hour or so then extricated myself from their clasps.

Such is the cross the Radtech must endure!



Courtney Eskert, honourable self, Emma Georgiou

A great couple of girls, full of fun and with a healthy sense of humour. The Air Force is lucky to have them.

Courtney is originally from Adelaide. She joined the RAAF in April 2018 as a [Personnel Capability Specialist](#) (what we used to call a Clerk A). Prior to that she had 10 years' experience as a Graphic Designer and is now enjoying the new challenges and opportunities being in the Defence Force has to offer. She says she thinks she's extremely fortunate that her first posting was 3SQN at Williamstown where she thinks she will stay for the next 3 years.

Emma is a Novocastrian, from a RAAF family, her dad being a retired Techo, he started out as a Sumpie but later they changed the mustering name to Aircraft Technician. Being from a RAAF family, she has moved around a bit. She joined in 2008 and after she completed Rookies, she was trained as a Personnel Capability Specialist then posted to the 382 Expeditionary Combat Support Squadron at Amberley, then [HQCSG](#) (Headquarters Combat Support Group - Amberley), after which it was back to 3 Squadron at Williamstown.

She has been on three overseas deployments, one in 2010 to Afghanistan on Operation Slipper, in 2012 on [Operation Resolute](#) and back to Afghanistan in 2013 on Operation Slipper. She got her Cpls at HQCSG back in April 2014.

She is a married lady with two beautiful young daughters, Ella 3 and Grace 1. Her husband is also a serving member, being a PTI but who in the near future will be off to Officer Training School to take on a new task as an Operations Officer.



How do you milk sheep? Bring out a new iPhone and charge \$1000 for it.

RAAF 35 Squadron.

On the 9th February, 35 Sqn, which had recently moved to Amberley from Richmond, held an open day for the families of the blokes and blokettes who either fly the aircraft or who keep them flying. The idea was to allow families to see where their husbands/wives, mums or dads worked and also to have a look over the new aircraft which had been opened up and parked on the tarmac. A few lucky ones from the 35 Sqn Association were also invited along.

People assembled at the main gate at about 9.00am and were met by and briefed by the Sqn's WO, Ralph Clifton. We then followed Ralph onto the Base and were given a conducted tour of the new magnificent purpose-built facilities to house and service the aircraft.



In keeping with Sqn tradition, today's 35 Sqn is one of the few Squadrons in today's Air Force that services its aircraft right down to D and for many years it has also been heavily involved in humanitarian work. The old Caribou spent a lot of its time away from home either on detachments or helping out communities doing it tough following either drought, fire or flood. The New Spartans are no different. While we were there, they were preparing two aircraft for rescue/aid work following the disastrous floods in northern Queensland.

Job satisfaction is very high, facilities are excellent, the workforce are dedicated and they have a very popular CO (from Tassie of course).



John Griffiths and John Sambrooks



John McDougall, the President of the RTFV-35Sqn Assoc, presents WO Ralph Clinton with a Wallaby Airlines tie and other Merchandise as a thank you for giving up his day to show us around.

Qantas Bomb Hoax.

"Call me Mr Brown," the man said, as though he was in a conference call, not making a bomb threat. Qantas flight 755 from Sydney to Hong Kong was carrying an explosive, he warned. And it was set to detonate as the plane came in to land.

If that sounds like a plot ripped straight from a kitschy Hollywood movie, that's probably because it is. It's the larger-than-life tale of Australia's great plane robbery — one of the nation's most brazen aviation heists, born out of greed and undone by sheer stupidity.

What started with a chance rerun of the film Doomsday Flight inside a kitted-out van in Townsville some 48 years ago would inexorably set in motion a chain of events that ended in the extortion of half a million dollars — and stopped the nation in its tracks.

The bomb and the locker

It was May 26, 1971 — still some six months before the notorious criminal known as DB Cooper would enter the public consciousness after hijacking a Boeing 727 and parachuting to an uncertain fate — and an otherwise ordinary day in Sydney.

That is, until the phone rang.



Mr Brown would tell staff at Qantas House he had hidden a bomb onboard an international flight to Hong Kong. For a mere \$500,000, he would lead authorities to its exact location, sparing the lives of all those on the flight.

The bomb was set to detonate if the plane dropped below a certain altitude.

But if you don't believe me, he taunted, why not inspect Locker 84 at Sydney's Kingsford-Smith International Airport where I've placed a replica device?



Mr Brown was not bluffing — or at least, that's what authorities were led to believe. Inside the unassuming metal locker, police uncovered the unthinkable: a bomb constructed of gelignite with an altimeter-triggered detonator. With it was a note which said: "should the plane descend below 20,000 feet (6,000 metres), the bomb will explode. "If you don't pay, or if you interfere in any way, you will lose your plane. And this will be repeated," the letter continued.

Captain William Selwyn.

"We were told to maintain our altitude at 35,000 feet," Captain William Selwyn would later say. He said he did not know at what altitude the bomb was set to go off.



Authorities sprang into action. The replica bomb was defused, and the explosives were replaced with a light bulb. There was only one way to test the veracity of Mr Brown's claims — and that was to take the duplicate to the skies. The bomb was loaded onboard a second Boeing 707, and the plane climbed to 8,500 feet before beginning its precarious descent. When it dropped to 5,000 feet, the light bulb on the altitude activator came on — had the explosives remained inside, the aircraft would have been blown to smithereens. This was not a game. Authorities had to act.



The Kombi and the pay-off



The 116 passengers on flight 755 to Hong Kong, blissfully unaware of the danger they were in, were told they were returning to Sydney because of a "technical fault". In reality though all bets were off. Flight 755 was living on borrowed time.

The aircraft could never actually land lest Mr Brown's threats came to fruition, but it was slowly running out of fuel. After hours of the plane circling the city, Qantas ceded. Mr Brown, not one to be tested, would receive his ransom after all.



At about 5:30pm, Qantas deputy general manager Phillip Howson took the call. It took less than 10 minutes for Mr Brown to detail the terms and conditions of the drop. A yellow van would pull up outside Qantas House in Chifley Square in Sydney at 5:45pm. The driver would identify himself by shaking his keys out the window. The getaway vehicle was not to be followed. Any deviation from the plan would end in irreversible catastrophe, he warned.

Captain RJ Ritchie, a Qantas general manager, made the rendezvous to deliver the ransom as Mr Brown had instructed, and began pushing suitcases full of cash into a Volkswagen Kombi. But there was a hitch in the operation. Four police vehicles parked in Chifley Square were never given the signal the drop was taking place — or so the rumour goes. "Unfortunately, the plan didn't go the way in which it was designed," then-police commissioner Norman Allen would concede in the Sydney Morning Herald the following month.

"[The] van could not be kept under surveillance all the way to the spot when it was abandoned." At 6:20pm, authorities received one final call. "You can relax," Mr Brown said.





"There is no bomb aboard the plane. You can land her safely."

Bomb hoax costs Qantas \$550,000

SYDNEY, Australia (Reuter) — Police scoured Sydney and its environs for a man who hoaxed Qantas Airlines into giving him \$550,000 today after he said a bomb was sequestered aboard one of its airliners, in flight with 128 persons aboard.

After he received the money, the man telephoned to say there really was no bomb aboard the Boeing 707, carrying 116 passengers and 12

crew, which was circling over Botany Bay to burn up fuel.

The airliner eventually landed safely at Sydney airport.

Police described the man as about 25 with blond hair, of medium build and thought to be wearing a false beard.

A Qantas spokesman said the man's claim that a bomb was aboard had to be taken seriously.

"There were 128 people's

lives at stake—we had to pay the money," he said.

The airliner landed safely at Sydney Airport.

A Qantas spokesman said the drama began at 11 a.m. today when the department of civil aviation received a telephone call saying a bomb was in a locker at the international terminal at Sydney Airport.

The locker was opened and a bomb was found.

It was of gelignite, with a barometrically-controlled trigger system designed to explode at a pre-set altitude.

With the device were three notes—one addressed to Capt. R. J. Ritchie, the general manager of Qantas, and another to a member of the police.

The third gave technical explanations of how the bomb worked and how it could be defused.

The Qantas spokesman said the note to Ritchie claimed a similar device was on board Qantas Flight 755, and demanded \$550,000 for information on how it could be found and defused.

The aircraft was then on its way to Hong Kong.

The airliner was recalled to Sydney and circled over Botany Bay, burning up fuel in preparation for a possible emergency landing.

A newspaper clipping from 1971 describes the hoax and pay-off.

And so, under the cover of nightfall, an incognito Mr Brown had fled with his earnings — leaving police none the wiser about the real identity of the criminal mastermind.

Who was Mr Brown?

Peter Macari was no stranger to the wrong side of the law, but no-one could have predicted the otherwise unremarkable man would assume the moniker that would spark a cross-continental investigation. An English migrant, he had arrived in Australia some two years earlier on a false passport after skipping bail in Britain on an indecent assault charge.

Peter Macari was no stranger to the wrong side of the law.

Macari's transition into Australian life, however, was far from smooth sailing. After opening a small factory at Brookvale in Sydney which produced fibre-glass boats, he was reported to have lost half his life savings and began to travel. It was on this jaunt across the country that his grand scheme was inexorably set into motion.

Inside what witnesses described as a "fitted-up van" where Macari had been residing in Townsville, the 1966 television-thriller film [Doomsday Flight](#) played on a small television set.





Set in the United States, the film sees a bomb threat made against a Douglas DC-8 airliner. A bomb equipped with an altitude-sensitive switch is on board, police are told, and it will detonate if the plane tries to land. Director Rod Serling would later lament having made the film — which authorities believe inspired three separate airline extortion plots — saying he had done a "vast disservice to airlines".

"I didn't realise there were that many kooks in the woodwork," he told the Nashua Telegraph newspaper some four days after the Qantas hoax. "I wish ... I had written a stagecoach drama starring John Wayne instead. I wish I'd never been born." Regardless, Macari's plan had been set in motion. "That would be a good way to make money," witnesses would recall him saying upon watching the film.

A budding friendship with Francis Sorohan — who would later be charged and acquitted as a minor accomplice — sealed the deal. Sorohan sold Macari gelignite and detonators for a mere \$100 during a trip out west, having stolen them from his employer, the Mount Isa Mines. And so, all that was left to do was to make the call.

The manhunt and capture of Peter Macari

Catching the elusive Mr Brown was big business, and authorities vowed to leave no stone unturned.

Fifty thousand dollars was offered for any information leading to his capture, and detectives worked alongside Scotland Yard, Interpol and the FBI in a bid to narrow down the list of suspects.

Phonetic experts were brought in to listen to recordings of Mr Brown's voice, while sketches and flyers were released to the public — all, it would seem, to no avail.



Ultimately, it was a tip-off from a service-station attendant about a "free spending" man — now known as Mr Brown's accomplice, Raymond James Poynting — that would undo the entire operation. Though most would have the sense to lay low after pulling off one of Australia's most brazen heists, 28-year-old Poynting was not most men. So when the former engineer-turned-barman — a regular customer — pulled in for petrol in a new E-Type Jaguar, it would come as no surprise that he turned heads.

When he returned some weeks later in yet another luxury car, those around him grew suspicious of his stories of good fortune. Detectives of the Consorting Squad placed him under surveillance. Poynting, proving there is no honour among thieves, confessed to his role in the robbery. On August 4, 1971, Mr Brown and his co-accused were arrested. Now all that remained to run its course was the epilogue.

The missing money — and comeuppance



Macari and Poynting were indicted in the Central Court of Petty Sessions in Sydney for their role in the hoax. Prosecutors would allege Macari, or Mr Brown, was the mastermind behind the operation, while Poynting was charged as a co-conspirator, accused of aiding the operation.

Both men would ultimately plead guilty, and the saga that had once gripped the nation drew to a close — or so it would seem. But, despite cracking the case, one question remained: where was the missing money?

A little over half of the ransom, some \$261,387, had been recovered by detectives — hidden under floorboards in Balmain, a fireplace in Annandale and through the sale of a series of lavish cars, but the remainder had disappeared without so much as a trace.



Macari, true to form, spun authorities a tale of a wider criminal network that he had unwittingly been roped into. A third man, the real mastermind, Macari claimed, had taken the lion's share of the ransom for himself.

Some of the ransom money was stashed inside a fireplace in Annandale.

"You said you gave \$220,000 to a person known as Ken," Judge Staunton said upon sentencing, "this statement I reject." It's a theory police too have unequivocally dismissed, although some still believe the missing money may be underwater off Bondi Beach, languishing in two safes.



Though the whereabouts of the ransom may remain a mystery, the fate of the men involved was sealed. Poynting was sentenced to seven years in prison for his part in the hoax, while Macari was handed the maximum 15-year sentence. The saga was finally brought to an ironic end on November 12, 1980. After serving nine years of his prison term, Mr Brown was deported back to Britain — on a Qantas flight.



More Radtechitis?

While at Willytown a little while ago, we met and stayed with an old mate, John Broughton. In an earlier life, John too had been a Radtech but years ago when he discharged he decided to discard his AVO and scope iron and move to Newcastle to live a radio-free life. Over the years his Radtechitis gradually deteriorated, probably helped along the way by the high levels of coal dust in the Newcastle atmosphere, until eventually it no longer had any effect on the populous.

John was able to live a normal uninterrupted life in the Newcastle area for many years, he, his family and his big sandy-coloured dog Basil were very content with their lot – that is until that particular weekend.

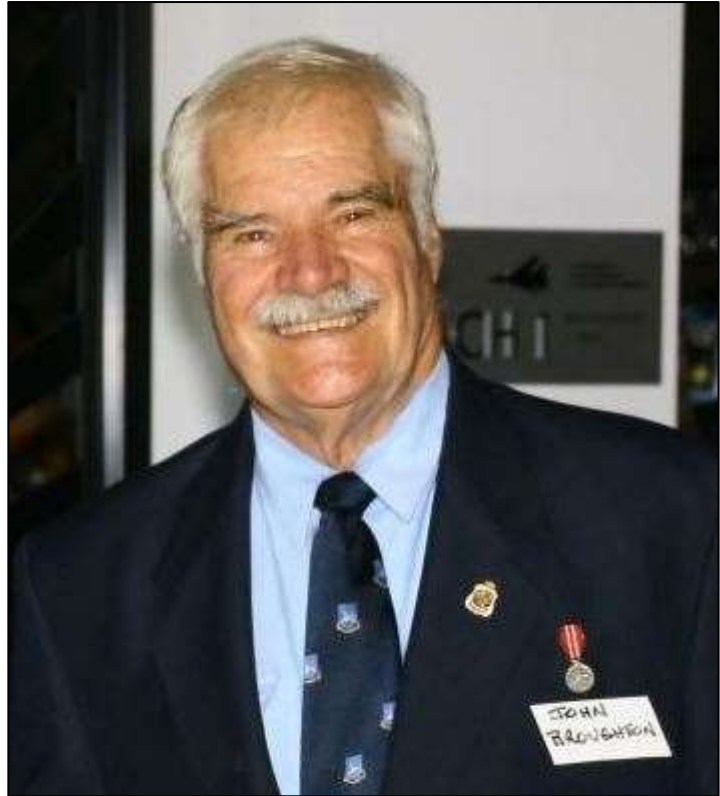
I'm quite fond of dogs and John's dog is one of those big panting tail-wagers, very friendly, in need of huge amounts of attention and not happy until it smothers itself upon you. On one of those encounters, unbeknown to me, a little bit of Radtechitis rubbed off my person and attached itself to the dog. From there it was inevitable that a little bit would rub off onto John and as Radtechitis is a colourless and odourless substance, John was blissfully unaware he had been so blessed.

Luckily for him though, he was only inflicted third hand and the minute amount on his person was practically undetectable to the normal person, but neither he nor I were to know that on this particular day, when hundreds were invited to Williamtown, one such invitee would be the lovely Krystal Rowell.

Krystal holds the position of Defence Community Relationship Officer for [Defence Health](#), and as such has a fine honed sense of awareness. When we entered the room, Krystal was a mere quarter mile away but her antennae immediately acknowledged the minute amount of Radtechitis in the near vicinity and she had to have some.

Krystal at the time was chatting to people about the benefits of Defence Health and handing out frisbies, biros and fridge magnets to her enchanted audience and without a care in the world for her personal safety, she dropped what she was doing, pushed her way through the throng of people who had gathered at her table and running full pelt headed in the direction of that elusive Radtechitis.

She found John resting his weary bones in the 3 Sqn smoko room and without a second thought, rushed over and draped herself upon his very surprised person. John fought for an hour or so to





extricate himself from her and eventually he was able to free himself. Krystal was so grateful she presented John with a personal supply of Defence Health fridge magnets, grooming tools and stress relieving squeeze balls.



A forlorn John Broughton and the delightful Krystal Rowell

Krystal.....

I wonder what my mum and dad did to amuse themselves before the internet was invented.
I asked my 18 bothers and sisters and they didn't know either.

Sea Coast Survival Course

114 MCRU
RAAF Amberley
Circa 1972
Brendan Godwin

The HUBCAP radar system was extraordinarily complicated. The Air Force would normally post staff on average every 18 months, but it took 4 years to learn how to repair and maintain this radar system. As a consequence, whenever someone got posted to either 114 MCRU or 3CRU they never got posted out.



As a consequence of this, the Air Force had difficulty maintaining morale on the unit. Added to the unit's woes, a bearing in the radar cracked and there was a one month delay while the replacement was shipped out from the US. So, one officer took it upon himself to organise a morale booster. He organised a survival course for all on the unit. Most survival courses are held in the jungle, usually Canungra. You are given a standard RAAF 3 day ration pack and sent out into the jungle and you have to survive for a week. This survival course was organised as a sea coast survival course. After planning it was given approval by the CO who also needed approval from base ops.

We were issued with the usual 3 day ration pack along with a parachute and, from memory, a machete. Then we received a wink and a nod. A blind eye was being turned to anything else we wanted to take. Ron Anstiss took a camera and some slides. I packed my Air Force kit bag with some canned food, alfoil, fishing rod as well as my flippers and snorkel and spear gun. We had a few changes of clothes

The concept was that we were forced out of our aircraft and were forced to parachute, landing, by an absolute miracle, on a sub-tropical island.

This just happened to be in our case, the very northern tip of Moreton Island in Queensland's Botany Bay. We were flown in by Iroquois Helicopter from Amberley. It took a number of helicopters and a number of trips to ferry us all out there.



Now let me just describe the island location that we miraculously landed on. The choppers dropped us on a small and very picturesque half moon shaped beach in Honeymoon Bay off Cape Moreton. One side of the beach led off on to a rocky section of coast. Buried in the middle of these rocks was a natural oyster farm. Literally hundreds of oysters. Harry Howson and some of his oyster loving friends spent most of the week fossicking amongst these rocks.

Above these rocks was a cliff with a large fresh water stream flowing out of a hole in the middle of the cliff. Now we had lots of plastic water jerry cans. We filled these from the top section right at the mouth of the stream. Below that we reserved for showers and washing. The other side of the beach led around a large rocky coastal section with a reef just off shore. This section of the ocean was teeming with fish, mostly Bream. Out to sea to the north we could see the waves breaking over Flinders Reef, a popular snorkelling and scuba diving spot.



I later took a scuba diving trip out to that reef. A forward party had already been to the island and prepared toilets. This was a large trench with a line of toilet seats. Of course we had plenty of toilet paper, soap and towels. Our first task was to set up parachute tents. We chopped down some large limbs and tied them at the top. I can't remember what with, either vines or we probably



had rope. We draped 4 parachutes around making a large Indian tepee. We shared 4 persons to each tepee. Then there was a fire wood collection party where we gathered all our fire wood and lit fires that did not go out for the entire week. Next was to catch fish. Most had bought bait but that was something I omitted. But that wasn't a problem. Growing off the rocks were small animals surrounded by a furry outer. These had a meaty substance inside and worked well as bait. In any event, those who did buy bait ran out quickly and we were all using this, or meat from some of the fish we had already caught. We wrapped these fish in alfoil and cooked them in the coals on the fireplace. We spent the week reeling in and eating bream. I don't think anyone ate the canned food they brought.

The radio guys set up an antenna over the top of the beach with wires strung up the cliff and there were daily radio schedules back to base.

The novelty was the 3 day ration pack. From memory, I can't recall all that was in this little pack, but there were solidified blocks of rolled oats. When this was soaked in water it expanded a lot and when boiled, the small block expanded into a large bowl of oat porridge. Of course we had bowls to eat out of. There were 3 of these little blocks giving us a hearty breakfast for 3 of the days. There were biscuits and cheese and other dried food. The pack was reliant on us being able to find water. We were extremely fortunate to have a water fall of fresh water.

Once we got comfortable with the fact that we were going to survive for the week, without having to delve into our canned foods, who would want to eat them anyway, we started looking for things to do to bide the time and keep ourselves entertained. At low tide we played cricket and volley ball on a hard muddy beach section. The flyboys back at the base kept us entertained with a number of low altitude flyovers at just under mach one. Just in case we didn't see them coming we couldn't miss the BOOM!!!

There was a lighthouse on the ocean side of the northern tip of the island, Cape Moreton Lighthouse, and most of us took a tourist trek up to see the light house. I also dived on the reef and speared a few fish just as change from reeling them in off the rod, but also to enjoy the under water scenery.

Noel Williams gives his account of some incidences.

'On the Survival Course at Moreton Island, I had the dubious pleasure of being in the Commanding Officer's tent. Wing Commander Waldock was a keen fisherman and took the necessary survival equipment: fishing rods, lines, tackle and the like. As I was raised at Ballina, I was born with a fishing line in my hand! Anyhow, as his local lad, WGCDR Waldock commissioned me to get him some bait which included crabs and cunjevoi (a marine sea squirt that grew around the edge of the low tide mark). Remembering that our Survival Course was stationed on the sea side of Moreton Island - it was a bit of a challenge to get down to the water's edge and back before the next wave broke over your head.

You can see where this story is going... Anyway, WGCDR Waldock arose before daybreak to fish off the 'point' where he could cast out into the white water. Unsurprisingly, he caught this giant kingfish and was very pleased with himself! Arriving back at camp, he asked me to go and

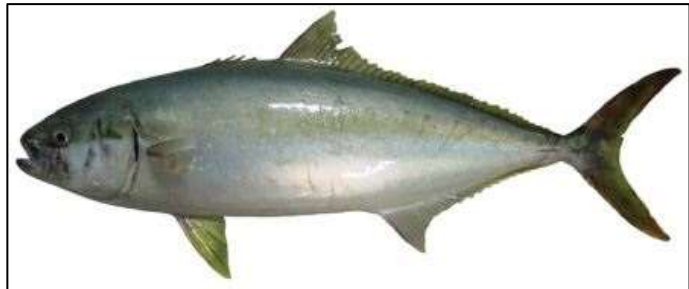




clean this monster kingfish - I thought to myself that I could use the fish guts to catch him some bait! The plan was succeeding! I'd cleaned the fish, left it on the rock high above the water line, and had captured some unsuspecting crabs using the fish guts and lifted off many cunjivoi with my fishing knife! With a casual sideways glance I spotted a huge wave hanging over my head and about to sweep me off the rocks into the sea! The struggle up the rocks (with the bait bag tightly held in hand) saw me able to survive the monster wave albeit very wet!) Unfortunately, I watched the monster kingfish being washed back into the surf from whence it came!

Not knowing how to break the news to the boss, I vividly recall saying, "I'm sorry Sir! I have some good and bad news - the good news is that you have plenty of crabs for your fishing but your prized kingfish... unfortunately was lost at sea! (My status as the CO's ace, number 1 fish cleaner was never the same!!)

PS. The monster kingfish was the only eatable size fish that WGCdr Waldock caught during the whole survival course!



'On this same Survival Course, the troops were briefed regarding what to bring. We were deposited on the northern tip of Moreton Island by some of the 9 SQN Iroquois helicopters. As a good LAC, I took my skin diving gear: flippers, leg knife, goggles and bazooka spear gun! When the sea was calm, I thought that this might be a good opportunity to redeem myself and spear a fish or two. Things were going great: sunny skies, clear and calm water, spear gun at the ready - even some big cod and other rock fish in the lower areas. Although it took some effort to get enough air to dive that far down, I succeeded in almost nailing a decent rock cod only to lose my prized leg knife on the way down. Back at the surface, gasping for breath and trying to retrieve the spear, I glanced behind me and saw a school of kingfish. I retrieved the spear and re-loaded the bazooka speargun, and in the adrenaline moment of taking aim at the nearest kingfish, a large grey nurse shark drifted into view behind the kingfish! In the next millisecond, I was able to assess the probability of being taken by a frenzied shark once the kingfish had been speared.

Discretion was the better part of valour, and my decision to abort the Mission: 'Retrieve Kingfish' was taken without hesitation! Unfortunately, my prized, skin diving leg knife remained at the bottom of the sea - as did my hopes of redeeming the COs monster kingfish!

Then we got caught out by a Courier Mail journalist who just happened to be on the island doing an article on tourism on the island. He accidentally stumbled across us as he was exploring the northern section of the island. When we returned back to base we were greeted with being mentioned in his half page article in the Sunday Mail. Most of his article was on tourism but our mention in dispatches went something like this.

"Whilst exploring Moreton Island investigating the northern section of the island I managed to stumble across a bunch of RAAF blokes. They told me they were doing a survival course. It is hard to think of a more idealistic spot to be doing a survival course. Now just dream for a moment of the most picturesque tropical island in the world, with the ocean teeming with fish, and all the best bait, tackle and spear guns to catch them with, and this was where and how the RAAF sent their people to do a survival course".



Then on our last night, unbeknown to me and a lot of others, the choppers arrived with supplies. Steak, beer and wine. We had a final night party. The interesting side event to this was the use of the toilets. They had gone largely unused for the entire week. It seems that a diet of Bream doesn't exactly make your bowels move. But steak, beer and wine worked. There was a queue the next morning. There were only about 4 or 5 thrones and they weren't nearly enough.

The next morning the choppers arrived again to take us back to base.

Everyone who worked at either 114 MCRU or 3CRU were classified to either Secret or Top Secret. Security law forbids a person, who is bound by it, to divulge any secrets for the period of their lives, unless that information has become declassified. National Archives is bound to declassify most information after a 30 year period, unless divulging that information still imposes a security risk to Australia. Thank God those 30 years have finally passed and I can now divulge to you our tax payer funded holiday to Moreton Island some time between February and April 26, 1972.

The following are some campsite photos captured from Google Earth.



Our transport



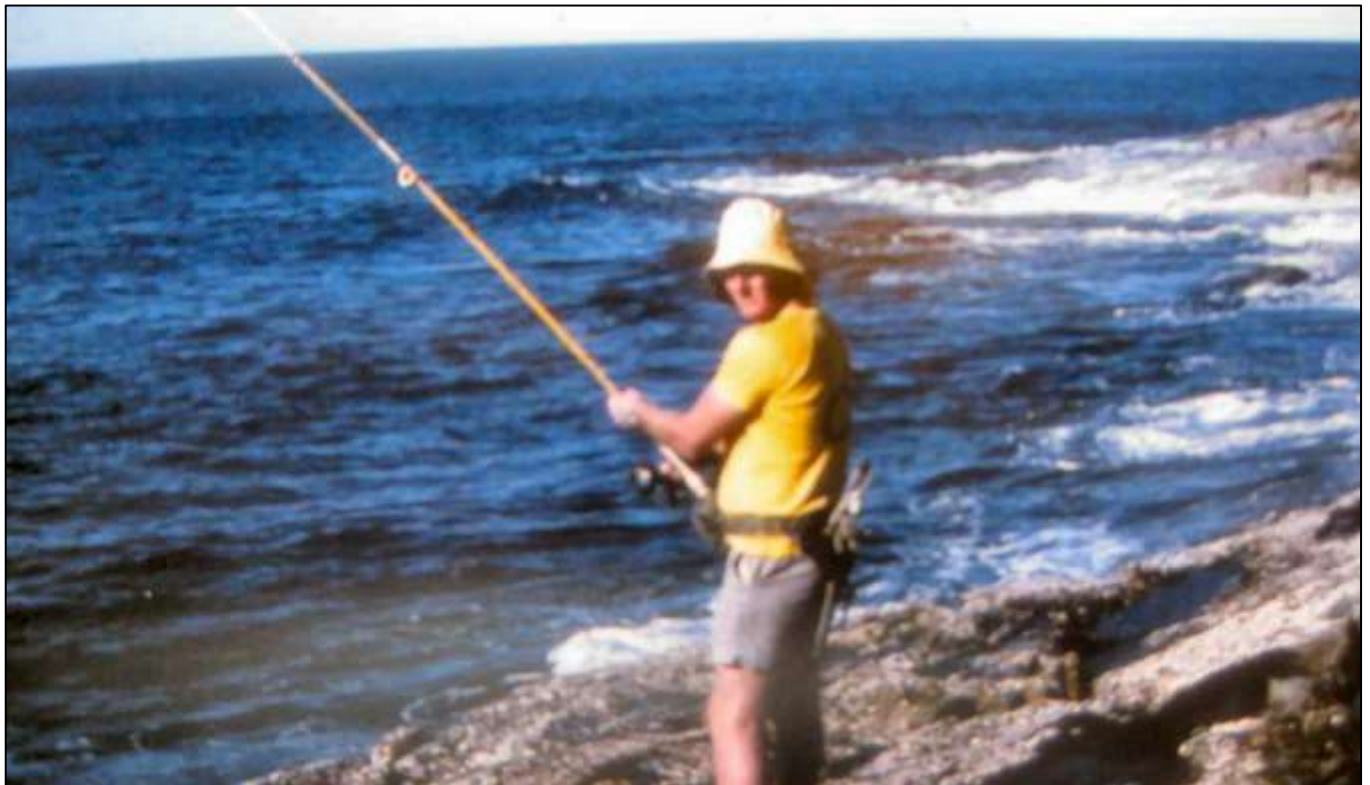
Ron Anstiss with the catch of the day



Parachute Tent for 4



Sam and Stew Sherman by their tent.



Stew Fishing



L to R: Stew Sherman, Don't know, Don't know, Ron Anstiss, Sam. Shorty & Shep down front



Last night party group.

The KC-135



The KC-135 Tanker, which entered service in 1956, could become the first U.S. warplane to serve for 100 years.



It's the B-52 that's most often the butt of jokes about its age, with onlookers noting that airmen could be working on the same planes their grandfathers flew, but another long-serving aircraft could hit the century mark. It's now looking like the KC-135 tanker fleet could mark 100 years in the air before its replacement is finally ready.

Tankers are an essential component of American airpower. They supply U.S. and allied warplanes and support aircraft with the fuel to cross oceans and fly longer over battlefields. The KC-135 Stratotanker first joined the US Air Force in 1956. Built up from the Boeing 367-80 prototype aircraft, (it is not a modified B707 as a lot of people think) the KC-135 was equipped with internal tanks capable of holding 130,000 litres of aviation fuel and a mid-air refuelling boom. The result was an aircraft that has refuelled U.S. and allied fighters, bombers, and support aircraft in every conflict and theatre since the Vietnam War. Hundreds of KC-135s were built between 1956 and 1965 and according to Pentagon figures, the U.S. Air Force currently flies 153 KC-135s, while the Air National Guard operates 172 such planes and the Air Force reserve flies another 72.

That's a total of 397 aircraft still flying.

The Air Force is currently preparing to purchase many new [KC-46 Pegasus tankers](#), which is a new plane derived from the Boeing 767, however, the USAF won't be buying enough of the Pegasus to replace all KC-135s.

There's another tanker project, tentatively named "[KC-Z](#)," allegedly set to enter service in the 2030-2035 timeframe. KC-Z could use a new, low-observable airframe, making it more difficult for enemies to detect with radar. There is also the possibility the future tanker will be optionally manned or unmanned. However, given the difficulties involved in building the KC-46, including long delays and cost overruns, a brand new tanker could be postponed into the 2040s.



KC-46 Pegasus tanker during testing.

No matter what happens with the new planes, it now appears likely that at least a few KC-135s, and perhaps many of them, will reach the century mark. It seems ridiculous to imagine an aircraft produced a hundred years ago, in 1919, could be useful to the U.S. Air Force today, but but an aircraft produced in 1956 indeed will still have value in 2056.

As long as the airframes are sound (and flying tanker missions doesn't stress aircraft airframes the way fighter missions do) and the aircraft are provided with necessary safety, avionics, and perhaps even engine upgrades, there may not necessarily be anything wrong with a tanker built during the Eisenhower administration flying in the mid-21st century.

Click [HERE](#) to see a video of the KC-135 in action.

Having a cold drink on hot day with a few friends is nice,
but having a hot friend on a cold night after a few drinks - PRICELESS.

Believe it or not?

Air Force One, the aircraft used to fly the President of the US of A here there and everywhere is to get a new fridge. Not just any old fridge, but a US\$24M Fridge.

While the US Air Force may be prepping the next jets that will serve as Air Force One, it will be years before they're ready to take to the skies. In the meantime, the two aging Boeing 747 aircraft that currently do the job need some upkeep to get them to the finish line. The latest tune-up? New refrigerators that will cost a total of \$24 million. The two aircraft that currently serve as the primary presidential transports are highly modified 747-200Bs that have been in service since



1990. The Air Force needs to replace these planes with more modern technology and more efficient aircraft.

A contract for \$23,657,671, awarded to Boeing, will cover two identical fridges, one for each of the jets that serve as Air Force One when the president is on board. And while that may sound like a pretty penny, it's a drop in the bucket compared to the initial \$4 billion estimate for two new jets, over which President Trump has expressed his dismay.

The price tag is giant for a reason. Air Force One needs something much more sophisticated than a mini-fridge for ginger ales. The custom-made refrigerators, which are fitted below the passenger cabin, have a 70 cubic foot capacity and are designed to hold as many as 3,000 meals. After all, Air Force One is designed to be a flying White House that can stay in the air indefinitely by means of aerial refuelling, but that's not a whole lot of good if you run out of food in an afternoon.

The new, monster fridges are expected to be finished by October 30th, 2019.

When the President travels, who's allowed to join him?

When the president goes on a trip, he takes a varied entourage. A group of his senior aides accompanies him, usually including national security, domestic or economic advisers, speechwriters and others, depending on the length of the trip and its purpose. But 13 members of the news media, known as the protective press pool, also take seats on Air Force One, representing the worlds of wire services, print newspapers, news sites, broadcast television and radio, as well as photographers.



In the Washington news media's often contentious battle for scoops, the press pool represents a kind of sportsmanship by necessity. Only a few seats can be spared on the plane, so the print and television poolers must represent the entirety of their disciplines and send out a series of short, to-the-point reports throughout the trip to those not on it. The White House Correspondents' Association manages a rotation of news organizations that travel at their own cost, and it is explicitly understood that the poolers must share all the material they gather, without keeping anything they've seen or heard for an exclusive story.

"Pool duty is kind of the ultimate mixed blessing," said Mark Landler, who has been a White House correspondent for The Times since 2011. It offers close access to the president, but it can



be stressful: Poolers are expected to quickly send their reports to 10,000 people or more, usually via iPhone, and the accuracy of quotations and descriptions in those reports is paramount.

“And you’re often doing it in very difficult circumstances,” Mr. Landler said. “Getting in and out of motorcades, sometimes climbing in and out of helicopters, rushing to finish the pool report before you get on Air Force One.”

A Visual History of Air Force One

Presidential air travel over the past 100 years.

Air Force One isn't a specific plane, it's the Call Sign given to any Air Force aircraft with the President of the United States on board. The designation was first used when an Eastern Airlines commercial flight entered the same airspace as a plane carrying President Eisenhower and both planes had the same call sign. Air Force One has been the designation for the president ever since, but the history of presidents on planes goes back a lot further than that.



First Flight

Theodore Roosevelt was the first president to fly in an aircraft.

Roosevelt had already left office by the time he took to the skies in the Wright Flier, the very first heavier-than-air powered aircraft.

Theodore Roosevelt and pilot Arch Hoxsey before their flight, St. Louis, October 11, 1910.

Archibald Hoxsey, who worked for the Wright brothers, had the honour of piloting the former president.

Early in the 1930s it was recognised that the President





would need an aircraft if he was to successfully manage a country the size of the US of A and after some consideration the Douglas Dolphin was the first aircraft specifically designated as a transport for the president. One of these amphibious planes was modified for President Franklin D. Roosevelt and designated RD-2 by the U.S. Navy.

***A U.S. Coast Guard Douglas
RD-2 in June 1932.***

It remained at the ready from 1933 to 1939, though there is no evidence FDR actually flew in this plane.

Even so, Franklin Delano Roosevelt was the first sitting president to fly. In 1943, a Boeing 314 Clipper flying boat named the Dixie Clipper carried him 5,500 miles in three legs to attend the Casablanca Conference where he met with Winston Churchill and Charles de Gaulle to discuss the next phase of World War II.



During WW2, air travel was the preferred method of transatlantic transportation due to the ongoing threat of German submarines during the Battle of the Atlantic.

***A Boeing 314 Clipper
circa 1945.***

It was at the Casablanca Conference that the Allies declared they would accept nothing less than the unconditional surrender of the Axis powers.



Did you know?



Line dancing was started by women waiting to use the bathroom.



Toward the end of the War, the Secret Service outfitted a C-54 Skymaster for transporting the ailing FDR. Nicknamed the Sacred Cow, the C-54 had a radio telephone, a sleeping area, and even a retractable lift to hoist Roosevelt and his wheelchair into the plane. President Roosevelt flew on the modified aircraft only once before his death. The Sacred Cow transported him to the Yalta Conference in February 1945.



Harry S. Truman, who succeeded FDR, flew aboard the Sacred Cow after Roosevelt's death in April 1945, he was on the plane when he signed the National Security Act of 1947, which established the office of Secretary of Defence and created the U.S. Air Force as a distinct branch of the military (it was formerly the U.S. Army Air Forces).

Later that year, Truman replaced the Sacred Cow with a VC-118 Liftmaster (DC-6) which he named Independence after his hometown in Missouri. This was the first presidential transport aircraft with a unique exterior, the nose of the aircraft was painted with a bald eagle's head.

***President Harry S. Truman's
Douglas VC-118 in flight,
circa 1947.***



Air Force One

In 1953, Eastern Airlines commercial flight 8610 flew into the same airspace as a plane carrying President Dwight D. Eisenhower which had the call sign Air Force 8610. To avoid future confusion, the Air Force established the unique Call Sign "Air Force One" for any aircraft carrying the President of the United States.



When elected as President, Dwight D Eisenhower introduced four propeller-driven aircraft to serve as presidential transports: two Lockheed C-121 Constellations which were nicknamed Columbine II and III, and two [Aero Commander aircraft](#), the smallest planes to ever serve as Air Force One.

The first official flight of Air Force One carried President Eisenhower in 1959.

Towards the end of the Eisenhower Administration, the Air Force decided that prop driven aircraft were just not going to cut it for the president anymore.

Columbine II, a Lockheed C-121 Constellation.

Air Force One would henceforth be a jet aircraft.

SAM (Special Air Missions) 970, a Boeing 707, replaced President Eisenhower's C-121 Constellations in 1959. SAM 971 and 972 were added to the fleet shortly after.



A Boeing 707-120 with modified interior and communications equipment, called VC-137, took Eisenhower on his 22,000-mile "Flight to Peace" goodwill tour when he visited 11 Asian nations over the course of 19 days in December 1959.

The First Presidential Jet

The jet made the trip in half the time that the Columbine aircraft would have.





John F. Kennedy travelled in SAM 970, 971 and 972 on multiple occasions, but in October 1962, the U.S. Air Force purchased a long-range 707, the Boeing C-137 Stratoliner, to become the new presidential transport aircraft: SAM 26000. President Kennedy famously had the red and gold livery of the plane changed because he thought it looked too regal. The plane used a more modest polished aluminium design with blue and white instead, and aircraft designated for presidential use have mimicked the look ever since.

President John F. Kennedy and First Lady Jackie Kennedy greeting a crowd at Dallas Love Field, with Air Force One in the background, just hours before JFK's assassination, November 22, 1963.



The most famous moment aboard SAM 26000 was Lyndon B. Johnson taking the oath of office after the assassination of President Kennedy, an event captured in this iconic photo.

In the aftermath of the assassination of President Kennedy, Vice President Lyndon B. Johnson takes the oath of office aboard Air Force One to become the 36th President of the United States.



President Johnson used the plane for a trip to South Vietnam during the war and President Nixon flew on SAM 26000 during his historic trip to China in 1972, the first time a U.S. president ever visited the People's Republic. SAM 26000 stayed in service until the Clinton administration, though the plane was replaced as the primary presidential aircraft by another VC-137, SAM 27000, in 1972 during the Nixon administration.



In 1974, when Air Force One was flying President Nixon into Syria, two Syrian MiG fighter jets flew up to act as escorts. However, no one informed the pilot of Air Force One, and he immediately took evasive manoeuvres including a dive that sent staffers on the aircraft sprawling. The U.S. Air Force alerted the pilot of Air Force One that the MiGs were escorts and not hostile interceptors shortly after the encounter.



Nixon boarded SAM 27000 shortly after resigning the presidency. The pilot of the aircraft at the time, Colonel Ralph Albertazzie, was forced to contact air traffic control to report that the call sign for the plane had changed from Air Force One to SAM 27000, as Gerald Ford was sworn in as president with Nixon still in flight. According to the New York Times, Albertazzie radioed in while flying over Jefferson County, Missouri: "Kansas City, this was Air Force One. Will you change our call sign to SAM 27000?" Air traffic control responded: "Roger, SAM 27000. Good luck to the president."

SAM 27000 flew every subsequent President of the United States except for Barack Obama. On August 29, 2001, it flew George W. Bush from San Antonio to Waco, Texas, for its final flight.

President Ronald Reagan throws a football toward the press on January 11, 1988 as he boards Air Force One in Cleveland, Ohio, to return to Washington DC.



Executive One, Marine One, Army One and Navy One

The aircraft carrying the United States President isn't always referred to as Air Force One, specifically when it is not an aircraft operated by the Air Force. President Nixon is the only president to have flown on Executive One, the designation for a regularly scheduled civilian flight that has a sitting president on board.



Nixon and his family flew on a United Airlines DC-10 from Washington Dulles International Airport to Los Angeles International Airport in December 1973 to "set an example for the rest of the nation during the current energy crisis," according to the administration.

President Gerald Ford, Senator Robert Dole and Elizabeth Dole disembarking Marine One to attend a campaign rally in Kansas in 1976.



Other branches of the armed forces get to transport the president from time to time as well. Helicopters operated by the U.S. Marine Corps receive the designation Marine One when they carry the President of the US (POTUS). The Army assisted with helicopter transport for the president prior to 1976, using the rarely seen designation Army One. A Bell UH-13J Sioux was the first helicopter used to transport a sitting president when it flew President Eisenhower to his summer home in Pennsylvania in 1957.

A U.S. Navy Lockheed S-3B Viking carrying President George W. Bush in the co-pilot seat lands aboard the aircraft carrier USS Abraham Lincoln on May 1, 2003.



The Navy first had the honour of flying the president and of using the call sign Navy One, in May 2003. An S-3B Viking operated by the "Blue Wolves" of the VS-35 carrier squadron flew President George W. Bush to the aircraft carrier USS Abraham Lincoln off the coast of California, making him the first president to land on an aircraft carrier in a plane, requiring an arrested landing.

In a unique operation carried out in March 2000, President Clinton flew to Pakistan aboard an unmarked Gulfstream III that was not designated Air Force One. A C-17 Globemaster III used the call sign Air Force One, without the president on board, as it flew the same route a few minutes behind the Gulfstream III to act as a decoy.

Boeing 747

The Air Force decided the president needed new planes to replace the aging 707s during the Reagan Administration, though the pair of 747s that replaced SAM 26000 and 27000 were not ready for service until George H. W. Bush took office. Production of the first Boeing 747-200B to



serve as Air Force One was delayed so additional work could be done to protect the aircraft from the effects of an electromagnetic pulse (EMP), either from a nuclear blast or as a direct attack on the plane's electronics.

The VC-25s, two 747s modified by the military for presidential transport, contain secure telephone and computer communications systems so the president can continue to conduct operations while in flight. The aircraft also have an office for the president, a conference room, and private quarters for the president and the first lady.

President Barack Obama talks with his staff in the conference room of Air Force One during a flight from Prague, Czech Republic, en route to Ankara, Turkey, on April 5, 2009.



Immediately after the attacks of 9/11, George W. Bush boarded SAM 28000 and took off from Sarasota-Bradenton Inter'l Airport in Florida.

An airliner near to Air Force One shortly after take-off ominously failed to respond to air traffic

control's attempts to radio the plane (it turns out the plane's transponder was mistakenly switched off). Colonel Mark Tillman, the senior pilot of Air Force One at the time, took no chances and flew his aircraft over the Gulf of Mexico, requesting "fighters on the wing." The airliner did not follow Air Force One.

Air Force One of the Future.

The Air Force announced in January 2015 that the Boeing 747-8 will serve as the next presidential aircraft. The new aircraft will have defences against electromagnetic pulses, in-air refuelling capabilities, and likely a



sophisticated onboard missile defence system. It could be some time before the aircraft are ready to fly the president however, and the VC-25s, though aging, will likely see plenty more use.



The Rolls Royce Trent engine.

When Rolls-Royce was privatised in April 1987, its share of the large civil [turbofan](#) market was only 8%. Despite increasing sales success with its [RB211](#), General Electric and Pratt & Whitney still dominated the market. At that time, the aircraft manufacturers were proposing new planes that would require unprecedented levels of thrust. Furthermore, the Boeing 777 and Airbus A330 were to be twin-engined and their airline customers were demanding that they be capable of operating in the [Extended-range Twin-engine Operations](#) (ETOPS) environment at the time of their initial introduction into service.

Rolls-Royce decided that to succeed in the large engine market of the future, it would have to offer engines for every large civil airliner. In view of the enormous development costs required to bring a new engine to market, the only way to do this would be to have a family of engines based on a common core. The three-shaft design of the RB211 was an ideal basis for the new family as it provided flexibility, allowing the high-pressure (HP), intermediate-pressure (IP) and low-pressure (LP) systems to be individually scaled. Rolls decided to launch a new family of engines, which was formally announced at the 1988 Farnborough Airshow.



Reviving a name last used 30 years earlier, the new engine was named the Trent. The name had been used for two previous Rolls-Royce engines: the first Trent was Rolls-Royce's first working turboprop engine; the second Trent was the 1960s RB203 bypass turbofan, designed to replace the Spey. Rated at 9,980 lbf (44.4 kN) it was the first [three-spool](#) engine, forerunner of the RB211 series, but never entered service.

Rolls-Royce has obtained significant sums of "launch investment" from the British government for the Trent programmes, including £200 million approved in 1997 for Trent 8104, 500 and 600 and £250 million for Trent 600 and 900 in 2001. No aid was sought for Trent 1000. Launch investment is repaid to the government by a royalty on each engine sold.

The basis for the Trent was the RB.211-524L, work on which began in 1987.

Like its RB211 predecessor, the Trent uses a three-spool design rather than the more common two-spool configuration. Although more complex, the engine is shorter and more rigid and suffers less performance degradation in service than an equivalent twin-spool. The advantage three spools gives is that the front-most fan, driven by the third, rearmost turbine, can be tuned to rotate at its optimal (fairly low) speed; the two compressors are driven by the two other turbines via their spools. The three spools are concentric.

All the engines in the Trent family share a similar layout, but their three-spool configuration allows each engine module to be individually scaled to meet a wide range of performance and thrust requirements. For example, the large 116-inch (290 cm) diameter fan of the Trent 900 keeps the mean jet velocity at take-off at a relatively low level to help meet the stringent noise levels required by the Airbus A380's customers. Similarly, core size changes enable the high pressure (HP) turbine rotor inlet temperature to be kept as low as possible, thereby minimising maintenance



costs. The overall pressure ratio of the Trent 800 is higher than the 700's despite sharing the same HP system and intermediate pressure (IP) turbine; this was achieved by increasing the capacity of the IP compressor and the Low Pressure turbine.

Trent engines use hollow titanium fan blades with an internal Warren-girder structure to achieve strength, stiffness and robustness at low weight. For the Trent 800, the 110-inch diameter fan can rotate at 3300 rpm with a tip speed of about 1,740 kph, well above the speed of sound. The single-crystal nickel alloy turbine blades are also hollow and air is pushed through laser-drilled holes in them to cool them because the gas temperature is higher than the melting point of the blades.

The completely redesigned core turbomachinery delivers better performance, noise and pollution levels than the RB211.

When the RB211 programme started, it was intended that none of the compression system would require variable stators, unlike the American competition. Unfortunately, it was found that, because of the shallow working line on the Intermediate Pressure Compressor (IPC), at least one row of variable stators was required on the IPC, to improve its surge margin at throttled conditions. This feature has been retained throughout the RB211 and Trent series. Although the original intent was not met, Rolls-Royce eliminated the need for many rows of variable stators, with all their inherent complexity, thereby saving weight, cost and improving reliability.



On 17 January 2008, a British Airways Boeing 777-236ER, operating as BA038 from Beijing to London, crash-landed at Heathrow after both Trent 800 engines lost power during the aircraft's final approach. The subsequent investigation found that ice released from the fuel system had accumulated on the fuel-oil heat exchanger, leading to a restriction of fuel flow to the engines. This resulted in Airworthiness Directives mandating the replacement of the heat exchanger. This order was extended to the 500 and 700 series engines after a similar loss of power was observed on one engine of an Airbus A330 in one incident, and both engines in another. The modification involves replacing a face plate with many small protruding tubes with one that is flat.

With its new family of Trent engines, Rolls Royce has gone from being an "also ran" to become one of the major players in the jet engine producers in the world. Recently, the Trent XWB, the most efficient large aero engine in the world, celebrated another milestone as the Trent XWB-97 passes one year in service. Exclusively powering the Airbus A350-1000, the Trent XWB-97 is the latest and most powerful variant of the Trent XWB and is the highest-thrust engine Rolls-Royce has ever certified.

It also has the highest operating temperatures and the most advanced cooling systems Rolls-Royce has ever designed in a civil engine. Qatar Airways was the first customer to take delivery of the Trent XWB-97. Since it entered service, the airline has enjoyed one year of successful



operations, flying from Doha to destinations around the world. In June 2018, Cathay Pacific took delivery of its first Airbus A350-1000, powered by the Trent XWB-97.



Just one year after it entered service, there are currently 170 Trent XWB-97 engines on order across 11 customers, testament to the increasing popularity and proven reliability of the engine. While there is very little visible or operational difference between the Trent XWB-97 and its sister engine, the original 84,000lb-thrust Trent XWB-84, it employs a range of advanced technologies to produce extra thrust and optimum aircraft performance.

Rolls-Royce has continued to ramp up production to meet customer demand for models of the A350 and now assembles Trent XWB engines in both Derby, UK and Dahlewitz, Germany. Rolls-Royce currently delivers one Trent XWB every day of the week.

Click [HERE](#) to see how Rolls Royce assembles the Trent XWB engine.

Stealth Aircraft.

The US Air Force's F-117 Stealth aircraft was a major contributor to the success of the first Gulf War. See [HERE](#)

World War 2 Equipment.

During the 3½ years of World War II that the US was involved in WW2, that started with the Japanese bombing of Pearl Harbor in December of 1941 and ended with the surrender of Germany and Japan in 1945, the people of the U.S.A. produced the following:



22	aircraft carriers
8	battleships
48	cruisers
349	destroyers
420	destroyer escorts
203	submarines
34	million tons of merchant ships
100,000	fighter aircraft
98,000	bombers
24,000	transport aircraft
58,000	training aircraft
93,000	tanks
257,000	artillery pieces
105,000	mortars
2,500,000	military trucks, and
3,000,000	machine guns





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Appy reunion – 2019

Werribee

On Saturday 19th January, a bunch of Appies and their ladies got together at the Werribee RSL for a few drinks, a few nibbles, a few tall tales and great old time.



This was the 45th time they had got together and although age had worn a few of them out, had an effect on waist lines which had grown a bit, had slowed the rate and quantity of amber fluid injection, when compared to the rate and quantity of years prior, it had not dimmed their enthusiasm. Talk flowed thick and fast, old friendships had been revived and promises were made to do it all again in 12 months time.

Those at the event were (these pics have been crunched to allow the page to open quicker, you can get the HD versions by clicking each pic.)

All names left to right.



Gate keepers for the afternoon were Rick Lovett and Barry Hillsley.



Chris Hudson, Bill Beggs, Brett Poiner.



Dick and Margaret Joyce, Pam and David Downing.



Don Ralph, George Firm.



Errol Fisk, Gene Fisk, Carol Maloney



Glenda Trainor, Doc Dougherty.



Gordon Charlton, Phil Ireland.



John Vander Linden, Kingsley McRae, Dean McFadden.

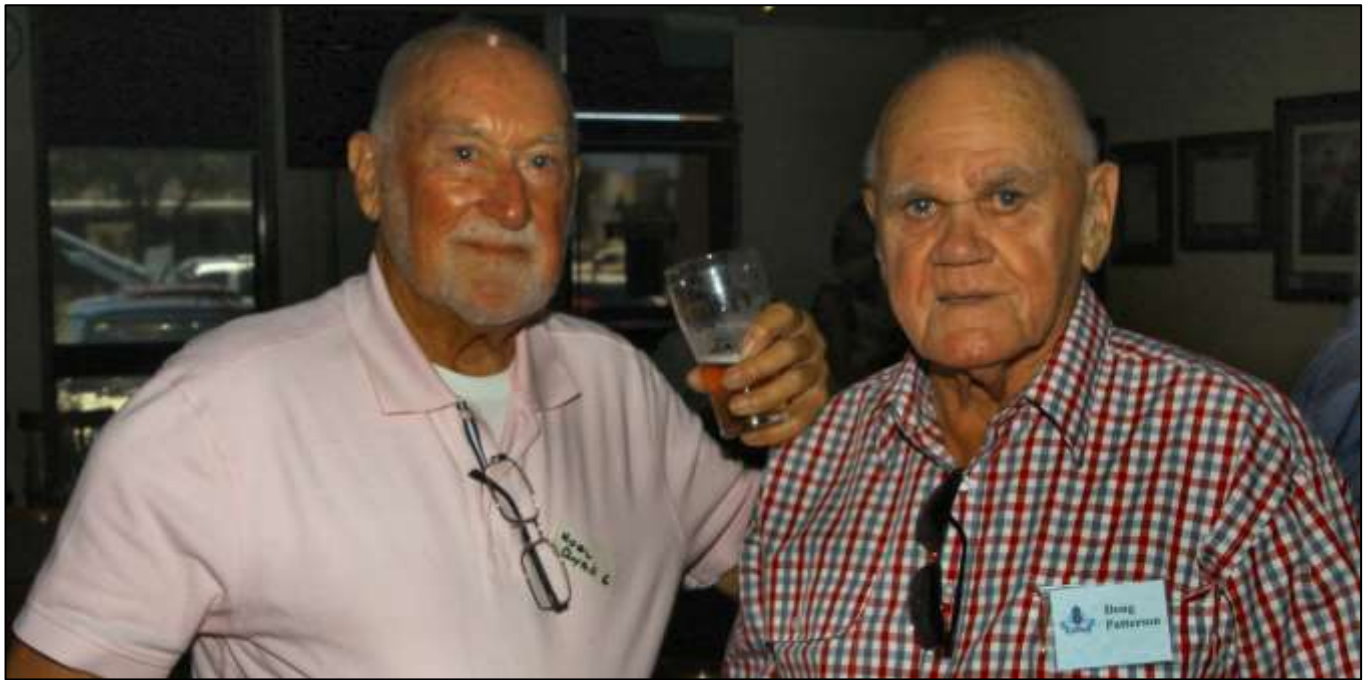


Ken Marsh, Paul Shadbolt



Nev Williams.

Nev inadvertently left his baggage in a taxi – and spent a fair bit of Carlton Draught time on the phone trying to track the cab down.



Noel Ryan, Doug Patterson.



Lyall Rogers, Brian Fuller, Peter Tunks, Bob Bennett, Ron Gratton.



Trev Benneworth, "Beetle" Bailey.



The troops.



After both suffering from depression for a while, the missus and I were going to commit suicide together yesterday. Strangely enough, however, once she had killed herself I started to feel a lot better. So I thought - damn it, I'll soldier on.

RAAF's 98th Anniversary and Diploma Cadet Plaque Dedication

As the RAAF approaches its centenary, it is fitting to reflect on all the different elements that have made the Air Force the powerful and contemporary force that it is today and to consider where it needs to be heading in years to come. The Air Force's history runs deep, having its roots in the traditions of the Australian Air Corps and the Australian Flying Corps, trailblazers who laid the foundations for the formation of the Air Force 98 years ago.

On its 98th anniversary, we recognise the achievements of all those who have come before us and reflect on the Royal Australian Air Force's airmen and airwomen who have given their lives in the service of their country. Their legacy is today's Air Force.

Today's Air Force is highly professional, well respected and recognised as an important part of Australia's contribution to International Peace and Security. Past and present members can be rightly proud of Air Force's contribution to the global intervention against Daesh, where airmen and airwomen performed with distinction, displaying exceptional proficiency and professionalism. We are all equally proud of Air Force's achievements in humanitarian and disaster response, delivering vital assistance to our neighbours in Indonesia in the aftermath of devastating earthquakes and tsunamis. At home Air Force provided air support critical to flood relief efforts after extreme weather events across Queensland.

Today's Air Force is at an evolutionary waypoint with major upgrades of platforms, systems and training, alongside essential changes in thinking. The successful introduction of the F-35A will be an important achievement on Air Force's journey to become the world's first 5th generation air force. Transitioning to a 5th generation force is not just about the introduction of highly capable platforms, it is about designing an Air Force that can provide integrated and networked air power, supporting all fighting domains. Like those who paved the way for Air Force 98 years ago, today's Air Force must now lay foundations for the next century, building on its legacy and establishing its own, upon which future generations will reflect.

On Wednesday the 27th March, 2019, the Acting Chief of the Royal Australian Air Force, Air Vice-Marshal Gavin Turnbull, led many





dozens of people who gathered at the RAAF Memorial Grove in celebrating the occasion. The RAAF Memorial Grove is just inside the ACT border on the Federal Highway, next to a rest area. It is administered by the ACT Government with assistance of the RAAF Association of the ACT and the Lions Cub of Belconnen.

Both serving and ex-members of the Air Force began gathering at the Grove from about 9.30am for a 10.00am start. Serving members wore uniform with medals, ex-members wore coat and tie with medals. Buses had been arranged to transport people to and from the area as parking on the highway is limited.



Some lucky RAAF "volunteers" had been up earlier, mowed all the grass, done an emu and cleaned up the place, delivered and right dressed several hundred seats, installed and tested a PA system, set-up many urns of very welcome coffee and of course several porta toilets.

MC for the morning was Sqn Leader Bruce Chalmers who has obviously done this many times before. The morning went off without a hitch.





SqnLdr Bruce Chalmers welcoming everyone to the morning, asking everyone to please turn off their mobile phones (a sign of the times) then welcomed Senator the Hon David Fawcett and acting CAF Air Vice-Marshal Gavin Turnbull.



Senator David Fawcett and acting CAF AVM Gavin Turnbull AM.





Bruce then called for the mounting of the [Catafalque Party](#).



The Catafalque Party.

Sqn Ldr Chalmers told those gathered that: "This RAAF Memorial Grove is an area designated by the National Capital Authority to be used as a memorial park for the ACT Division of the RAAF Association. This place is not intended as a substitute for the Australian War Memorial but I'm sure you will agree that it is a beautiful place for ceremonies such as this one and for the placement of plaques.

This memorial structure behind me is known as a Cairn. It is a mound of stones that has been erected to honour all those who have served and those who are currently serving in the Royal Australian Air Force. It also honours those who have served in the Australian Flying Corps, the Woman's Auxiliary Australian Air Force and the Woman's Royal Australian Air Force.

This Cairn was designed, funded and constructed by the members of the ACT Branch of the NSW Division of the RAAF Association and I thank them for maintaining this beautiful site and allowing us to use it today.

Celebrating the Anniversary of the formation of the Royal Australian Air Force causes us to reflect on who we are, where we have come from and to where we are heading as we honour the heritage passed onto us and embrace the future.

Our ceremony this morning will acknowledge and commemorate our past, give thanks for our current service and look forward to our future."



Chaplain Nikki Coleman led everyone in the opening prayer.



MC Bruce Chalmers then called on Cpl Anthony Robb to address the people. Anthony spoke of how proud he was to be an airman in today's Air Force and of the job satisfaction he and all other airmen and airwomen experienced in working in one of the world's great Air Forces.



Anthony Robb.



WO Ben Wright then stood to recite the Airman's Code.



The Airman's Code!

I am an Australian Airman
I inherit a proud tradition
I follow in the footsteps of many fine Australians
Their legacy is my future.

I am an Australian Airman
The air is our domain
I strive for excellence in all that I do
To protect our skies, our country, the land I love.

I am an Australian Airman
I live for my family, work with my mates,
Support my community and fight for my nation
I am a valued member of the Air Force team
I do what is right.

I am an Australian Airman



It was then time for members to lay wreaths at the Cairn in respect of those that have paid the ultimate sacrifice.



Carl Schiller – on behalf of the National RAAF Association.



Judy Webster – on behalf of the ACT RAAF Association.



Brigadier Leigh Wilton – on behalf of the Chief of Army



Rob Swanwick, the Warrant Officer of the Air Force then recited the Ode of Remembrance, after which the Last Post and the Rouse were played by the RAAF Brass Band, the National Anthem was sung, the Catafalque party dismounted and a 37 Sqn Herc flew over so quickly no one saw it.



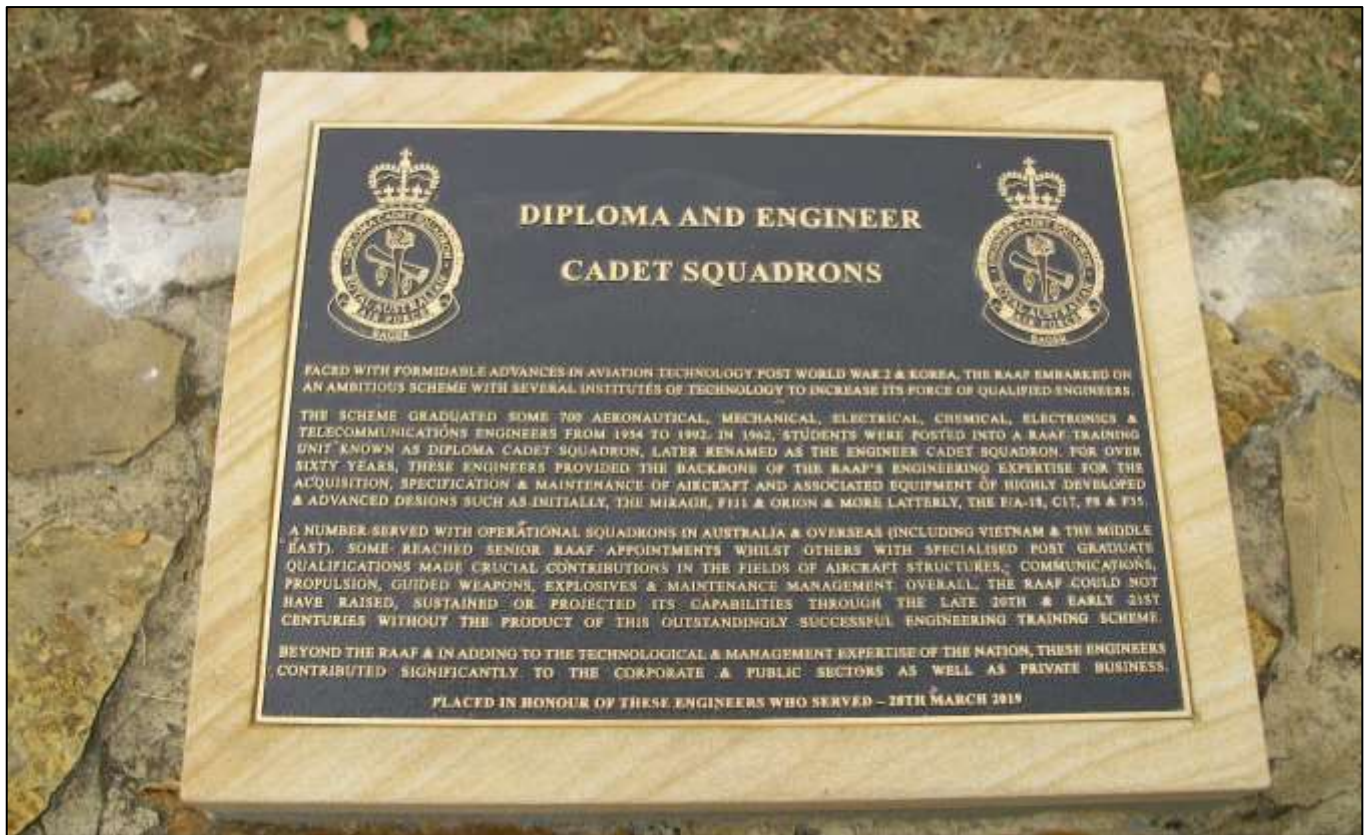
As it was then 11.15am, the MC, SqnLdr Bruce Chalmers declared the ceremony closed and invited everyone to participate in the unveiling of the Engineering Cadet plaque and to enjoy the light refreshments available.



Acting Chief of Air Force, Air Vice-Marshal Gavin Turnbull, AM recognised Royal Australian Air Force graduates of Diploma and Engineering Cadet Squadrons by unveiling a plaque at the Grove. He was assisted during the ceremony by 2 retired Air Force Engineers.



Chris Beatty (No 1 Course) and Nico Padovan (30 Course) unveil the plaque. These two blokes, were chosen as representing the youngest and oldest to help DCAF unveil the Plaque.



The Plaque.



After the unveiling of the plaque, everyone headed for the coffee and nibblies, then it was back onto the bus and into town to the hotel for a nana nap prior to the night's dinner.



A man doing market research knocked on a door and was greeted by a young woman with three small children running around at her feet. He says, "I'm doing some research for Vaseline. Have you ever used the product?" She says, "Yes. My husband and I use it all the time." "And if you don't mind me asking, what do you use it for?" "We use it for sex." The researcher was a little taken back, "Usually people lie to me but, in fact, I know that most people do use it for sex. I admire you for your honesty. Since you've been frank so far, can you tell me exactly how you use it for sex?" The woman says, "I don't mind telling you at all...my husband and I put it on the door knob and the kids can't open the door"

Stress Management

A young lady confidently walked around the room while leading and explaining stress management to an audience with a raised glass of water. Everyone knew she was going to ask the ultimate question, 'half empty or half full?'

She fooled them all "How heavy is this glass of water?" she inquired with a smile.

Answers called out ranged from 8 oz. to 20 oz.

She replied, "The absolute weight doesn't matter. It depends on how long I hold it. If I hold it for a minute, that's not a problem. If I hold it for an hour, I'll have an ache in my right arm. If I hold it for a day, you'll have to call an ambulance. In each case it's the same weight, but the longer I hold it, the heavier it becomes and that's the way it is with stress.



If we carry our burdens all the time, sooner or later, as the burden becomes increasingly heavy, we won't be able to carry on. As with the glass of water, you have to put it down for a while and rest before holding it again. When we're refreshed, we can carry on with the burden.

So, as early in the evening as you can, put all your burdens down. Don't carry them through the evening and into the night ... pick them up tomorrow.

Some words of wisdom!

1. Accept the fact that some days you're the pigeon and some days you're the statue!
2. Always keep your words soft and sweet, just in case you have to eat them.
3. Drive carefully... It's not only cars that can be recalled by their Maker.
4. If you can't be kind, at least have the decency to be vague.
5. If you lend someone \$20 and never see that person again, it was probably worth it.
6. It may be that your sole purpose in life is simply to serve as a warning to others.
7. Never buy a car you can't push.
8. Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.



9. Nobody cares if you can't dance well. Just get up and dance.
10. Since it's the early worm that gets eaten by the bird, sleep late.
11. The second mouse gets the cheese.
12. When everything's coming your way, you're in the wrong lane.
13. Birthdays are good for you. The more you have, the longer you live.
14. Some mistakes are too much fun to make only once.
15. We could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colours, but they all have to live in the same box.
16. A truly happy person is one who can enjoy the scenery on a detour.

And most importantly:

17. Save the earth..... It's the only planet with chocolate!

EMBARRASSING MEDICAL EXAMINATIONS

A man comes into the ER and yells . . . 'My wife's going to have her baby in the cab.' I grabbed my stuff, rushed out to the cab, lifted the lady's dress and began to take off her underwear. Suddenly I noticed that there were several cabs - -and I was in the wrong one.

Pancreatic cancer.

Pancreatic cancer begins in the tissues of your pancreas — an organ in your abdomen that lies horizontally behind the lower part of your stomach. Your pancreas releases enzymes that aid digestion and hormones that help manage your blood sugar.



Pancreatic cancer typically spreads rapidly to nearby organs. It is seldom detected in its early stages, but for people with pancreatic cysts or a family history of pancreatic cancer, some screening steps might help detect a problem early. One sign of pancreatic cancer is diabetes, especially when it occurs with weight loss, jaundice or pain in the upper abdomen that spreads to the back.

Treatment may include surgery, chemotherapy, radiation therapy or a combination of these.

Symptoms

Signs and symptoms of pancreatic cancer often don't occur until the disease is advanced. They may include:

- Pain in the upper abdomen that radiates to your back



- Loss of appetite or unintended weight loss
- Depression
- New-onset diabetes
- Blood clots
- Fatigue
- Yellowing of your skin and the whites of your eyes (jaundice)

When to see a doctor

See your doctor if you experience unexplained weight loss or if you have persistent fatigue, abdominal pain, jaundice, or other signs and symptoms that bother you. Many conditions can cause these symptoms, so your doctor may check for these conditions as well as for pancreatic cancer.

Causes.

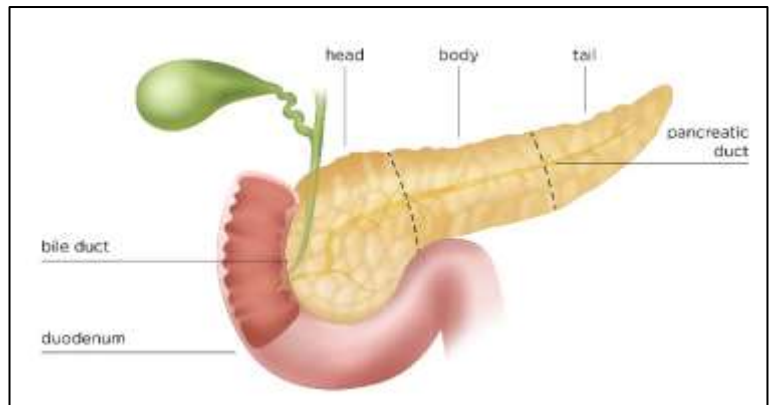
It's not clear what causes pancreatic cancer in most cases. Doctors have identified factors, such as smoking, that increase your risk of developing the disease.

Understanding your pancreas

Your pancreas is about 6 inches (15 centimetres) long and looks something like a pear lying on its side. It releases (secretes) hormones, including insulin, to help your body process sugar in the foods you eat and it produces digestive juices to help your body digest food.

How pancreatic cancer forms

Pancreatic cancer occurs when cells in your pancreas develop mutations in their DNA. These mutations cause cells to grow uncontrollably and to continue living after normal cells would die. These accumulating cells can form a tumour which can spread to nearby organs and blood vessels. Most pancreatic cancer begins in the cells that line the ducts of the pancreas. This type of cancer is called pancreatic adenocarcinoma or pancreatic exocrine cancer. Rarely, cancer can form in the hormone-producing cells or the neuroendocrine cells of the pancreas. These types of cancer are called islet cell tumours, pancreatic endocrine cancer and pancreatic neuroendocrine tumours.





Risk factors

Factors that may increase your risk of pancreatic cancer include:

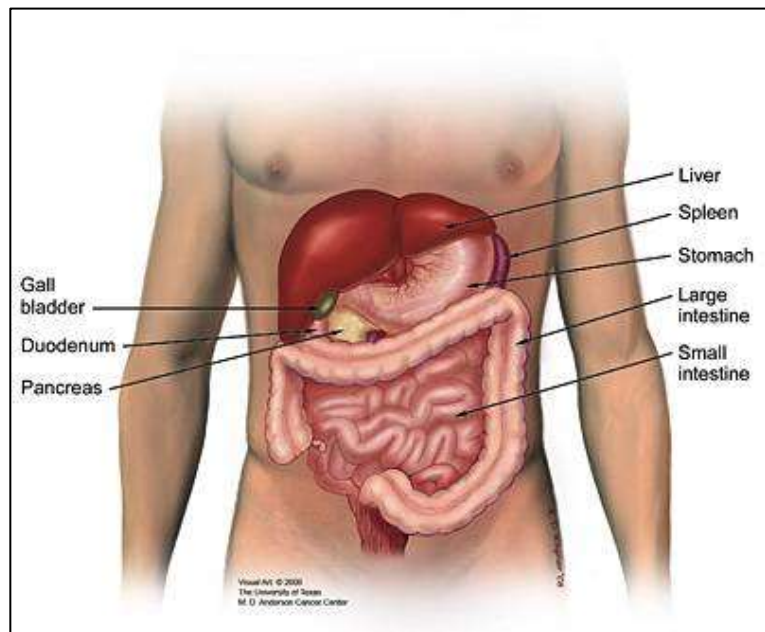
- Chronic inflammation of the pancreas (pancreatitis)
- Diabetes
- Family history of genetic syndromes that can increase cancer risk, including a BRCA2 gene mutation, Lynch syndrome and familial atypical mole-malignant melanoma (FAMMM) syndrome
- Family history of pancreatic cancer
- Smoking
- Obesity
- Older age, as most people are diagnosed after age 65

A large study demonstrated that the combination of smoking, long-standing diabetes and a poor diet increases the risk of pancreatic cancer beyond the risk of any one of these factors alone.

As pancreatic cancer progresses, it can cause complications such as:

Weight loss.

A number of factors may cause weight loss in people with pancreatic cancer. The cancer itself may cause weight loss. Nausea and vomiting caused by cancer treatments or a tumour pressing on your stomach may make it difficult to eat. Or your body may have difficulty processing nutrients from food because your pancreas isn't making enough digestive juices. Your doctor may recommend pancreatic enzyme supplements to aid in digestion. Try to maintain your weight by adding extra calories where you can and making mealtime as pleasant and relaxed as possible.



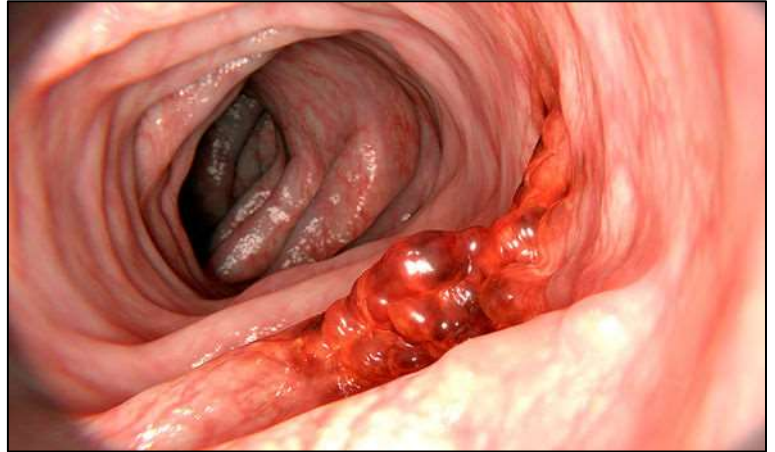
Jaundice.

Pancreatic cancer that blocks the liver's bile duct can cause jaundice. Signs include yellow skin and eyes, dark-coloured urine, and pale-coloured stools. Jaundice usually occurs without abdominal pain. Your doctor may recommend that a plastic or metal tube (stent) be placed inside the bile duct to hold it open. This is done with the help of a procedure called endoscopic retrograde cholangiopancreatography (ERCP). During ERCP an endoscope is passed down your throat, through your stomach and into the upper part of your small intestine. A dye is then injected into the pancreatic and bile ducts through a small hollow tube (catheter) that's passed through the endoscope. Finally, images are taken of the ducts.



Pain.

A growing tumour may press on nerves in your abdomen, causing pain that can become severe. Pain medications can help you feel more comfortable. Radiation therapy might help stop tumour growth temporarily to give you some relief. In severe cases, your doctor might recommend a procedure to inject alcohol into the nerves that control pain in your abdomen (celiac plexus block). This procedure stops the nerves from sending pain signals to your brain.



Bowel obstruction.

Pancreatic cancer that grows into or presses on the first part of the small intestine (duodenum) can block the flow of digested food from your stomach into your intestines. Your doctor may recommend a tube (stent) be placed in your small intestine to hold it open. Or surgery may be necessary to attach your stomach to a lower point in your intestines that isn't blocked by cancer.

Prevention.

You may reduce your risk of pancreatic cancer if you:

- Stop smoking. If you smoke, try to stop. Talk to your doctor about strategies to help you stop, including support groups, medications and nicotine replacement therapy. If you don't smoke, don't start.
- Maintain a healthy weight. If you are at a healthy weight, work to maintain it. If you need to lose weight, aim for a slow, steady weight loss — 1 to 2 pounds (0.5 to 1 kilogram) a week. Combine daily exercise with a diet rich in vegetables, fruit and whole grains with smaller portions to help you lose weight.
- Choose a healthy diet. A diet full of colourful fruits and vegetables and whole grains may help reduce your risk of cancer.
- Consider meeting with a genetic counsellor if you have a family history of pancreatic cancer. He or she can review your family health history with you and determine whether you might benefit from a genetic test to understand your risk of pancreatic cancer or other cancers.

At the beginning of my shift I placed a stethoscope on an elderly and slightly deaf female patient's anterior chest wall. 'Big breaths,' I instructed. 'Yes, they used to be,' Replied the patient.

Childhood vaccines: Tough questions, straight answers

Do vaccines cause autism? Is it OK to skip certain vaccines? Get the facts on these and other common questions.



Childhood vaccines protect children from a variety of serious or potentially fatal diseases, including diphtheria, measles, polio and whooping cough (pertussis). If these diseases seem uncommon, or even unheard of, it's usually because these vaccines are doing their job. Still, you might wonder about the benefits and risks of childhood vaccines. Here are straight answers to common questions about childhood vaccines.

Is natural immunity better than vaccination?

A natural infection might provide better immunity than vaccination, but there are serious risks. For example:

- A natural chickenpox (varicella) infection could lead to pneumonia.
- A natural polio infection could cause permanent paralysis.
- A natural mumps infection could lead to deafness.
- A natural *Haemophilus influenzae* type b (Hib) infection could result in permanent brain damage.

Vaccination can help prevent these diseases and their potentially serious complications.

Do vaccines cause autism?

Vaccines do not cause autism. Despite much controversy on the topic, researchers haven't found a connection between autism and childhood vaccines. In fact, the original study that ignited the debate years ago has been retracted. (See [HERE](#))

Are vaccine side effects dangerous?

Any vaccine can cause side effects. Usually, these side effects are minor, low-grade fever, fussiness and soreness at the injection site and some might cause a temporary headache, fatigue or loss of appetite. Rarely, a child might experience a severe allergic reaction or a neurological side effect, such as a seizure. Although these rare side effects are a concern, the risk of a vaccine causing serious harm or death is extremely small. The benefits of getting a vaccine are much greater than the possible side effects for almost all children.





Of course, vaccines aren't given to children who have known allergies to specific vaccine components. Likewise, if your child develops a life-threatening reaction to a particular vaccine, further doses of that vaccine won't be given.

Why are vaccines given so early?

The diseases that childhood vaccines are meant to prevent are most likely to occur when a child is very young and the risk of complications is greatest. That makes early vaccination, sometimes beginning shortly after birth, essential. If you postpone vaccines until a child is older, it might be too late.

Is it OK to pick and choose vaccines?

In general, skipping vaccines isn't a good idea. This can leave your child vulnerable to potentially serious diseases that could otherwise be avoided. And consider this: For some children, including those who can't receive certain vaccines for medical reasons, the only protection from vaccine-preventable diseases is the immunity of the people around them. If immunization rates drop, vaccine-preventable diseases might once again become common threats.



If you have reservations about particular vaccines, discuss your concerns with your child's doctor. If your child falls behind the standard vaccines schedule, ask the doctor about catch-up immunizations.

One day I had to be the bearer of bad news when I told a wife that her husband had died of a massive myocardial infarct (heart attack). Not more than five minutes later, I heard her reporting to the rest of the family that he had died of a 'massive internal fart.'

Is a slow metabolism the reason I'm overweight?

Probably not! Although there is such a thing as a slow metabolism, it's rare, and it's usually not what's behind being overweight or obese — that's ultimately a result of interactions among genetics, diet, physical activity and other factors.



Metabolism is the process by which your body converts what you eat and drink into energy. Even when you're at rest, your body needs energy for functions such as breathing, circulating blood and repairing cells. The energy your body uses for these basic functions is known as your basal metabolic rate.

Several factors determine your basal metabolic rate:

Body size and composition.

If you weigh more or have more muscle mass, you'll burn more calories, even at rest. People who weigh more are more likely to have a faster basal metabolic rate, not a slower one, because a portion of excess weight is muscle tissue.

Sex.

Men tend to have less body fat and more muscle mass than women of the same age and weight. Again, higher muscle mass means burning more calories.

Age.

As you get older, your muscle mass decreases, which slows down the rate at which you burn calories.

Rather than slow metabolism, factors more likely to contribute to weight gain include:

- Eating too many calories
- Getting too little physical activity
- Genetics and family history
- Certain medications
- Unhealthy habits, such as routinely not getting enough sleep



If you're concerned about slow metabolism and your weight, talk to your doctor about healthy changes you can make, and if you still think you have slow metabolism, your doctor can check your metabolism or check for rare conditions that can cause problems with metabolism and weight, such as an underactive thyroid (hypothyroidism), Cushing syndrome or polycystic ovary syndrome (PCOS).

During a patient's two week follow-up appointment with his cardiologist, he informed me, his doctor, that he was having trouble with one of his medications. 'Which one?' I asked. 'The patch.' 'The Nurse told me to put on a new one every six hours and now I'm running out of places to put it!' I had him quickly undress and discovered what I hoped I wouldn't see. Yes, the man had over fifty patches on his body! Now, the instructions include removal of the old patch before applying a new one.



Ready to get in on the aquatic fitness movement?

Swimming pools aren't just for laps anymore. Popular water workouts build strength and flexibility in fun classes or on your own.

Welcome to the swimming pool, the great equalizer, a place where people of all ages and abilities can get a fun workout and we're not just talking swimming laps. Swimmers and non-swimmers alike are heading to the pool for exercise that ranges from gentle aerobics to heart-pounding boot camp workouts.



The health and wellness experts from the Mayo Clinic Healthy Living Program recommend using the pool to explore both aerobics and resistance training. You'll quickly discover these two pool-centric secrets.

Water is more resistant than air

Water is significantly denser than air — by almost 800 times. That means you can build muscle strength as you move through water. One study found that a long-term water exercise program was actually more effective than working out on land to build muscle strength.

Water buoyancy protects your joints and provides support

Water workouts are popular with all age groups. They're especially helpful for anyone recovering from surgery or an injury. The pool offers a safe spot to keep moving, just pick your favourite aerobic activity, or join a class. Heated pools are a plus: They'll help warm up your joints and muscles quickly. People with chronic illnesses and those with joint problems may really benefit from time in the pool, too. Research has shown that joint-friendly aquatic exercise can improve physical functioning in adults over 50.

Common water aerobic exercises include:

- | | |
|----------------------------|--|
| Running or jogging. | Great for cardiovascular fitness, as well as easing back into a running program after an injury. |
| Water walking. | Typically done in waist-deep water, swinging your arms at your sides just as you do when you walk on land. |
| Aerobics classes. | Offer a mix of exercises such as leg lifts, kick-boarding, lunges and jumping jacks. |



Water workout gear

Aerobic water classes usually include basic pool gear. Your local pool may also provide major equipment like water treadmills, bikes and elliptical machines. You can also buy gear to help amp up the effectiveness of your time in the pool.

- | | |
|--|---|
| Foam dumbbells. | Lightweight and easy to transport, but plenty heavy when you're lifting them under water. The dumbbells come in a variety of resistance options. |
| Water weights. | Strap-on ankle or wrist weights increase the resistance to arm or leg movements in the pool. Also available in a range of resistance options. |
| Kickboard. | You'll quickly learn lots of kickboard drills once you have one of these inexpensive, lightweight pool tools. Some pools even offer team sports like board ball — think baseball, but your kickboard fills in as the bat. |
| Hand paddles and resistance gloves. | The marketplace is flush with options here. This gear is designed to help improve your strength training in the water. |
| Buoyancy belt. | These belts help keep your head above water in the deep end while leaving your hands free. You can run, lift weights and do other workouts using your hands, without needing to tread water. |

The more you explore water workouts, the sooner you'll zero in on your favourite activities. Whatever your choice, the research says you'll reap health benefits that can include added strength and flexibility, improved cardio fitness, and even weight loss. Maybe it's time to join the aqua fitness movement?

While acquainting myself with a new elderly patient, I asked, 'How long have you been bedridden?' After a look of complete confusion she answered, 'Why, not for about twenty years - when my husband was alive.'



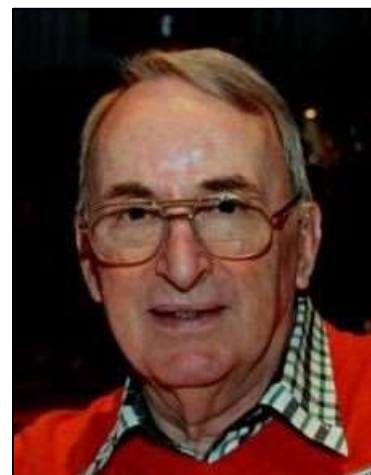
Pedro's Patter.

Excerpt from Jeff's book – [Wallaby Airlines](#).

Winning the Hearts and Minds March – June 1967

Once again, someone tried to kill me. This time, it was an ally.

Ian (Billy) Baldwin (below left) and I were tasked to take a load of civil aid cargo from Luscombe (Nui Dat) to a place called Xuyen Moc, also in Phuoc Tuy Province. The load consisted of clothing, toys, canned food and medical supplies donated by Australian charitable organisations and shipped to Vietnam on a RAAF C-130 courier. They were all packed in dozens of different sized cartons.



When I saw the loose jumble of packages arrive on a large army truck I thought of a close call I had had a few years previously. I was flying as a brand new copilot with an experienced captain on a RAAF Dakota. We had been woken up in the middle of the night for an emergency trip from Sydney Airport to Laverton in Victoria. The purpose of the trip was to take some Navy divers and their equipment to check out the wreckage of a USAF B-57 (Canberra) reconnaissance aircraft, which had earlier crashed into Corio Bay after taking off from Laverton. I never found out what the urgency was all about. Whoever loaded the gear onto our aircraft did not know much about weight and balance. There was a pile of stuff all over the cargo compartment floor, crudely secured with straps. The captain accepted it with some misgivings. On departure, after an abnormally long take-off run, it took the two of us to haul the DC-3 off the runway, making the captain wish he had been

more vigilant about checking the loading documentation.

With this in mind I asked the major in charge of the project for the weight and balance documents. He brandished a sheaf of papers at me almost contemptuously. It was very sparse. I went into a huddle with Billy and Bugs Rose. I always seemed to be with Bugs or Stew Bonett when there was trouble.

'How can we work out an accurate weight and balance summary for take-off with this lot?' I asked him. Our crew chiefs always supervised loading and used a special slide rule to calculate centre



of gravity, even so, the validity of their calculations depended on accurate knowledge of pallet, or in this case, individual item weights.

'I doubt if they've weighed everything', replied Bugs, looking at the hundred and one boxes. We did not even know if they had scales out here at this rough-and-ready strip. 'We'll just have to estimate it as it comes off the truck', said Bugs.

We stood in the hot sun while the load was transferred from truck to aircraft.

Caribou pilots had a lot of experience working with the Army, both in Vietnam and back home. Army support was our main role. We often felt that many well-meaning Army officers saw a transport aeroplane as a truck with wings whose volume could be filled with cargo. However, for every aircraft there is a maximum permissible all up weight for take-off and maximum compartment loads for different sections of the aircraft. As well as this, the load must be arranged so that the centre of gravity or balance is within certain limits. Out of limits conditions could cause potentially dangerous take-off and landing characteristics and in-flight instability.

Bugs (right) did his best with the available information, lifting the heavier boxes himself to try to confirm the weights. Loading complete, we prepared to depart and were surprised to find that the Major and four other officers intended coming too. This made us 1000 pounds heavier, but on paper, within limits.



I taxied out to the first few feet of the runway.

Now I haven't told you about Luscombe. At 2900 feet it was a reasonably long dirt runway with a considerable slope, which made one-way operation necessary for the Caribou. One landed uphill towards a tea plantation and took off downhill towards a 1700-foot hill. From the downhill end, the thickly treed terrain sloped gradually uphill over about three miles towards the mountaintop.

On impulse I ran the engines up to almost full power before releasing the brakes. The Wallaby lurched forward, accelerating quickly down the slope. Around 75 knots, about halfway down the runway, I pulled back on the control column to get us off the ground. Nothing happened. With this downhill slope, it was too late to stop.

'Give me a hand!' I yelled to Ian. We both strained at the control column, the trees at the end looming dangerously close.



The aircraft staggered off the ground. I whipped the gear and flaps up, but now we seemed barely able to outclimb the terrain. I gingerly turned away from the high ground. It was a mile before we reached normal climb speed and relative safety. I exhaled in a long breath. There was no need to say anything to Ian. His grim expression reflected my thoughts.

Our troubles were not yet over; we still had to land. We were definitely out of balance, our centre of gravity being too far forward, and were probably overweight. There was no hope of rearranging the load in the air and no point in diverting, since Xuyen Moc was quite a good strip. So we continued.

Adding an extra ten knots to our normal approach speed, just in case we were grossly overweight, I set us up on a long flat approach. All was normal until, at roundout, I closed the throttles. Then, to coin a well-known flying expression, 'the arse fell out of the approach' and the Wallaby thudded onto the runway. In spite of this ungainly arrival, the ordeal was over



with no damage to the aircraft. All that remained was to chastise the major (in spite of his seniority) for putting us into this situation and hope he had learned something from it about aircraft weight and balance.

After this experience, I wondered what would happen next. But the next couple of weeks passed quietly enough. There was one entry recorded in my diary. I had recently been appointed officer-in-charge of the Sergeants Mess, and was often there for stocktakes, or to have a drink with the blokes.

One night, a recently arrived sergeant who was a bit under the weather approached me in the bar. 'How long have you been here sir?' he asked. 'Eight months', I told him, wondering where the conversation was heading. 'I've heard all sorts of stories', he said. 'How safe do you feel walking around the town?'

I could see from this and further urgent questioning that the poor bloke was scared out of his wits. I relate this not to make light of his problem, but because at the time it seemed unusual.

From years gone by - True or false?

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the 'Ace of Spades.' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't 'playing with a full deck.'



Looking back, I remembered feeling quite uneasy about coming to Vietnam. But my apprehension was more of how I would react to potentially dangerous situations than of danger itself. Once in the country, caught up in the busy day- to-day routine and feeling reasonably capable of assessing and avoiding danger, this uneasiness had left me. Even so, I occasionally contemplated the chances of a stray round finding its mark, or of someone tossing a grenade in my direction. After eight months here, I felt almost indestructible and sorry for this poor bloke who feared death simply walking down a Vung Tau street.

His concern highlighted a funny thing about this war. Often no one seemed to know exactly who or where the enemy were. Fishing boats could turn out to be troop transports. Peasant farmers in a rice paddy could suddenly turn into militiamen if an aeroplane flew carelessly low. A dead soldier's body could be a booby trap. There were even stories bandied about that some downtown prostitutes enticed servicemen into their premises so that local VC sympathisers could slit their throats.

While few people I knew believed the more extreme stories, particularly concerning the townspeople, there was nevertheless an atmosphere of credulity and apprehension about, however well disguised. This state of mind perhaps explained some of the well-documented overreactions of the war, where a VC sighting might lead to B-52 saturation bombing, or an atrocity to a government official result in destruction of a village. So I could hardly blame the sergeant for his neurosis.

Having accumulated some experience here, I was elevated to check captaincy, which meant that I spent a lot of time in the right-hand seat, acting as captain, but allowing copilots who had not received their captaincy to fly the aircraft and gain experience.

We had quite a few 'young' (20- 21 year old to my 26) copilots at this stage. We called them 'bog rats'. It was hard to sit there watching them make the same old mistakes without being unduly critical or dampening their enthusiasm. There were so many lessons to be learnt here. For example, how to climb out avoiding the cumulus cloud, which built up so fast you could actually see it boiling and bubbling upward. Or how to plan a descent both to remain clear of cloud and allow least exposure to possible ground fire. Or how to land a heavy Caribou in a roaring cross-wind on a short, narrow strip. Even which way to taxi at Tan Son Nhut (Saigon) to get the quickest departure. I was rather glad to get away from this and back to Nha Trang with Ian Baldwin.

Our run up to Nha Trang now took us through Phan Rang, a large base with 10,000-foot parallel runways in the valley south-west of Cam Ranh Bay. 2 Squadron, operating Canberras, had recently been allocated to the war effort and commenced operations in April from here. The RAAF Airfield Construction Squadron had been working here for months preparing facilities for the squadron's





arrival. Regular Wallaby 405 missions also included a routine stop at Phan Rang due to the RAAF presence.

On this detachment, we did not go near Pleiku or the northern camps. We flew mainly west to Gia Nghia, Dalat and Due Xuyen. On the second day, we arrived at Dalat to find 24 cows tethered to a large crate. A Special Forces NCO ambled over and informed us we were to shuttle the cows to Due Xuyen. He had correctly calculated that we could do it in three sorties.

Can you imagine a Caribou with eight baulky cows tethered inside, mooing furiously after being cajoled, shouted at and finally pushed up the cargo ramp? They wore a look of bovine determination to turn on a performance for the very next person who tried to move them. After three cattle-shuttles to Due Xuyen, we felt more like cowpokes than aircrew.



Stew McAlister, admiring my M1 rifle, had asked me to get him one. I had heard Due Xuyen was a good place to do this. On our second run, the Special Forces crew who came for the cows handed over a brand new M1, still packed in grease, for a carton of one dozen cans of Australian fruit juice, evidently a prized item out here in the hills. I could not help wondering what the exchange rate was on a jeep, or an artillery piece.

The Montagnards of Due Xuyen lived in their original village, not in a fortified camp, as was usually the case. In between cows, we wandered over for a look.

A deep, river ravine separated the airstrip and the village. A clever but somewhat rickety wood and rope suspension bridge had been built across the river with the help of the Special Forces advisers. We all walked across without thinking twice and were met on the other side with amazed looks from the local people. Evidently many intending visitors refused to cross in case the bridge collapsed.



The village houses were New Guinea style, round thatched grass and twig structures set among bougainvilleas. Naked children played in the dirt while their elders watched from the shadows. We tried talking to the adults but they were either too shy or had no English.



After carrying 24 cows, one had to pick one's way through the cargo compartment with the delicacy of a barefoot lady crossing a farmer's paddock. The stench was unbelievable. At Nha Trang, before putting the aircraft 'to bed', Stew Bonett asked us to call for a water tender. The fire crew looked on incredulously as Stew opened the top hatch of the cockpit, poked the hose nozzle through, and sprayed water down the cargo compartment floor, sluicing out all evidence of the cows.

One morning, we arrived at the Special Forces ramp to find two Vietnamese passengers sitting patiently on a crate. One was a white-haired old man with a wispy beard and the brown, wrinkled skin and stoop of one who had spent many years planting and picking rice. He looked like a relative of Ho Chi Minh. The other was a young boy with a patch over one eye, who grinned cheerfully at us.

The Special Forces lieutenant, whom we knew quite well, told us a moving story. The old man was the boy's grandfather. The boy's parents had been killed in a VC reprisal raid on their village. An American doctor in the village advisory team, after examining his blind eye, had sent the boy to Nha Trang to an American military hospital. The resident neurosurgeon, diagnosing a brain tumour, had removed the tumour and the boy's eye, but it was too late to save his life.

His grandfather was taking him home, on our aircraft, to die.



Back at Yung Tau, I was once more faced with unpleasant reminders of death. I was again rostered to bring back caskets from Saigon. This time, fortunately, there were only two Army NCOs who had died heroes' deaths and now awaited their final trip home. Tragically, the wife of one man had committed suicide after hearing of her husband's fate. Burdened with this macabre story, we set out for Yung Tau, where the caskets would be transferred to a RAAF C-130.

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'



Halfway there, Dick De Friskbom the crew chief, ashen-faced, reported a terrible smell in the cargo compartment. Going back to inspect, I noticed fluid leaking from one casket. I remembered a phrase I had once heard: 'the sickly sweet smell of death'. It was overpowering. Whatever the cause, the casket could not travel thousands of miles like this and should be checked back at the military mortuary. I decided to return to Saigon. We brought Dick and his assistant onto the small flight deck and, for the first time ever, shut the sliding cabin door.

In line with our increased Task Force support role, most of my time at Yung Tau now seemed to be spent shuttling Army men and equipment into or out of Luscombe or running POL (fuel) to various ports in the Delta. Vinh Long, Binh Thuy, Soc Trang, Tra Vinh and, lately, Ben Tre to name a few. Some places had so many barrels of POL stacked beside their strips they must have had a month's supply or more. These places were used as forward bases for periodic helicopter-borne operations.

Another such place was Bae Lieu, our Wallaby 406 stop. Arriving there one day, there were so many choppers parked close to the already narrow runway's edge that we could not land. Bae Lieu missed out on its mail that day.

American involvement was now near its peak and military activity seemed to be increasing every day. So did the numbers of Vietnamese who surged forward in a human wave wherever we stopped. It did not matter where we were going, they wanted to go too, civilians and soldiers alike. Many, aware that they required papers to travel arrived with pathetic dog-eared scraps of paper, which they had obviously written themselves, claiming official permission. Many simply begged. We had to literally push them off the aircraft. How could we take them, and where did they really want to go?

On detachment again, with Stew McAlister, we were sent to Pleiku. After a long and hard day's work, we had time for one more short run. The TMC controller had half a load for Plei Me.

'Is that all?' I asked.

'Yes, unless you want to take her', he replied, gesturing towards a Montagnard woman sitting among the boxes and oil drums beside a crude plywood box.

We were told that the box was a coffin containing the body of the woman's husband. They had lived all their lives in Plei Me village until his unit was sent here to Pleiku to fight. For the first time in her life she had had to leave Plei Me too to bring her husband home. Evidently, she had waited here pathetically for three days lost among the forklifts and the crates, the trucks and the aeroplanes of this strange and frightening place, waiting for someone to help her. No one had. It was a sad case. We put them on the aircraft.





Next day, we did several runs to a place called Mang Buk, another Special Forces mountain camp. Making the usual pleasantries with the Americans who met us, I noticed something unusual. There were no blacks here. Since about 20 per cent of the US armed forces in Vietnam were blacks, this was hard to understand, until the captain who met us spoke, his accent revealing he was born and raised in the Deep South:

"Howdy, Aussies. Osstralia sure sounds like a great place. Ah'd sure like to come down there some time. Ah understand you don't have no nigger problem like we do."

An energetic tribal chief led the Montagnard loading party here, in contrast to other camps. As a symbol of his authority, the US advisers had given him a discarded oversize sports jacket and a baby's bonnet, both of which he wore with visible pride. The Americans derived great amusement from his ridiculous appearance, but of course he did not know what they were laughing about and waved and smiled back at them.



'These Goddamn 'Yards [Montagnards] are no better than niggers and slopeheads [Vietnamese], you know. Keep 'em in their place, and they're OK', the captain confided. I was glad to get out of there.

Dak To, (right) 30 miles north of Pleiku, was bustling with choppers. They went out in waves heading west. Flying out of Pleiku, we were given artillery warnings and took a zigzag course along the valley to the north. Our efforts were concentrated on Plei Me, Mang Buk, Dak Pek, Dak To and Dak Seang.



Since taking over the US Army's Caribou fleet, the USAF had modified their initial bans on operations into these places, and an American Caribou was also shuttling out of Pleiku. The USAF machine was on the ground when we arrived at Dak Pek. The pilot of this one was a lanky and laconic captain with a weather beaten face. He looked like an airborne version of Gary Cooper. His copilot by contrast was short and stocky, like James Cagney.

As incredible as it sounds, men and women took baths only twice a year (May and October). Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig'. Today we often use the term 'here comes the Big Wig' because someone appears to be or is powerful and wealthy.



During unloading, the captain asked us to help carry a company of Montagnard troops to Plei Me. There were 75 men. The captain had conveniently divided this number into three sorties of 25 pax, two for him and one for us. I was glad to help, but he was a little sour when I offered to take twenty. This would mean an extra sortie for him. However, while Montagnards are small people and each fully equipped soldier would probably weigh no more than 150 pounds, I was not prepared to lift any more out of this short, hot, high strip. Perhaps hoping I had changed my mind, the captain took 25 anyway and started up.

He took off uphill, the more favourable direction. Normally we departed Dak Pek almost empty. Under these conditions the Caribou lifted off before the cutting near the other end of the strip. However, our USAF friend continued on past the cutting onto the last third of the strip, which was downhill, finally disappearing from view. We stopped everything and waited for the crash. Miraculously, we could still hear the engines roaring at take-off power. After an age, the Caribou reappeared off the other end of the strip still barely climbing, having obviously followed the river valley, which fortuitously formed a semicircle around the camp and strip, until he had sufficient height to clear the terrain.

We put on our 20 troops and left.



That night, back at Pleiku, we were briefed about bunker procedure in the event of an alert. This was something new. Next day, at the TMC ramp, our first load arrived. It was a truckload of VC prisoners bound for Tuy Hoa. Another first.

They looked rather bedraggled sitting in the back of the truck in the pouring rain. They behaved themselves during the flight. When I looked around once or twice they were sitting stoically on the canvas seats, roped together, probably wondering what was going to happen to them at the other end.

Tuy Hoa South was now a big fighter base. Parallel 10,000-foot solid steel plate runways had been laid out on the barren, sandy landscape where a few months before there had been only a tiny gravel strip. Jets roared off at irregular intervals, disturbing the calm of the glassy sea.

We left our passengers to an uncertain future and continued to Nha Trang.

Nha Trang TMC had a load for our return flight. The load was for a place known as An Khe Golf Course to distinguish it from another airfield of the same name. The significance of the name escaped me. My guess was that to the builders of the airfield the lush green flats, punctuated by small swampy ponds and an odd little rocky outcrop, must have looked like a





stateside country club. Golf Course was now a VNAF base, operating choppers and light aircraft. The control tower, more like a command post, dominated its rocky hilltop setting.

Back at Pleiku a flat tyre held us up only a few minutes, thanks to Bugs Rose and Blue Campbell. We had time for one more run to Plei Me before dark. It was here that I made one of those errors which one sometimes makes due to the pace of events and, probably, a certain amount of overconfidence. At least, that is my story.

We had been into Plei Me first thing in the morning. The smoke flare put out by the Special Forces favoured a landing to the west. Conditions back at Pleiku had not changed all day so, without paying too much attention to available wind indications, I joined the Plei Me circuit for the westerly strip.

As I said before, Plei Me was a minimal Caribou strip. I touched down about 100 feet into its 1200-foot length, and selected reverse. Looking ahead, the other end, over a hump and slightly downhill, seemed to be coming up abnormally fast. I instinctively tramped hard on the brakes and selected full reverse. We finally stopped, only a few feet from the end. I sat there for a moment breathing hard, oblivious to the swirling clouds of dust kicked up by the propellers, which were still in full reverse.

When I taxied into the parking area, the flags in the compound confirmed what I had just found out by bitter experience. We had landed with a ten knot tailwind. It was a lesson for both of us.

The detachment was over all too soon and I was back in the Delta, watching the 'bog rats' practise their landings. On a previous Wallaby 406, Stew Mac and I had chatted to the doctor in charge of the Australian medical team at Long Xuyen. Accepting his invitation, we hitched a ride down to stay the night, intending to return on the next day's mail run.

The doctor and his team of nurses were all volunteers on sabbatical leave from the Royal Melbourne Hospital. He showed us around the hospital whose three wards were crammed. The beds were little more than a foot apart, and there were often two or three patients to a bed. The families of many of the sick also 'camped' here, mostly on the wide hospital verandah, but sometimes on or under the beds of their sick relatives. Pleasant aromas wafted in from the verandah as family members outside cooked meals on small braziers. Curious faces peered in through the windows, perhaps wondering if we were new doctors whose favours needed to be cultivated. Not exactly like your typical Australian hospital.



The ailments and injuries we saw were terrible, like nothing you would see in Australia. Many people had shocking shrapnel injuries, with grotesquely disfigured limbs or faces. We were introduced to an ambulatory patient known as Sam, who helped around the wards. Sam had a huge chunk out of the back of his neck. While we were speaking to him I heard a noise



behind me, and looked around to see Stew lying on the floor. Sam, or the humidity, had apparently been too much for him. I did not blame him. I felt revolted too. But growing up in the country and hanging around farms had prepared me for such gruesome sights.

Our doctor host told us that serious complications of routine ailments, such as appendicitis, were commonplace due to lack of early treatment. Such was the pressure on bed space and the medical ignorance of these simple people, that many who had had surgery left hospital after a day and never returned for post-operative care, even to have stitches removed. The hardworking and compassionate team treated all comers, asking no questions, doing their best under primitive conditions, and hoping those patients who disappeared recovered on their own.

After the hospital tour the doctor told us a little about the Australian medical aid program, and health matters generally. Evidently diseases such as TB, internal parasites, malaria, plague, cholera and leprosy were major problems in different parts of the country.

Part of the aid program had focused on malaria eradication but collapsed due to the military insecurity of swampy areas. Attention was then directed to increasing medical care for the rural population as city facilities improved and the Vietnamese were trained in health care. This project too was doomed to failure due to escalation in the numbers of war casualties requiring treatment.

The end result was military medical aid in the regions and placement of civilian surgical teams at selected provincial hospitals. Long Xuyen was one such hospital.

The medical team turned on a simple but enjoyable meal. Then we sat around and talked and listened to some music. I am sure these selfless civilian volunteers enjoyed our Aussie conversation devoid of the usual military or medical matters. After a pleasant evening we retired to spartan rooms in the whitewashed building dubbed the 'White House' by the team.

The almost monastic austerity of Long Xuyen contrasted with improving comforts at American messes. The new Special Forces Mess where we stayed at Nha Trang now had draught beer and Coke as well as a popcorn machine. The temporary look of eight months ago was giving way to a settled, more permanent appearance at the large bases, with long runways, better buildings and more comfortable facilities. The frontier society was slowly giving way to the popcorn and Coca-Cola culture. Pity about the 'grunts' out in the boondocks.

Another new development described to us by our TMC colleagues was the PSYWAR (Psychological Warfare) aircraft, examples of which were now often seen at Nha Trang. The name had a somewhat Orwellian sound to it, even down to the stated objective of the Psychological Warfare Program: 'To win the hearts and minds of the people'. To achieve this end, specially equipped Cessna aircraft with downward-pointing speakers blared metallic gibberish at whoever might inhabit the towns or jungles below, a sort of airborne 'Big Brother'.





Alternatively, the same C-47 Dragonships, which carried the fearsome target-chopping Gatling guns, could be used to rain thousands of messages on the jungle offering clemency to deserters of the VC cause. Having experienced the hot breath of the Gatling guns, I was not at all sure anybody would stick around to read a leaflet telling them how their life would change for the better if they betrayed their political masters.

I am sure other aspects of the program would have been more successful, such as the many civil aid programs sponsored and carried out by Americans and in Phuoc Tuy Province by the Australian Task Force.

I was never quite comfortable with our American allies. Their attitude was rather patronising, perhaps unwittingly, since they were always courteous and hospitable, but they often acted as though they were bestowing a favour on a poor relation. I felt considerable pride in the effort our shoestring operation was putting up, in comparison with their well-equipped squadrons. When we crashed an aircraft, we scoured the country for spare parts to patch it up and put it back into service. Pranged American aircraft were generally left where they came to a stop. I gritted my teeth at the frequent question: 'Say Aussie. When are they going to open up Australia for R&R?' - as though this single act was vital to the economy and wellbeing of the Australian people.

The period November 1966 to March 1967 was definitely the busiest of my whole 12-month tour, maybe even my whole life, but March could only be described as frantic. At the end of that month I discovered I had flown 145 hours, at that stage a squadron and RAAF record. No wonder I felt totally stuffed. There was a small write-up about the record in the RAAF News. Later a tongue-in-cheek article appeared in Australian newspapers, during an airline pilots' arbitration hearing for more pay, comparing our workload with that of the 'greedy' pilots.

Maybe it was a coincidence, but the RAAF sent up a psychiatrist to speak to many people up here. He was a squadron leader in the Active Reserve. Maybe the RAAF hierarchy felt people here were getting stressed out. Rumour had it that they were thinking of shortening the tour again. It was originally eight months. If I had been interviewed, I would have certainly recommended it. A letter from home said the psychiatrist was later interviewed on TV. Nothing came of it though.

Towards the middle of June, physically and mentally weary and knowing I was becoming grumpy and irritable, I was glad to head off again for a few days in Butterworth.

Looking back, I realise I was at a stage where I had seen it all and done everything there was to do. Where a month or so earlier I had enjoyed helping new arrivals learn, now it was more of an irritation watching them make mistakes.

Nevertheless, I was consoled by the fact that the next time I left the country, it would be for good.

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'



The Consolidated B-32 Dominator.

The Consolidated B-32 Dominator was an American heavy strategic bomber built for the United States Army Air Forces during World War II. It had the distinction of being the last Allied aircraft to be engaged in combat during World War II. It was developed by Consolidated Aircraft in parallel with the Boeing B-29 Superfortress as a fall-back design should the B-29 prove unsuccessful.



The B-32 only reached units in the Pacific during mid-1945, and subsequently only saw limited combat operations against Japanese targets before the end of the war. Most orders of the B-32 were cancelled shortly thereafter and only 118 B-32 airframes of all types were built.

The engineering development of the B-29 had been underway since mid-1938 when, in June 1940, the United States Army Air Corps requested a similar design from the Consolidated Aircraft Company in case of development difficulties with the B-29. Like the B-24 it was originally designed with a twin tail and a large [Davis wing](#), but with a longer, rounder fuselage and a rounded nose. The powerplants were to be the same quartet of eighteen-cylinder, 2,200 horsepower Wright Duplex-Cyclones, as specified for B-29s. The aircraft was designed to be pressurized and have remote-controlled retractable gun turrets with fourteen half inch machine guns. It was to have an estimated gross weight of 101,000 lb. The first contract for two aircraft was signed on 6 September 1940, the same day as the contract for the Boeing prototype XB-29.

The first aircraft made its first flight on 7 September 1942 but due to problems with the pressurization system, the gun turrets and landing gear doors, these items were omitted on the first prototype. The aircraft had R-3350-13 engines inboard and R-3350-21s outboard, with all four powerplants driving three-bladed propellers. The prototype was to have persistent problems with engine oil leaks and poor cooling though the B-29 had similar engine problems. The inboard propellers' pitch could be reversed to shorten the landing roll or to roll back in ground maneuvers.

The first aircraft was armed with eight half inch machine guns in dorsal and ventral turrets, and an odd combination of two .50 calibre and one 20 mm cannon in each outboard engine nacelle firing rearwards, plus two .50 calibre machine guns in the wings outboard of the propellers. The turrets were remotely controlled from periscopic sights in aiming stations inside the aircraft. The sights were coordinated by a sophisticated analog computer system developed by Sperry Gyroscope Company.



In March 1943, the initial contract was signed for 300 B-32s but development problems continued. In May 1943, the first XB-32 crashed on take off after making a total of 30 flights before the second XB-32 finally flew on 2 July 1943. Upon examination and testing, the USAAF recommended a large number of changes that included more conventional gun stations.

The pressurization system had problems which were never solved and so the role of the aircraft was changed to operating at low to medium altitude. This decision meant that the pressurization



system was easily eliminated from production aircraft. Problems with the remote-controlled gun turrets were never solved and the armament on production aircraft was changed to 10 .50 calibre machine guns in manually operated turrets: Sperry A-17 turrets in the nose and tail, two Martin A-3F-A dorsal turrets, and one Sperry A-13-A ball turret. The bomb load was increased by 4,000 pounds to 20,000 pounds.

The second XB-32 continued to have stability problems. In an attempt to resolve this a B-29 style tail was fitted to the aircraft after its 25th flight but this did not resolve the problem and a Consolidated-designed 19.5 ft vertical tail was added and first flown on the third XB-32, on 3 November 1943. The first production aircraft was fitted with a B-29 vertical tail until a new tail was substituted.



By 1944 testing of the three prototypes permitted the AAF to place orders for over 1,500 B-32s. The first production aircraft was delivered on 19 September 1944, by which time the B-29 was in combat in China. The first B-32 crashed on the same day it was delivered when the nose wheel collapsed on landing.

Originally, the Army Air Forces intended the B-32 as a "fallback" design to be used only if the B-29 program fell significantly behind in its development schedule. As development of the B-32 became seriously delayed this plan became unnecessary due to the success of the B-29. Initial plans to use the B-32 to supplement the B-29 in re-equipping B-17 and B-24 groups in the Pacific



were stymied when only five production models had been delivered by the end of 1944, by which time B-29 operations were well underway.

General George Kenney, the WW2 commander of Allied Air Forces in the South West Pacific Area and commander of the U.S. Fifth Air Force, travelled to Washington D.C. to request B-29s but since the B-29 had been prioritised for strategic bombing, his request was denied, after which he requested the B-32.

Following a demonstration, the Army General Staff agreed that Kenney could conduct a combat evaluation and a test schedule of 11 missions was set up. Crews took three B-32s to Clark Field in the Philippines in mid-May 1945 for a series of test flights.

Several operational flights took place and the test crews were impressed with its unique reversible-pitch inboard propellers and the [Davis wing](#) which gave it excellent landing performance, however, they found a number of faults:



- the cockpit had an extremely high noise level and a poor instrument layout,
- the bombardier's vision was impaired,
- it was overweight and the nacelle design resulted in frequent engine fires (a deficiency shared with the B-29 Superfortress).

However, the testing missions were mostly successful.

In July 1945, the 386th Bomb Squadron completed its transition to the B-32, flying six more combat missions before the war ended on the 15 August and they were tasked to fly mostly photographic reconnaissance missions. The missions were intended to monitor Japan's compliance with the ceasefire but on the 17 August, the B-32s were intercepted by Japanese fighters. During the two-hour engagement, the Dominators suffered only minor damage and none of their crew were injured. Though the B-32 gunners later claimed to have damaged one fighter and 'probably destroyed' two others, surviving Japanese records list no losses for that day or next.

Then on 18 August 1945, four Dominators were given the task of photographing many of the targets covered on the previous day; however, mechanical problems caused two to be pulled from the flight. Over Japan, a formation of Japanese aircraft attacked the remaining two U.S. aircraft as there was concern that the Dominators were attacking. A Japanese ace later stated in a 1978 Japanese magazine article that the fighter pilots could not bear to see American bombers flying serenely over a devastated Tokyo.

Production contracts of the B-32 were cancelled on 8 September 1945, with production ceasing on the 12 October.



Early aircraft's throttles had a ball on the end of it, in order to go full throttle, the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence "balls to the wall" for going very fast.

V-22 Osprey: The Story of the Revolutionary Tiltrotor Aircraft



The V-22 Osprey flies faster and farther than helicopters, giving the U.S. military an edge on the battlefield.



Imagine an aircraft that could take off and land like a helicopter but fly as fast as an airplane. You're thinking of the Bell Boeing V-22 Osprey, the first tiltrotor aircraft to enter production and one of the most innovative (and controversial) machines of the modern era.

After a long and troubled development process, which included several notorious crashes that soured many people on the program, the Osprey eventually escaped its bad headlines and proved itself to the Pentagon. The V-22 has entered service with the U.S. Marine Corps and U.S. Air Force and is set to join the U.S. Navy in the early 2020s. Its story is just beginning.

The dream of an airplane that could take off vertically and fly horizontally is decades old. In the 1950s, Bell Helicopter Textron flew the XV-3, an aircraft that placed its two Pratt & Whitney R-



985 engines on wingtips. Positioned at the end of the wings, they could rotate 90 degrees to transition from takeoff/landing to forward flight.

The XV-3 (right) could fly up to 185 miles an hour, much faster than contemporary helicopters. Test pilots racked up 110 conversions from vertical to horizontal flight and back before one of the two aircraft was severely damaged in a wind tunnel accident.



Although that accident spelled the end of the program, the XV-3 had proven the tiltrotor concept was feasible. And after a long break, Bell followed up in 1977 with the XV-15. Unlike the XV-3, which housed the engine in the fuselage and ran a complex system of driveshafts the length of the wings to the rotating wingtip propellers, the XV-15 placed the turboshaft engines directly on the wingtips where the entire propulsion unit could be rotated from forward facing to straight upward. This was a lighter, less complicated solution to the tiltrotor issue and a significant step forward, freeing up space inside the aircraft to carry personnel and cargo.

Meanwhile, the U.S. was facing the scourge of the Iran hostage crisis. The 1980 failure of Operation Eagle Claw, the failed hostage rescue mission, was partially attributed to the short range of U.S. military helicopters. The U.S. Navy RH-53D helicopters, required to fly from the aircraft carrier USS Nimitz in the Persian Gulf to the Iranian capital of Tehran, lacked the range to make a nonstop trip. Troops and aircraft would secretly secure an airstrip in the Iranian desert to refuel the helicopters and ensure they had enough fuel for their mission. It was a dangerous tactic. A collision between a C-130 Hercules and RH-53D at the refuelling site caused the loss of aircraft and rescuers and forced the commander to abort the mission.

The wreckage of a RH-53D Sea Stallion helicopter abandoned after the aborted attempt to rescue American hostages in Iran, 1980.



And so, in 1981, the Pentagon issued a requirement for a Joint Services Advanced Vertical Lift Aircraft (JVX). A long-range transport aircraft like JVX would have simplified the rescue process, allowing the rescuers to fly directly to Tehran and back without landing to refuel. In response to the military's request, Bell Helicopter Textron and Boeing Vertol proposed a tiltrotor aircraft with a substantial carrying capacity, speed, and range.

The Bell-Boeing won the contract for JVX in 1983. The aircraft was envisioned in multiple flavours: as a medium assault transport for the Marine Corps, replacing 1960s-era CH-46E Sea Knight transport helicopters, as a CV-22 special operations variant for the Air Force, a HV-22 logistics aircraft for the Navy, and a special mission electronics aircraft for the Army.



The first Osprey rolled out of Bell's Flight Research Centre in Arlington, Texas on May 23, 1988, and the V-22 program immediately ran into strong headwinds. The Cold War was winding down, and the defence budget was decreasing. Budget-cutters eyed the V-22 and said its mission could be accomplished by cheaper, traditional helicopters. Yet the aircraft survived numerous attempts to cancel it, even in the face of several high-profile, lethal accidents.

Today's Osprey is a mature aircraft design that fulfils the Pentagon's decades-long vision. The Osprey is 57 feet long and 22 feet high with its engine nacelles rotated upward. In that position, with two sets of rotors side by side, it is more than 84 feet wide.

The plane is powered by two Rolls-Royce Liberty engines, each of which delivers 6,150 shaft horsepower/4,568 kilowatts. This allows the Osprey to carry a crew of four plus up to 24 personnel internally. Alternatively, the Osprey can carry up to 12,500 pounds in an external slung load, including artillery, wheeled vehicles, and supplies.

The Marine Corps version, the MV-22 Osprey, can be loaded with 24 Marine combat troops in the back and fly at speeds of up to 240 knots. By contrast, the old CH-46E Sea Knight could only carry about 18 troops at 166 miles an hour and the MV-22 has a longer range, allowing it to carry those troops up to 230 miles versus the CH-46E's 186 miles. The MV-22 is also capable of in-flight refueling, giving it nearly unlimited range. In May 2015, four MV-22s self-deployed from the Japanese island of Okinawa in the Pacific to Nepal to assist in earthquake recovery efforts, covering a distance of more than 2,500 miles.

Today the U.S. Marine Corps has enough Ospreys to retire the Vietnam-era CH-46 and plans to field a total of 360. The U.S. Air Force currently has 46 CV-22s operational, with a requirement for 50 aircraft. The MV-22 and the CV-22 differ in only a handful of respects, mainly that the Air Force model carries an additional 304 gallons more fuel internally, giving it longer range but at a slightly slower cruising speed. The U.S. Navy, meanwhile, is planning to order 38 CMV-22Bs to ferry cargo to and from shore from aircraft carriers, replacing the C-2A Greyhound (right). The CMV-22B will have even greater range, a high frequency beyond line of sight radio and a public address system.

Both the MV-22 and CV-22 Ospreys have seen combat in Afghanistan, Iraq/Syria, and the Horn of Africa region. The aircraft is lightly armed, since the tiltrotor configuration prevents it from carrying side-mounted weapons like many traditional helicopters. The MV-22 Osprey has a provision for a 7.62-millimeter machine gun or a .50 calibre heavy machine gun firing from out the back of the rear cargo ramp, while the CV-22 has a dedicated .50 calibre machine gun in the same position. A belly-mounted gun that can fire without risk of striking the aircraft is under development.





Despite a rocky, sometimes tragic start, the Osprey's combination of speed, range, and vertical take-off capability has won the tiltrotor concept a permanent place in aviation. The U.S. Army is now considering a similar tiltrotor, the [V-280 Valor](#), to replace the UH-60 Blackhawk and European aviation giant Leonardo is preparing a commercial tiltrotor.

The Navy's CMV-22Bs will enter service starting in 2020. Meanwhile, the Marines and Air Force will fly their Ospreys for several more decades.



Although rooted in the 1980s, the Osprey will serve the U.S. military well into the mid-21st century.

See what It's Like to Fly a V-22 Osprey - click [HERE](#)

During WWII, U.S. airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, "I gave them the whole nine yards" meaning they used up all of their ammunition.

Aircraft Armour.

During WWII, the Navy tried to determine where they needed to armor their aircraft to ensure they came back home. They ran an analysis of where planes had been shot up and came up with this.

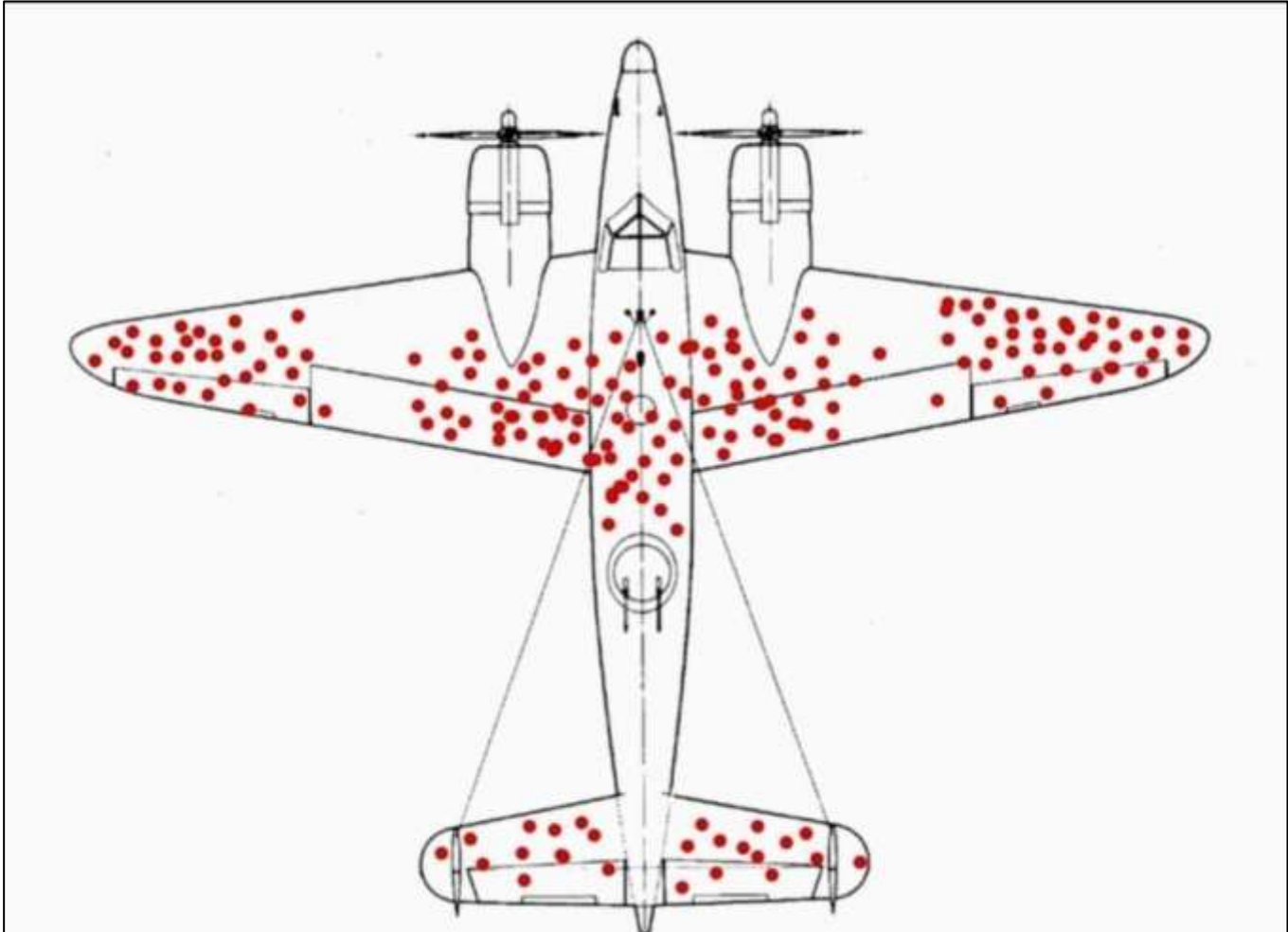
Obviously the places that needed to be up-armored are the wingtips, the central body, and the elevators. That's where the planes were all getting shot up.

Abraham Wald, a statistician, disagreed. He thought they should better armor the nose area, engines, and mid-body. Which was crazy, of course. That's not where the planes were getting shot.

Except Mr. Wald realized what the others didn't. The planes were getting shot there too, but they weren't making it home. What the Navy thought it had done was analyze where aircraft were suffering the most damage. What they had actually done was analyze where aircraft could suffer the most damage without catastrophic failure. All of the places that weren't hit? Those planes



had been shot there and crashed. They weren't looking at the whole sample set, only the survivors.



RAAF buys four MC-55A Peregrine aircraft.

Minister for Defence Christopher Pyne and Minister for Defence Industry Linda Reynolds today announced the acquisition of four modified Gulfstream G550 aircraft – to be designated the MC-55A Peregrine – for the Royal Australian Air Force.

Minister Pyne said the \$2.46 billion acquisition would enable Defence to actively strengthen electronic warfare support to naval, air and land forces for operations in complex electromagnetic environments.

“Peregrine is a new airborne electronic warfare capability that will be integrated into Defence’s joint warfighting networks, providing a critical link between platforms, including the F-35A Joint Strike Fighter, E-7A Wedgetail, EA-18G Growler, Navy’s surface combatants and amphibious assault ships and ground assets to support the warfighter,” Minister Pyne said.



“The aircraft will be based at RAAF Base Edinburgh in South Australia – yet another piece in a broader Intelligence, Surveillance and Reconnaissance precinct being developed at the Super Base, which is already home to our Poseidon maritime patrol aircraft. “RAAF Base Edinburgh will also serve as the headquarters for our unmanned Tritons and armed unmanned Reaper variant.



“This capability and the people who operate it will bring Air Force a step closer to becoming a fully networked fifth-generation force and further exploit the joint combat multiplier effects on exercises and operations,” Minister Pyne said.

Minister Reynolds said about \$425 million from this project would be spent with Australian companies during the acquisition phase of the project, including \$257 million to be invested in new facilities at RAAF Base Edinburgh.

“There will be further significant opportunities for Australian industry, estimated to be over \$2 billion, in the sustainment of the aircraft over the 25 years life-of-type,” Minister Reynolds said.



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Fort Queenscliff.

Fort Queenscliff is located about 110 kms from Melbourne, on the western entrance to and just inside Port Phillip Bay on the Bellarine Peninsula. The site was known as Shortland's Bluff. It occupies an area of 6.7ha on high ground and overlooks the shipping lanes leading to Melbourne and Geelong and has been occupied by military forces since 1860. It is now the permanent home of the National Archives. [Lick the pic to read the sign at entrance.](#)



The Fort is a superb example of the defences that existed around the coastline of Australia from colonial times through to the end of the Second World War. Considerable restoration has been accomplished in recent years, including the recovery and refurbishment of some of the original guns, the restoration of historic buildings and the development of a comprehensive indoor display and archival centre. Fort Queenscliff has been classified by the National Trust and entered in the Register of National Estate.



A museum was established in 1982 to show the significance of the Fort in the local, state and national context and to provide a centre for historical research.



The First Settlement

In 1852, the Lieutenant Governor of Victoria commissioned a surveyor to lay out a town at Shortland's Bluff. On 1 May 1853, he appointed a postmaster at the Bluff to tranship Geelong and Western District mails. This first settlement was proclaimed Queenscliff on 23 June 1853 and two months later the first town lots were sold. Prior to these developments, between 1838 and 1843, pilot operations had begun shepherding ships through the notorious "rip", a grazing lease had been granted and a lighthouse had been established in the area. In 1853-54, cottages for the pilots and a house for the Health Officer at the Quarantine Station were built and a Customs Officer was appointed.

A church and school, the first hotel and a second lighthouse were also built. The telegraph office was built and began operations in January 1855. The pilots' cottages were mainly occupied by the Health Officer and Customs boat-crews because the pilots preferred to live elsewhere, they commissioned some of the first private dwellings in the town. In the next few years, development continued and more houses, shops and hotels were built and by the time the Borough was incorporated in 1863, Hesse Street was established as the main street of the town. Queenscliff then boasted five hotels, a library and cricket and recreation reserves. In addition, there was a lifeboat, a jetty and small steamers began offering trips around the Bay.

The Presbyterian church had been opened, a Church of England was being created and a site had been selected for the Roman Catholic church (right). A fishing industry had commenced in the town and the first requests had been made for a railway.



A detachment of the Victorian Volunteer Artillery and Rifle Corps had been formed in Queenscliff in 1859 and in 1961 construction of a gun battery began at Shortland's Bluff which caused the building of two new lighthouses. The original lighthouse stood on the site now needed for the battery.

The Town Grows

A railway line from Geelong opened in 1879 which allowed better public access to the Bellarine Peninsula area and improved the supply of building materials to the Queenscliff area. The fortifications at Shortland's Bluff were extended and, in 1885, the Victorian Permanent Artillery moved to Queenscliff.

Queenscliff became one of the most popular Victorian seaside resorts until greater prosperity and the increasing popularity of the motor car enabled people to look further afield for their holidays. The attraction of the town for the holiday-maker came from its unique blend of military and civilian activities, the picturesque fishing fleet and the ever-changing seascape.

Say what you will about women,
but I think being able to turn one sentence into a six-hour argument takes talent.



Public Concern

The defences at Queenscliff and elsewhere around Port Phillip Bay were developed in the second half of the nineteenth century to protect Melbourne and its outlying settlements from invasion by hostile foreign powers. These hostile powers were, at various times, identified as the French, the Russians, and at one stage during the American Civil war, as the United States.



In particular, the Crimean War (1853-56) stimulated public concern over Victoria's defences and after protracted discussions, reports and inquiries, Captain (later General Sir) Peter Scratchley (right) of the British Army arrived in Victoria to advise on the development of the Colony's coastal defences. His recommendations included a proposal to construct four large batteries of guns at the entrance to Port Phillip Bay, and suggested Shortland's Bluff as the site for one of these batteries. He also recommended the construction of an inner ring of gun batteries at Hobsons Bay (near Port Melbourne) to provide a more intimate protection for Melbourne. He also designed the [Fort](#) to protect Newcastle in NSW.

Other than the completion of the Shortland's Bluff battery, little work was actively undertaken on Scratchley's recommendations for the next fifteen years. In 1875, a colonial Royal Commission recommended that the Director of Works and Fortifications in London, Lieutenant General Sir William Jervois be invited to Victoria to further advise on Victoria's defences. He arrived in 1877 accompanied by the now Colonel Peter Scratchley. Their joint report again recommended that the basic defences for the Colony should be concentrated on the Heads and consist of fortifications at the entrance to the Bay and on the shoals between the main shipping channels. Between 1879 and 1886 their recommendations were substantially actioned and these Bay defences were progressively developed.





The Bay Forts

Fort Queenscliff was developed as an enclosed battery armed with heavy calibre cannons. Swan Island at the northern end of town covered the western shipping channel and was similarly fortified. Two 'island' forts at Popes Eye and South Channel, were to be raised on existing shoals in the Bay to cover West, Symonds and South Channels. Although the South Channel Fort was eventually built, work on Popes Eye Shoal was discontinued because of cost and the development of torpedoes that could effectively block Symonds Channel. These torpedoes and mines were located at Swan Island and were to be laid across the shipping channels in times of tension.

The fortifications at Point Nepean and Point Franklin on the eastern side of the Bay were also developed and, although on a lesser scale, were similar to those at Fort Queenscliff. By design, Fort Queenscliff became the command centre for the Heads defences, probably because of its strategic location and established telegraph links with Melbourne. In recognition of its importance, a landward defensive system around the Queenscliff guns was commenced in 1882 and by 1886 Port Phillip was the most heavily fortified port in the southern hemisphere. Over the next 50 years, the Bay Forts were manned and both Fort Nepean (on the eastern side of the Bay) and Fort Queenscliff were fully operational during both world wars.

In 1946 Fort Queenscliff ceased to be a coastal artillery station and since then has housed the Australian Army's Command and Staff College (until 2001) and now the National Archives.

The other Bay forts have since fallen into disrepair.

Army Staff College

Back in July 1938, the Army established the Command and Staff School in Sydney. Twenty-nine Major Generals, Brigadiers, and Colonels attended the first course of one-week duration. In October 1940 the Command and Staff School moved to Duntroon in the ACT where courses were lengthened to 12 weeks duration.





On the 15 April 1942 the School was renamed as the Staff School (Australia). It was amalgamated with the Royal Military College under the one command and in August 1942 the School was divided into two wings: the Senior Wing for Grade 1 appointments; and the Junior Wing for Grade 2 appointments.

At the end of World War II, the Federal Government decided to increase the strength of the post-war Regular Army and Cabinet gave approval for the establishment of a Staff College and in February 1946, the Staff School was re-named the Australian Staff College. Authority was given to raise the College and to locate it at Fort Queenscliff. Because the Fort was not ready for immediate occupation, in June 1946, a temporary home was found for the College at the School of Infantry, in Seymour Victoria. On 26 October 1946, the advance party of the College arrived at Fort Queenscliff and the first staff course to be conducted at the new College began in January 1947.

An officer from the Indian Army attended No 10 Course of the Staff School. Other overseas representation at the Australian Staff College began in 1948 when two officers from the United Kingdom and one from Canada attended. Since then, students from many different countries have attended. At least one student from the RAAF and one from the Australian Public Service have attended almost all Courses since 1952. A total of 1788 students had graduated from the Australian Staff College at Fort Queenscliff by December 1981.

Only in November 1979, after much thought and discussion, was it decided that the Australian Army Staff College would have a permanent home at Fort Queenscliff.





On 1 January 1982, the College was renamed the Command and Staff College. This reflected the new aim of the Course which included both command and staff aspects. New support facilities were opened at Crow's Nest Barracks in 1985 and work began in 1986 on the new instruction block at Fort Queenscliff.

On 29 January 1988, the new Military Instructional Facility (MIF) was officially opened by the then Chief of the General Staff (CGS). The MIF features a lecture hall, a model room, syndicate rooms, computer centre, and library. Major rebuilding of the Officers Mess and Mess Accommodation was completed in mid-1990. By December 1996, 1224 officers had graduated from the Command and Staff College.

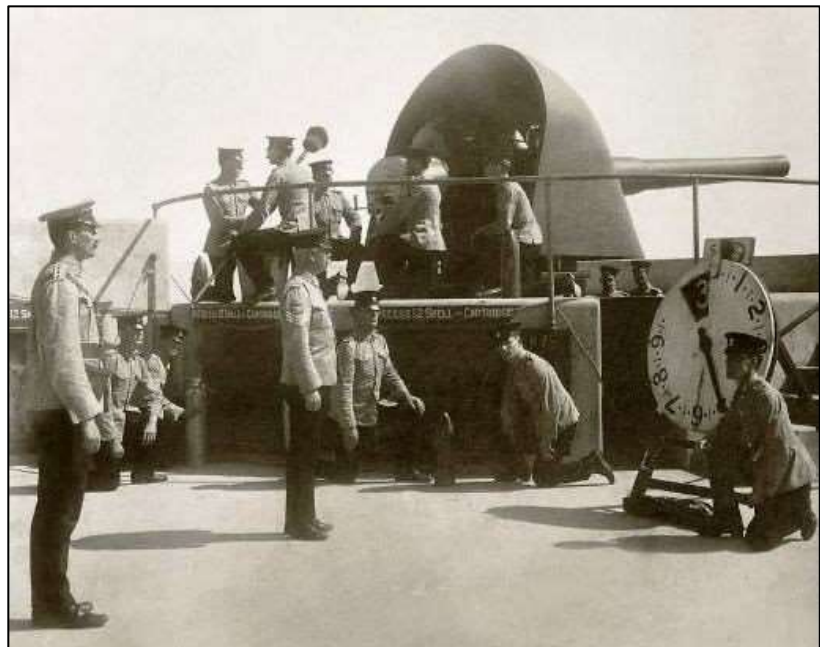
The last course conducted under single service auspices, graduated in December 2000, thus bringing to a close a successful 62 years of Command and Staff College operation.

The 1880's

The first military works at Queenscliff commenced in 1860, with the construction of a sea wall along the top of Shortland's Bluff. Built from sandstone quarried at Point King, this sea wall was positioned directly east of the site of the original upper lighthouse. It was designed to strengthen the cliff face and allow the positioning of heavy calibre guns in an elevated location, right on the edge of the Bluff. Also during 1860, the Queenscliff Company of Volunteer Artillery (of 50 men) received its first official commander, Acting Lieutenant Alexander Robertson.

Between 1861 and 1864, the construction of the first permanent battery, directly above the sea wall, was completed from local sandstone at a cost of £1,425 (\$2,850)

Designed in a [quarterfoil pattern](#), it accommodated four 68 pound muzzle loading cannons which were manned by the Volunteer Artillery, made up of local residents. The building of this battery required the construction of new lighthouses. In 1861, contracts were let for the lighthouses to replace the timber framed leading light built in 1854 and the badly decaying sandstone upper light. Both new lighthouses were built in dressed basalt and by February 1863 were operational. (The timber light was subsequently re- erected at Point Lonsdale.)



Friendship is when people know all about you
But like you anyway.



In 1862-63, lighthouse keepers' quarters were erected at the Bluff for both Queenscliff lighthouses. The upper quarters still survive within the Fort. Between 1864 and 1879, the rate of military construction at Queenscliff declined. In 1870, as the last detachment of British troops left Victoria, the debate on the Colony's defences remained unresolved and the future of the Queenscliff battery was by no means certain.

The "black" lighthouse at Queenscliff is the only one in the southern hemisphere and one of only three black lighthouses in the world.

Major Development

The period 1879-1889 was the major stage of development at Fort Queenscliff. New works recommended by Scratchley and Jervois were started and formed the basis of the layout of the Fort as it stands today. In 1879, two contracts were let for the construction of an upper and a lower battery. The lower battery was to contain four 80 pounder rifled muzzle loading (RML) guns and the upper battery, three 9inch RML guns. Both batteries were completed by early 1882, although not armed. In 1882, work commenced on the walls of the Fort and a Keep and proceeded erratically until their completion in 1886.



Click the pic to read the sign.



A year later a ditch or dry moat was excavated around the Fort walls to provide a further defensive measure. An array of support facilities were also erected, including a drill hall (1882), barracks (1885) assorted sheds and stores, a guard house (1883) and a separate cell block (1887).

Click the pic to read the sign.



These buildings were all constructed from timber and corrugated iron, were purely functional and had little architectural embellishment. Many of them still exist today. With the erection of the wall, the civilian presence in the Fort came to a virtual end and, by 1887, both the lighthouse keepers' quarters and the post and telegraph office were turned over to military use. From then, regular civilian entry to the Fort has been restricted.

After 1890, apart from continual improvements to the Fort's guns and their emplacements and the construction of search-light apertures, little development took place within the Fort until the 1914-18 War. Around 1915, substantial development occurred along the northern boundary of the parade ground which involved the removal of an old shrapnel mound from behind the wall and the erection of a number of timber barracks and mess buildings.



All the old barrack buildings were demolished in 1936 to allow the construction of the present red brick buildings (below). In recent years, portable classrooms have appeared within the Fort and a number of old sheds and stores have been demolished. One of the more unfortunate aspects of development since the 1930's has been the encroachment of structures outside the Fort Walls,



especially on the Hesse and King Street sides. In terms of layout and despite some changes in architectural style, the Fort, as it stands today, is almost the same as it was in 1889.



Though over two hundred military units have been associated with Fort Queenscliff since the 1860's two major groups of permanent soldiers have been based here: the coastal gunners of the artillery and their technical support provided by the sappers of the fortress engineers. As well, there were Militia (part-time) soldiers who were to bring the Bay forts to full strength during wartime and who trained at the Fort throughout the year.



The routine of the Fort governed the lives of its occupants. New recruits were given rigorous training by experienced non-commissioned officers, but given few privileges until they had fully joined their regiment. Married recruits were normally not accepted — indeed soldiers had to notify their Commanding Officer and, at times, gain his approval to marry. Prior to World War One, the married establishment, that is those who were entitled to married quarters and rations, was severely restricted. Food was very basic and monotonous. One incident in the early 1900's told how for weeks on end there was no 'pudding' until constant demands resulted in a desert made from boiled cabbage scraps!



Sobriety was encouraged, not always successfully, by the establishment of a soft drink bottling factory inside the Fort.

A conservation study initiated in 1982 by the Department of Defence analysed the Fort and its cultural significance. After assessing archaeological, architectural, historical and environmental factors, the study concluded: 'The significance of Fort Queenscliff and its location on Shortland's Bluff can be viewed at a number of levels:

Historically

- 1 Shortland's Bluff is the *raison d'être* for the existence of the town of Queenscliff.
- 2 As the site of the first lighthouse and the first pilots' hut, it contained the earliest major navigational aid to ships entering Port Phillip Bay.
- 3 As the location of the telegraph station, it provided Melbourne with vital overseas information long before incoming ships reached their berths, and
- 4 It was the civil centre of the early township.

Militarily

- 1 In terms of military history it is the site of the first substantial attempt to defend the entry to Port Phillip Bay, and subsequently was the centre of the major fortification of the Heads. The Fort is the tangible remains of part of this system of defences, retaining its nineteenth century layout largely intact, and illustrating the rapid evolution of military engineering during this period.

Its significance also relates to its designers, Sir Peter Scratchley and Sir William Jervois, two of the most important figures in the design of the defences for the Australian colonies in the nineteenth century.

Although a number of other examples of their works remain, Queenscliff is one of the largest, both in terms of area covered and ordnance mounted. As the central command post for the defences of the Bay, it was the premier Fort.





The signal Station.



The signal Station was built in 1888 near the site of an earlier structure, It was used to signal to and from the shipping entering "The Heads" (the Rip). In 1951, the radio control room at the Port Lonsdale lighthouse (at the mouth of Heads) assumed this function.

In 1935 the original two story octagonal timber structure was jacked up and the brick lower story built underneath. This was so the station could see the entrance to Port Phillip over the roof of the adjacent (red brick) artillery barracks which were built the following years.

The Old Guard House.





The Fort's significance relates to the fact that the site on which it is built has been utilised for military purposes for over one hundred and twenty years. Although not utilised in the manner in which it was originally designed, this continued occupation has been instrumental in maintaining the Fort as an example of living history as opposed to being a museum piece. Today the Australian Army is very much aware of its responsibilities preserving the Fort as part of Victoria's heritage.



Preserving the Heritage

The Fort Queenscliff Museum was formed in 1982 for the purpose of raising and maintaining a display and archival centre, obtaining, refurbishing and reinstalling original guns and equipment re-establishing and restoring the original fortifications and facilities and last but no means least, raising funds. This Museum is authorised by the Department of Defence and recognised by the Victorian Ministry for the Arts, the Museums Association of Australia and the National Trust.

To date several guns have been recovered, refurbished and re-established at Fort Queenscliff, including the recovery from South Channel Island of a 65 tonne on a hydro-pneumatic or 'disappearing' mounting. (Click [HERE](#) to see a demonstration on how it was fired). Considerable work has also taken place on the restoration of most of the defensive positions and some of the underground magazines. A significant archival collection has also been established. In recognition of these efforts, in 1983, the Fort was awarded the Museum of the Year' award for Victoria. Today the Fort Queenscliff Museum receives support from a wide range of government and private organisations and many interested individuals.

Since 1983, approximately 35,000 people have visited the Fort annually. Many of these are school children visiting on excursions. It is expected that the ongoing restoration program will



result in a substantial increase in the number of visitors and an increase in public interest. The ultimate objective of the Fort Queenscliff Museum is a fully restored Fort and the development of a 'Grande' museum which will allow visitors to tour the Fort and inspect a multitude of indoor and outdoor displays.

Defence Archives.



The Defence Archives and the Soldier Career Management Agency moved to Fort Queenscliff and now occupy several of the newer red brick buildings.

Today visitors are encouraged to look upon Fort Queenscliff as a part of the national heritage which belongs to all Australians, accordingly, the Fort Queenscliff Museum has sought to create an environment that evokes public interest and reminds visitors of our early military history.

If you're down that way, put the Fort on your bucket list – it is definitely worth a visit. The tours take between 1½ to 2 hours, the staff are very friendly, very knowledgeable and go out of their way to explain everything. There is a fair bit of walking but at a pace where most people can keep up. There is no restriction on photography.

Entry Costs are:

Adults \$15.

Children under 15 years \$7.

Concession, Seniors and Students \$10

Family (2 adults & kids under 15) \$35.

You can pay via Visa, MasterCard, Amex and cash too, if you've got any.

Photo ID is required.



Entry gates to Fort Queenscliff are located in King Street, Queenscliff. Photographic I.D. for all adults is required at the gate. Gates open 10 minutes before the tours start.

Telephone: (03) 5258 1488 or email: museum@fortqueenscliff.com.au

If you are lucky enough to be on a later afternoon tour, you might see the Spirit of Tasmania passing through the rip.



Every woman's dream.....Her ideal man takes her in his arms, throws her on the bed and cleans the whole house while she sleeps.

3 Squadron Lizards.

Over the weekend, 16/17 February, the blokes who flew or fixed the Mirage with 3 Squadron in Butterworth, got together with their ladies at Willytown to celebrate the 50 years since the Squadron left Australia. Back in 1969, a bunch of very enthusiastic blokes were assembled and together they ferried 21 Mirage aircraft the 7,000 kilometres from Williamtown to Butterworth. It was called Operation Thoroughfare.

The Squadron returned to Australia in March 1986.

The weekend at Willytown was organised by the Queensland branch of the 3 Sqn Association, ably led by its secretary, "Blue" Farrell, with an enormous amount of help from WGCDR Darren Clare, the CO of 3 Sqn, WGCDR John Stark, the Exec Officer of 26 Sqn, and also WGCDR Damien Fairhurst, the President of the Willytown Officers Mess.



WGCDR Darren Clare, "Blue" Farrell, WGCDR John Stark

Without their invaluable help, the get together would not and could not have happened.



The weekend started with a dinner which was held at the Officers Mess on the Saturday. People congregated at the Mercure Hotel at Williamtown Airport at 4.00pm after which they all boarded the Newcastle Coach's banana bus for the short trip onto the base.



Williamtown Officers Mess

On arrival at the Mess, the bar was opened and drinks flowed for an hour or so while people mingled, talked, swapped tall tales and searched for their allocated tables.



At about 6.00pm, people were seated and everyone was welcomed to the evening by Ted Radford, Ted was the 3 Sqn CO when the Sqn moved up to Butterworth, after which the Sqn



colours were piped into the room, along with the Association banner, both of which were placed behind the official table.



The speeches were held up for a little while, the gremlins had got into the PA system and there was a distinct lack of noise for a while until Damien Fairhurst wielded his magic and got things working again.



Jeff Latter trying to get the mic to work, with Blue looking on, with absolutely no idea what was happening.



Damien Fairhurst, the Pres of the Mess, playing Radtech, pressing buttons with fingers crossed and hoping for the best.



Finally the noise came forth and Darren announced the winner of the "Name a Book" competition. The book was named "The Lizards that Flew" and was named by Jack smith. The book is a compilation of stories submitted by blokes who were involved with 3 Sqn in Butterworth.



Those who made the effort and either drove, flew, walked, or were carried to Willytown for the weekend and who really enjoyed the hospitality of the current 3 Sqn are: (all names left to right)



Anne and Max Lollback, Carol Mitchell.



Barbara Proudman, Gary "Huck" Ennis, Pattie Bowden.



Bill Strong, Graham Sutcliffe, Gail and Brendan Roberts.



Brenda Vogelzang, Lois Jameson, Sue Maher.



Carolyn and Tom Talty, Noel and Sue Sullivan.



Gail and Phil Witts.



Graham Sutcliffe



Roger "Hap" Pryor was the MC for the night. Hap was obviously a WOD in another life.



Hap reading the UROs for the night.



Helen and Brendan O'Loughlin, Linda Edwards.



Gary "Huck" Ennis, Beverley and Nev Streater.



Jean and Ted Radford



Jessie Robinson and TB



John Mitchell, Don and Sue Gordon, Jack Smith.



Judy James, Margaret Sheahan, Jan Robinson.



June and George Spriggins, Meg and Sandy Sanderson.



Laraine and Norm Brown, Christine Farr.



Les Harrison



TB and Phil Witts.



Lisle and Hap Pryor.



Seated: Leslie and Shane O'Reilly, Rudi Zomer, Roger Reeder, Sheila Lanham,
Standing: Mal Hugall



Lily and Brian Burgess.



Lisle and Hap Pryor, Jean Radford.

I ordered a chicken and an egg through eBay. I'll let you know!



Lloyd Russell, Stretch Robinson.



Lisle Pryor, Carol Mitchell.



Mandy and Harry Howard



Margaret and Terry Sheahan, Jan and Ken Moore.

Not to brag, but I just went into another room and actually remembered why I went there.
It was the toilet – but still.....



Nevis and Neil Rothery.



Pam and Tony Mumford, Barbara Proudman.



Phil Witts, John Broughton.



Pam Mumford, Ted and Jean Radford, Tony Mumford



Ray Hart.



Robert and Judy Cottrell, Valerie and Martin Susans.



Sandy Chappelow, Danielle Steckis, Carolyn Toltz.



Stretch and Jan Robinson.



Sue Whebell, Brenda Vogelzang.



TB and Lily Burgess.



Seated: Terry Hill, Ray Hart, Johnathan Geer, Alex Van Val Kenburg,
Standing: Wayne Beattie, John Broughton.



Victor Edwards, Lesley and Les Harrison.



Yvonne and Tex Thompson, Mandy Howard.



It was then time to get all the different musterings together for group photos. WOD Pryor gave the orders and it was done!



Framies and their ladies.



Gunnies and their ladies.



Clock winders with their ladies



Pilots with their ladies.



Crystal crackers with their ladies.



Parachute packer with his lady.



Sumpies with their ladies.



General Fitters – Bruce Lovett, on his pat Malone.



Nothing makes me feel so old as having to scroll way down to find my year of birth.

Click [HERE](#) to see a video of the night.



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3 Squadron Lizards.

On the Sunday, 17th February, everyone assembled at the Mercure Hotel at about 9.45am, this time dressed in civvies, waiting for the 10.00am Banana-bus and the short trip out to the Base. A couple of RAAF bods checked names as we entered the bus as sadly we live in different times, security at ADF establishments has been beefed up considerably over the past few years and non-service people need a damn good excuse to get onto a base these days. Williamtown was, at the time, at threat level, (called SAFEBASE), Charlie.



Assembling at the hotel.

SAFEBASE is the Protective Security Alert System used by Defence to match security measures with assessed threat levels. There are five levels which are applied to Defence bases, they are:

- Alpha:** Minimum level of security. Low risk of terrorist attacks, no specific threat. (Coloured blue)
- Bravo:** Medium level of security, possibility of heightened threat. (Coloured green)



Charlie: Medium level of security, specific threat action likely (Coloured yellow)
Delta: High level of security. Substantial threat to Defence imminent. (Coloured beige)
Echo: Extreme level of security, threat about to occur or is occurring (Coloured red)

The SAFEBASE level and the corresponding security measures applied may vary between Defence sites. The current SAFEBASE alert levels are sign-posted at the entry to Defence buildings and establishments. Each SAFEBASE alert level has specific responses and procedures that are unique to each site.

But Charlie, specific threat likely? Bases have been on Charlie for yonks – you'd have to wonder why. They must know something we don't.



Queuing at the bus – getting your name ticked off and allowed on.

This time the bus dropped us off at the new 3 Squadron buildings – and you couldn't call them hangars, they were far grander than that, it was like moving to an annex of the Mercure Hotel, it made you feel like wiping your boots before you went inside. Today's Air Force is certainly a far cry from our days, facilities and working conditions are so much better, but for me, I think the biggest change is the Air Force has finally realised that its airmen (and airwomen) are actually people, people with ideas, people who can be relied on and who have the welfare of the RAAF top of mind, people who should be listened to.

Today's Air Force is more like a giant commercial enterprise, like a giant commercial airline, the emphasis these days is the job, to keep those extraordinarily sophisticated aircraft flying, discipline, although still there is now more on the back burner, the whole organisation functions on people knowing what has to be done, on when to do it and how to do it without being cajoled. It seems the Air Force actually cares for its airmen and its airwomen – you constantly see Officers talking with the airmen, not talking at them. The old class conscious Air Force might have worked



when propellers drove the Air Force and everything was typed on an IBM golf ball, but today it's different. Today's Air Force personnel are all highly trained specialists, all proud of their work. Clerks are now called Personnel Capability Specialists who work with complicated and sophisticated electronic equipment, today's aircraft are just one huge computer housed in a metal skin pushed through the air by an extraordinarily complicated engine and the people who work on them are all highly trained. For everything to work, people have to work together, they have to know and like what they are doing, not be ordered to do it. Everyone relies on everyone else.

The young people I spoke with loved their job, loved the Air Force, they all looked happy and all were fit – and good luck to them all.



After we got off the bus, we were shown the way to the Squadron's no-smoking "smoko room" and although we didn't see one example of a game of 500, what we did see was fabulous. The smoko-room was like the foyer of the Mercure, long gone are the segregated rooms with stainless steel urns, dirty coffee mugs and chocka-block ash-trays, instead smoko rooms these days are for all ranks with top class amenities, ample tables and chairs at which to sit and eat, lounge chairs on which to relax and even carpet on the floor.

Wonderful.

And it's not just 3 Squadron with its incredible aircraft that enjoy these facilities, a week or so before, we were at Amberley and had a look over the new facilities for 35 Squadron – and they were the same. Looks like it's the norm.

Social clubs still exist though and 3 Sqn had a number of items on sale in one corner of the room as well as offering tea and/or coffee and goffers of all varieties.



Barry Bradley with his new 3 Sqn patch – purchased from the Social Club.



While we waited to be taken out onto the tarmac to check out the new arrivals, everyone enjoyed a good snack selection which was placed on each table. Current 3 Squadron people, dressed in



the new blue “camouflaged” working gear fussed around and made everyone feel more than welcome, some wanting to talk about the Mirage which 3 Squadron retired (1986) before most were even born.

During its twenty five years of RAAF service the Dassault Mirage 111O was known as the French Lady. This was a very apt description. She was certainly good looking with all the right curves in the right places and moved with a certain dignity and poise. The French Lady, however, also shared some less celebrated traits with her Gaelic counterparts, being occasionally unpredictable or illogical, sometimes moody, often spiteful and always expensive to maintain. But, in her more intimate moments, she left no doubt as to her ability or usefulness. Despite her faults she was admired by all who met her.

She came into service in December 1963. The fleet was built to a total of 100 Single seat 111Os and 16 dual seat 111Ds. Over the next twenty four years 43 aircraft were lost and 14 pilots were killed. Despite these rather sombre figures, the French Lady was very popular with her pilots, with many achieving over 2000 hours on type, and seven more than 3000 hours. The aircraft, in a clean configuration, had a sparkling performance despite a relatively modest thrust/weight ratio, with an exhilarating acceleration and rate of climb in full afterburner. Very few aircraft could match its amazing roll rate. All this, coupled with the best feeling flight controls of any contemporary aircraft, made it a sheer delight to fly.



Several RAAF fighter aircraft types established themselves as worthy of their own special niche in RAAF history. The Mirage 111O is one of those select few. Despite never being used in combat, in its long service as our frontline fighter the Mirage served the RAAF very well. It was a pilot's aircraft and a superb example of the aerodynamicist's art.

It must be remembered, however, that the Mirage was designed as a medium to high level interceptor to counter the nuclear bomber threat in the European theatre. The Matra missile was the primary weapon backed up by a 30mm gun pack. In this configuration the aircraft performed very well

However, when Australian operations required the addition of two supersonic external fuel tanks and two Sidewinder missiles, plus the Matra, a lack of available power was apparent. As a result,



the RAAF Mirage 111O was underpowered in the configuration required for our conditions. This would have been a definite handicap if offensive air interceptions had been required.

The situation was exacerbated by the fact that the aircraft could not be air re-fuelled. With the Mirage, the tanks are refuelled individually using mechanical valves. The system worked well for a short range interceptor and no thought was given to the single point refuelling needed for inflight refuelling. This significantly handicapped the aircraft's capability and radius of action as external tanks were required for all longer range operations.

Chosen to replace the F-86 Sabre, the Dassault 111O Mirage was selected ahead of the Lockheed F104 Starfighter. Both were designed for the pure interceptor role and later adapted for limited air to ground attack work. The selection was controversial. Many considered the F104 would have been a better choice, not least of all because it was an American aircraft and the RAAF had a long history of successful cooperation with the USAF in aircraft production.



It is certainly true that coping with a French design resulted in many shortcomings for the Mirage programme. Also, French influence prevented the Mirage from being employed in Vietnam and as a result two generations of RAAF fighter pilots never saw a shot fired in anger. However, in view of the appalling F104 loss rate in Vietnam, perhaps these same fighter pilots have reason to be grateful that they had a beautiful aircraft to fly if not to fight with.

It was then time to head out to the tarmac.



John Broughton and TB



We must compliment WGCDR Darren Clare here, his Squadron had gone to a lot of trouble to make the weekend a memorial one for the blokes who took the Squadron to Butterworth 50 years ago. Somehow, they had begged, borrow or stolen a Mirage and placed it next to the F-35 for blokes to drool over.



Phil Witts with his Mirage.



Stretch Robinson and Dave Bowden.

Sometimes getting out of bed just ruins the whole day.



Still a magnificent looking aircraft – after all these years.



The angry end of the Mirage.

It's ok if you disagree with me, I can't force you to be right.



Current 3 Sqn member, Megan Bridger gets the info on the Mirage from "Joe" Vogelzang.



Peter Chapelow (partly hidden) getting the good oil on the magnificent F-35.

Click [HERE](#)



The F-35 looks the business from any angle.



The aircraft are parked in “car ports” which have been build out on the tarmac area. No longer do blokes and blokettes have to work in the blazing sun or in the rain. Interesting to note the T shape frame in the roof area is the mount for safety harnesses. People working on the airframe are now harnessed (WH&S) so if they fall off they don't hit the ground and that box in the roof with the yellow and black safety tape, contains the ground power, no need to wheel out a power cart, just press a button on the panel and the cable drops down, you just plug it in and bingo.



Radio blokes



Instruments



Gunnies



Sumpies



Everyone lined up for a pic in front of the two aircraft.



Some of the blokes who took the Mirage to Butterworth.



M



3 Squadron has only 2 aircraft at Williamtown at the moment, but there's room for plenty more.



After an hour or so with the aircraft, it was time to head back inside to enjoy a barbecue lunch.

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



While the “oldies” had been out on the tarmac, 3 Squadron blokes and blokettes, along with the boss, had been busy tossing snags.



The snags, with salads of all descriptions, were laid out and as they had done many years ago, everyone formed a line and filed past.



The oldies, enjoying their lunch, in the all-ranks smoko room.

After lunch, it was back onto the bus and back to the Mercure. What a wonderful weekend, old friendships were rekindled, phone numbers and email addresses were swapped, and promises made to meet again at the Mirage reunion in June this year.

A huge thank you must go to WGCdr Darren Clare and the people from 3 Sqn for allowing the weekend to go ahead, it was appreciated by everyone.





John Laming.
Aeroplanes and other stuff

A Good Idea at the time:

Scud Running in the mountains of Papua New Guinea

This story starts at the picturesque port of Madang on the northern coast of New Guinea. I was flying an RAAF Hawker Siddeley HS748 on a two week tour around New Britain and New Ireland, culminating with the training of a new squadron pilot in the finer points of Highland operations in central Papua.

We had earlier flown into places of wartime history such as Rabaul, Kavieng, Manus Island, Finschhafen, Lae, and Wewak. Now we were to operate deep into mountain country, navigating through the various gaps in the ranges around Mount Hagen and Goroka. After a night of merrymaking at Madang, we had planned to depart after lunch and visit Mount Hagen, Minj and Banz which were situated along the Waghi Valley, itself surrounded by mountain ranges up to 14,000 feet above sea level.

The base of the Waghi was over 5000 feet above sea level, which in turn meant very high density altitudes in terms of takeoff and landing performance. The airstrip lengths were just adequate for our planned take off weights and back at Canberra, our home base, we had practiced flying from a 2300-foot grass strip situated alongside the main long north-south runway.

Airborne out of Madang, we climbed to 15,000 feet, backtracking on the





Madang NDB for Minj, some 100 miles over rugged country to the south west. As we passed over the winding rivers of the Ramu Valley, heavy cloud could be seen covering the mountain gaps adjacent to the 14,800-foot summit of Mount Wilhelm. New Guinea weather is characterized by massive cloud build up over the mountain ranges by early afternoon. We were aware of this problem, and, in fact, it suited us nicely, as the purpose of the trip was navigation in mountain areas.

The HS748 had a good altitude capability, and I knew that providing we stayed VMC we could climb out of trouble if we got caught in bad weather. With five minutes to ETA at Minj, our first landing spot, there were three of us up front, all map reading. Standing between the two pilots, the navigator was the first to spot a cloud break, which placed us over the eastern end of the Wahgi valley only a few miles from Minj. Radio reports from other aircraft indicated that heavy rain showers were causing bad visibility around Mount Hagen to the northwest and Goroka to the southeast.

One report gave lowering visibility in the Waghi Valley. We dropped the landing gear, and lost height in a series of turns designed to keep us clear of stratus and towering cumulus. I had a feeling of uneasiness at the sight of areas of nimbus rain cloud drifting across the base of the mountains leading down to the valley. We had momentarily lost radio contact with Madang Flight service after advising that we were in the vicinity of Minj, and that we would cancel SAR watch on the ground. The cloud around Minj was low and black, and we were forced to circle at 1000 feet above the valley on area QNH in order to get a pinpoint. Neither Minj, nor nearby Banz, were visible in the rain.

Once under the main cloud base, we could see that both ends of the Wahgi Valley were blocked with heavy veils of dark rain cloud, and I felt that the time had arrived to get back to Madang, fast. The cloud break through which we had descended had by now filled over, and with the proximity of mountains it would have been suicidal to climb in IMC. We were relieved, however, to spot a Twin Otter (right) emerging from the rain and obviously heading down the valley for Goroka some 30 miles to the southeast.

You're a better man than I am, Gunga Dhin, I thought, and with gear retracting I turned to follow him to safety. He did not reply to our radio calls, so I swung in behind him and trailed line astern by a few hundred yards. I doubt if he was aware of our presence.





As we flew past the tiny airstrip of Kundiawa (Chimbu) situated upon a ridge overlooking the rapids of the Chimbu River, I made a mental note that, as a last resort, I would plant the HS748 squarely on the threshold, and work out how to get out of the place once safely ensconced in the pub — if there was one! Meanwhile the Twin Otter had drawn ahead and began to disappear into heavy rain. Our windscreen wipers were now going flat out, and in the cockpit three pairs of eyes were pinned against the windscreen looking for our saviour.



This was getting serious, and as I had no way of knowing if the “Twotter” was about to do a 180 for his own safety, I hauled into a limit turn and back towards the relative safety of clear air near the Chimbu River. A few minutes later, we were orbiting Kundiawa airstrip with the awful realisation that this tiny grass strip, balanced precariously on top of a narrow ridge, was going to be our home for the night. In my mind I could already visualize the waiting military court martial back at Canberra.

A be-medalled Wing Commander would coldly ask why I had pressed on regardless into the Wahgi Valley in worsening meteorological conditions, and despite other aircraft reporting bad weather closing in. Would it not have been considered good airmanship to return to Madang while still on top of clouds? I could have replied quite truthfully that it seemed a good idea at the time and also that the last time I stayed at Minj, we had enjoyed a fine party with some expatriate wives whose patrol officer spouses were away in the hills chasing murderers.

However, to admit that, would have been to dig my own grave, not only with the court martial, but with vengeful husbands.

By now, I had run out of ideas, and like it or not, I had to get the 748 on the ground before approaching rain clouds cut visibility to zero. I have seldom felt so alone and although the term CRM or crew resource management had yet to be coined, I asked the rest of the crew if they had any suggestions. The navigator thought it might be worth flying along the Chimbu River valley a few miles north, to see if the Bundi Gap into the Ramu River plains was open. Mountains disappeared into cloud on both sides of the Chimbu valley, leaving very little room to turn tightly if the gap was closed and we had to get back to Kundiawa. It was a gamble that I decided not to take, mainly because of the danger of the weather socking in at Kundiawa while we were poking our noses further up the valley towards the Bundi Gap. In any case, I was not confident of my ability to recognize the Gap if I saw it.

With a deep breath, I announced we were committed to land at Kundiawa. We had lost communications with Madang and could only hope we could find a telephone on the ground in time to prevent a full scale search operation. After an inspection run over the strip, I set the aircraft up for a precautionary landing approach and turned on to final. As we straightened up, the three of us simultaneously spotted rays of sunlight slanting against the eastern slopes of jungle covered



rising ground a mile or so up the gorge of the Chimbu River. Where there is sunlight, there must be a hole in the clouds, which might offer a chance of climbing away in the clear.

I pushed open the throttles, retracted the gear and flaps, and keeping to one side of the gorge to allow for a tight 180, we checked out the sunbeams. To our collective relief, the parting of the clouds showed there was just enough to circle within, although we would lose out badly in rate of climb if we were forced into a series of steep climbing turns. There was also the possibility of the cloud closing up and trapping us in IMC as we circled upwards. I decided the best course of action would be to zoom climb at full takeoff power until being forced to lower the nose, then resume a spiral climb to keep within the edges of the cloud until reaching safety on top. With this plan in mind, I turned back towards Kundiawa to give room to manoeuvre and switched on the water methanol pumps to give the engines full boosted power.

Having got into position, I went to full takeoff power, felt the water methanol cut in with a jolt, and dived at maximum permitted speed, plus some, towards the scattered sunlight on the mountain side. As the sun glinted on the wings, I looked up through the cockpit side window at patches of blue sky several thousand feet above and decided instantly that it was a goer. Hauling back, I pulled up as steeply as I dared, while keeping a close eye on the rapidly unwinding airspeed indicator. As the speed died away and the VSI fell back, I noticed that the water methanol contents showed nearly empty, which meant that when the methanol cut out, the Rolls Royce Dart engines would lose considerable power. I hoped there would be enough remaining in the water methanol tanks to get us on top of the cloud and thus safely back to Madang.

Well, we managed to climb safely through that beautiful hole in the clouds and also back in radio contact with Madang. Flight Service was not overly concerned at our loss of communication as this was a routine event in the Highlands. An hour later we were back at the bar of the Smuggler's Inn at Madang, downing the first of many cold beers. In hindsight, I should have turned back to Madang when aircraft reports indicated bad weather at both ends of the Wahgi Valley.



But it seemed a good idea at the time.

Click [HERE](#) to see a RAAF Caribou flying into and out of Bundi, a small settlement just to the west of Madang and about 2/3 of the way from Madang to Chimbu.

Boeing 737 Max 8

Whenever there is an event that captures the attention of the public you can bet the Press will trot out the "experts" who, without knowing any of the facts will KNOW for certain the cause of the event and will grab their 15 mins of fame by telling one and all the how and the why the event happened.



A classic example of this followed the dreadful loss of two Boeing 737 Max 8s resulting in the death of several hundreds of people. The Press had a ball, demanding all Max 8s be grounded immediately as they were obviously an un-airworthy aircraft. Two un-identified (of course) pilots in the US have complained about the way the aircraft performed in flight, one saying at one stage the autopilot initiated a brief nose-down situation, he then went to say that's where the front of the aircraft pointed down just so we all know what a nose down situation is.



Someone who flies these things and who doesn't get all mixed up in the hysteria says:

"What rubbish! I have been hearing all day long from people all over about the bad 737. The Max is a good airplane, eventually the facts will come out that the crashes were caused by crew error. The Lion Air flight because the aircrew did not follow the memory items for runaway stab trim. Even though Boeing screwed up by not properly informing customers of the new anti-stall system, the memory procedure is the same.

Until the Max airplanes, 737s only had two methods by which the stab trim was adjusted absence of pilot input:

1. Normal trimming by the autopilot to minimize control loads due to routine shifts in C of G.
2. Auto trim in a high gross, aft C of G, landing configuration.

The autopilot will trim and if necessary, extend leading edge flaps to full extend, even if in a flaps 5 or less configuration (leading edge devices remain in normal extend until greater than flaps 5). The Max has an added system to allow stab trimming in any configuration to prevent a stall. Boeing caused issues by not properly highlighting the new system to operators. Even at Southwest Airlines (US Carrier) which operates the Max 8, no information or training was given about the new system in recurrent training. EVEN SO, the memory procedure is still the same.



The Lion Air crew reportedly re-trimmed the airplane three times manually after the auto trim had run forward to a nose down configuration. It was doing that because the airplane had a reported problem with the pitot systems and the resultant erroneous slow airspeed input to the air data computer caused the airplane to think it was slow and command nose down trim to prevent a stall.

Three times the aircrew over rode the nose down trim with the manual trim switch on the yoke and each time the trim began to trim nose down.

I predict that when it is all said and done, the verdict will be pilot error resulting from a poorly trained, low time Indonesian aircrew. The Air Ethiopia crash will be investigated. It sounds like an engine failure and an improper crew response to fly the airplane single engine. They flew it into VMC (into cloud), rolled over and flew straight in.

Here's another goody: the co-pilot on this flight was a 200 hour total time pilot. This means at best, he was only taking up space and using up good atmosphere. I bet when it all comes out, that the airplane was improperly loaded, improperly flown in a single engine configuration and that the Captain was at best a poorly trained, low time, third world airline pilot.

In the US today, every dumb politician and others are calling for grounding the airplane even though they don't know anything about it. China has a good excuse now, to retaliate for the Hue Wei incident with the US and Canada. Now is an excellent time to buy Boeing stock, for soon it will recover from today's hysterical loss and the world will learn that the 737 is a wonderful airplane, just like most other Boeings."

The KC-46A

DefenseNews

The U.S. Air Force has accepted the first Boeing KC-46A Pegasus tanker, an important milestone for the troubled program, however, the initial batch of aircraft will still have serious problems with their remote vision and refuelling boom systems, meaning that the planes remain years away from reaching their full operational potential.





The acceptance and up-coming deliveries are a big deal for the KC-46A program which has been mired in delays and controversy since Boeing won the Air Force's KC-X competition in 2011. That decision itself followed nearly a decade of earlier, scandal-ridden Air Force attempts to procure a new tanker aircraft. Notably, in 2004, Darleen Druyun, a Boeing executive who had previously been the Air Force's top procurement official, went to federal prison after receiving a conviction on corruption charges relating to an earlier tanker program.

The Air Force was supposed to have received a fleet of 18 KC-46As, the first tranche in the total initial buy of 52 aircraft, by the end of 2017 and reach an initial operational capability with the type shortly thereafter. Between 2011 and 2017, continuing technical difficulties, which you can read about in more detail [here](#), repeatedly pushed this schedule back. This continued into 2018, leading to an unusually public spat between the two parties over the program's progress. Boeing's contract is firm, fixed-price, and that company has already had to pay more than \$3 billion of its own money to cover cost overruns.



Boeing had expected the Air Force to finally accept the first KC-46 in December 2018, but this was reportedly delayed by former Secretary of Defence James Mattis' resignation. Acting Secretary of Defence Patrick Shanahan is a former Boeing executive and has had to excuse himself from any dealings related to the company, further lengthening the process for the Pentagon to formally approve the Air Force's plans.

But Boeing and the KC-46A are hardly out of the woods. The aircraft the Air Force is getting still have serious problems that neither the service nor Boeing expects to be completely resolved for at least another three to four years. The first of these is related to the refuelling boom at the rear of the aircraft. Aircraft that use this aerial refuelling method must work with the tanker to force the probe at the end of the boom into a receptacle on their own plane. If the receiving aircraft can't



generate enough thrust, it might not be able to successfully establish the link and there is a risk that the connection might fail inadvertently in the middle of refuelling.

The KC-46A's boom has a so-called "thrust resistance" of 1,400 pounds which is higher than the maximum threshold of certain U.S. military aircraft.

Apparently, the Air Force did not specify the lower thrust resistance in the original contract and has now asked Boeing for a design change to meet this requirement. As such, since this is officially a new stipulation, the service has agreed to give the plane-maker additional funds on top of the fixed deal to pay for the work. This is an important concession on the part of the Air Force, which required Boeing to pay out of pocket for a separate boom-related software fix to prevent the probe from damaging the receiving aircraft. The two parties are still negotiating the exact cost for the revised boom design, but they expect the work to take around two years to complete.

A bigger issue remains with the Pegasus' long-problematic Remote Vision System, or RVS. In the Air Force's existing KC-135 and KC-10 tankers, an operator at the rear of the aircraft helps guide the boom into the receiving aircraft. On the KC-46A, (as on the RAAF's Multi-role tankers) this individual performs their task remotely from the main cabin via an advanced stereoscopic video feed that presents a blend of two-dimensional and three-dimensional imagery from an array of electro-optical and thermal cameras at the back of the plane.



"There is a slight difference between the motion viewed in the RVS versus what is actually occurring in the physical world," an Air Force official explained, "all of those things can create a depth compression and curvature effect."



What this means is, depending on shadows, glare, and other factors, the boom operator might not have an accurate understanding of what's going on behind the tanker, leading them to over-compensate and move the boom erratically, putting potentially dangerous strain on the boom itself and risking hitting and damaging the receiving aircraft. Additional studies have warned that certain individuals may simply be predisposed to eye strain, headaches, vertigo, and other vision issues when using the system for a protracted period of time, limiting the pool of people who could take on the boom operator job on KC-46s at all in the future.



As part of the acceptance plan, Boeing has agreed to completely overhaul the RVS, which could entail both hardware and software changes to the aircraft and do so at its own cost. The Air Force expects it to take between three and four years to simply develop the replacement system. There is no timeline for how long it might then take to modify any aircraft the service has taken delivery of up to that point.

There have been other deficiencies that Boeing has been working to resolve, as well, and it is unclear how close these are to getting fixed. This includes the boom striking the receiving aircraft,



which is especially problematic for stealth aircraft, such as the F-22 Raptor and F-35 Joint Strike Fighter. Damaging the special radar absorbent skin on these aircraft could have a direct impact on their ability to hide from hostile radars. There is a growing, separate discussion about how well a non-stealthy tanker such as the KC-46 will be able to support stealthy manned and unmanned aircraft during any future high-end conflict, in general.

With these major issues remaining, it's unclear how useful the aircraft will be to the Air Force in their present state. They will definitely serve a purpose in priming the training pipeline for Pegasus crews and getting personnel accustomed to the new tanker. How valuable this training can be, especially for boom operators, if there are major changes still to come, is certainly debatable, though.

The Pegasus is supposed to undergo initial operational test and evaluation (IOT&E) [this year](#), leading to the Air Force declaring an initial operational capability with the type sometime afterward. It's not clear how well it will be able to meet the ITO&E criteria if the thrust resistance and RVS issues remain unresolved. This could limit the KC-46's operational utility, regardless of whether the Air Force decides to declare it has reached an initial operational capability in the next few years until these problems are conclusively fixed.

The acceptance of the first KC-46 is a significant step forward for the program, but it is clear that the Air Force and Boeing still have a long way to go before the new tankers are truly ready for action.

See the aircraft being built here <https://youtu.be/2R2MQAuPdMc>

DC3.

The old DC3 was miles ahead of anything when it was released way back in 1936. It is probably one of the most significant transport aircraft ever produced and although an ungainly old thing on the ground, when set free in its element, it is a thing of beauty.

Click [HERE](#).

RAAF Diploma/Engineer Cadet Squadron. Frognall, 1962 - 1986

On the 1st October, 1962, the Diploma Cadet Squadron (DCS), which was previously known as School of Radio Detachment A was formed at Frognall. There were 40 tech cadets enrolled.

Trainees undertook academic training at the Royal Melbourne Institute of Technology (RMIT) and later at the Swinburne College of Technology and also at the Caulfield Institute of Technology. To gain practical experience, cadets visited RAAF bases at Edinburgh, Amberley and Williamstown and units such as the Aircraft Research and Development Unit. To gain further experience, visits were arranged to civilian organisations, including General Motors Holden, H.J. Heinz and Company, Shell Oil Company, Australian Paper Manufacturers, Commonwealth Aircraft Corporation and Trans Australia Airlines.



When not pursuing their studies at RMIT, cadets were given instruction in a range of service and military matters such as Administration, Ground Defence, Drill and Ceremonial, English, Public Speaking and Social Training and to develop character and initiative, they participated in many different sports, including AFL, rugby union, hockey, tennis, etc. Adventure training, for example canoe trips on the Goulburn River, and car trials, were also made available and were well attended.

Cadets were successful academically as well. Air Cadets Harry Detjen [1962] (right), CA. Twine [1963] and C.J. Knowles [1964] each won the Sir Ernest Fiske prize, one of two prizes awarded annually by the Institute of Radio Engineers of Australia, for the most outstanding communications engineering students.



In January 1965 Frognall ceased to be a training centre exclusively for future officers of the Technical Branch. In that month it also became home for six cadets recruited directly from civilian life to begin a three-year associate diploma course in commerce subjects at RMIT, with the aim of taking up commissions in the Equipment Branch upon graduation. In recognition of the growing importance of the DCS, the CO's post was upgraded at this point to Wing Commander rank and additional staff members were posted to Frognall and in April 1971 Pilot Officer C.D. Conran became the first member to graduate with a Diploma in Business Studies. Although these were milestones which gave the program an apparent air of success, in reality there were some features which were distinctly less than satisfactory. Foremost among these was a very high failure rate which meant that only about one-third to a half of those cadets destined for the Equipment Branch were actually graduating and usually taking longer to so do.

The result of this situation was that during February 1971 a sub-unit of DCS called 'Detachment A' was formed at Toowoomba in Southern Queensland. The three students enlisted into this element undertook a course in business studies at the Queensland Institute of Technology, Darling Downs (retitled the Darling Downs Institute of Advanced Education in December 1971), while living at and being administered from the No. 7 Stores Depot at nearby North Drayton. Two of them were offered an exemption on first-year subjects, while the third (the son of the CO of 7SD) was already a student at the Institute who subsequently joined the RAAF. Under this arrangement the first class of the new detachment were enabled to complete the four-year diploma course in just three years.

The maintenance of the cadet flight at Toowoomba as a detachment of DCS was an arrangement continued until 24 October 1973, when full functional control of these cadets was transferred to 7SD and all connection with Frognall ended. Removal of the Toowoomba detachment from the DCS strength figures saw the number of cadets drop from 134 in February 1973 to 107 a year later, and for the rest of the 1970s the size of new intakes kept the squadron's starting strength each year averaging between 95 and 110. The number of graduates produced annually from a student pool of this size varied from the late 1960s until 1976 between 22 and 27, with only 1971 standing out as the exception with 35 graduates. Thereafter the number declined to around 15-17, which was the same level which prevailed up to 1968

Early on, there was a lot of dissatisfaction in the physical environment at Frognall, stemming primarily from use of the old wartime huts as sub-standard accommodation and it wasn't until July 1971 that new living quarters were completed enabling cadets to have their own individual rooms instead of being accommodated four to a room.



In December 1976, the Melbourne Telecommunication Unit, which had operated from Frognall since 1942, was disbanded and DCS became the sole occupier of the site, at the same time, changing its name to the Engineer Cadet Squadron (ECS). This was necessitated because RMIT discontinued the Diploma course as the the Institute of Engineers of Australia decided not to recognise holders of a Diploma received after 1980. Instead, graduating cadets were now to receive a degree and would be commissioned with the rank of Flying Officer. Diploma graduates were commissioned with the rank of Pilot Officer.

The base at Frognall closed down in March 1986 and was sold by the Commonwealth a short time later. A scheme which provided the RAAF with graduate engineer officers for 25 years closed on this day after a graduation parade at Frognall, in the Melbourne suburb of Canterbury, reviewed by the Air Officer Commanding Support Command, Air Vice-Marshal Peter Scully. From its beginnings in February 1961 as 'Detachment A' of the Radio Apprentice School, then Diploma

Cadet Squadron from 1962, and Engineer Cadet Squadron (ECS) from 1976, the unit administered officer cadets who were studying for engineering diplomas and degrees at the Royal Melbourne Institute of Technology. From 1965 Frognall was also home to cadets studying Commerce at RMIT before becoming officers in the Equipment Branch, an arrangement which ended in 1973.

With the closure of the ECS, future intakes of RAAF engineer students attended the new Australian Defence Force Academy.

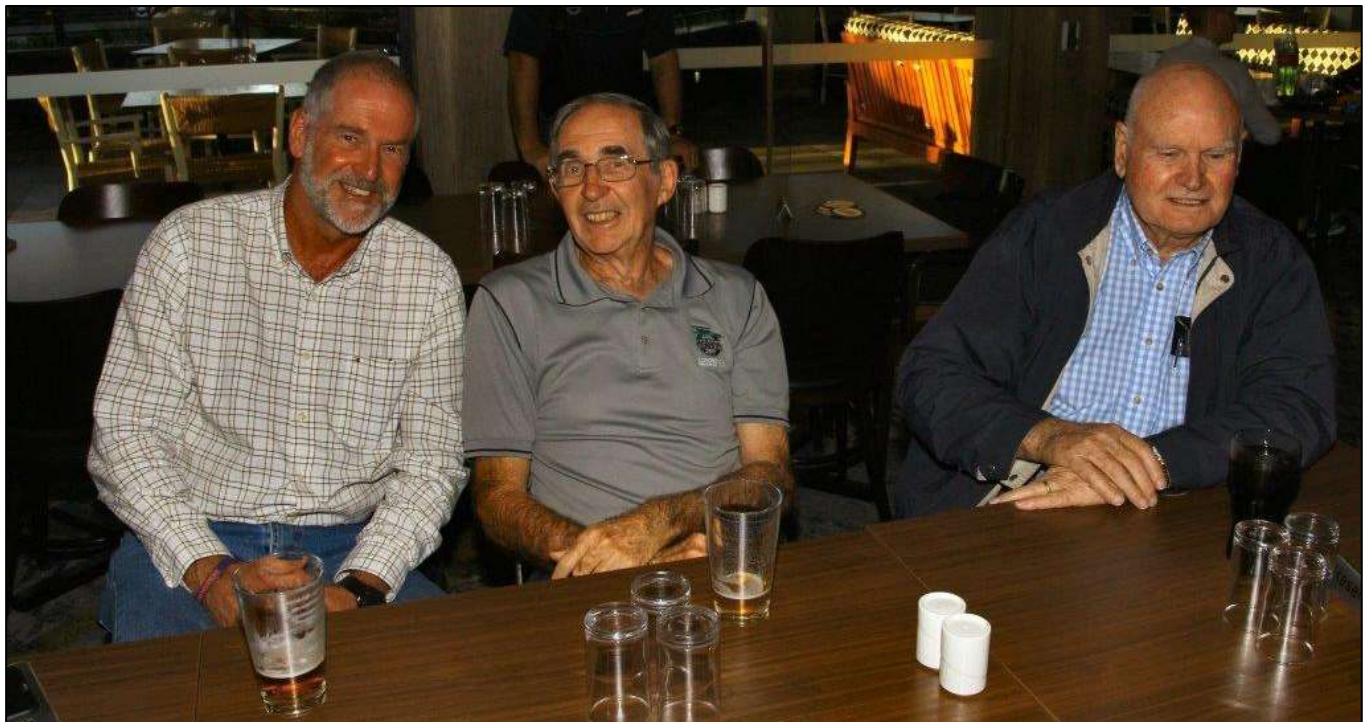
Politicians are people who, when they see light at the end of the tunnel,
go out and buy some more tunnel.

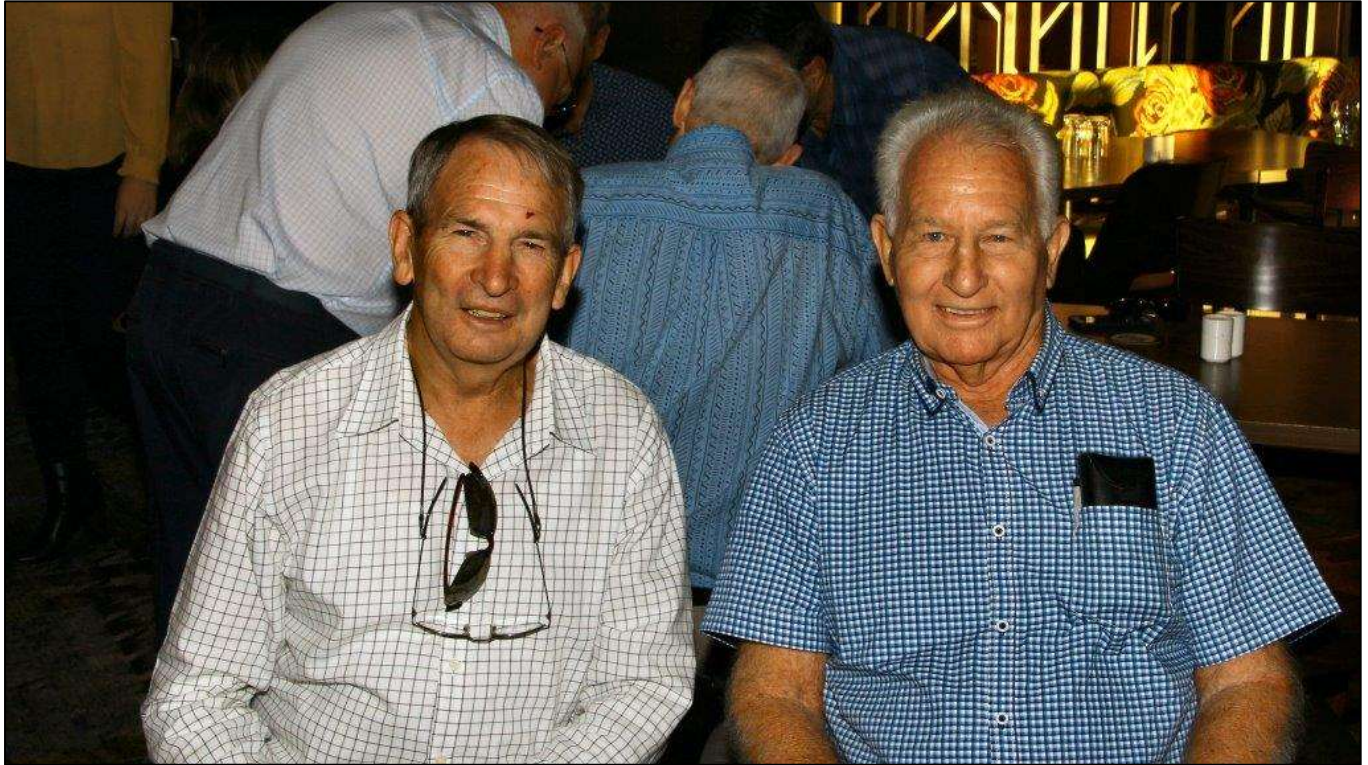
Over the two days, Wednesday 27Mar and Thursday 28Mar19, the Ex-Froggers DCS/ECS people held a function in Canberra, at the Ainslie Football and Social Club. On the Wednesday they held an impromptu “meet and greet” get together in the down-stairs area and on the Thursday night it was a “couth and culture” sit-down dinner event in the up-stairs function room.



Those two days coincided with the 98th year anniversary of the formation of the RAAF so there was a double reason to celebrate.

The following were some of those who braved the Wed afternoon:







On the Thursday night, the ladies all frocked up, the gents polished the boots, combed the hair, generously applied the Old Spice and with their lovely ladies on the arm, made their way in an orderly fashion, some via the stairs, most by the lift, to the Ainslie Football and Social Club's first floor function room.

MC for the evening was Chris Crowley who had absolutely no idea how he was going to get through the night, maintain decorum and allow the function to conclude without being raided at least once by the ACT Police.





Gate keeper for the evening's event was Dave Beattie (22), ably assisted by his lovely daughter Rebekah.



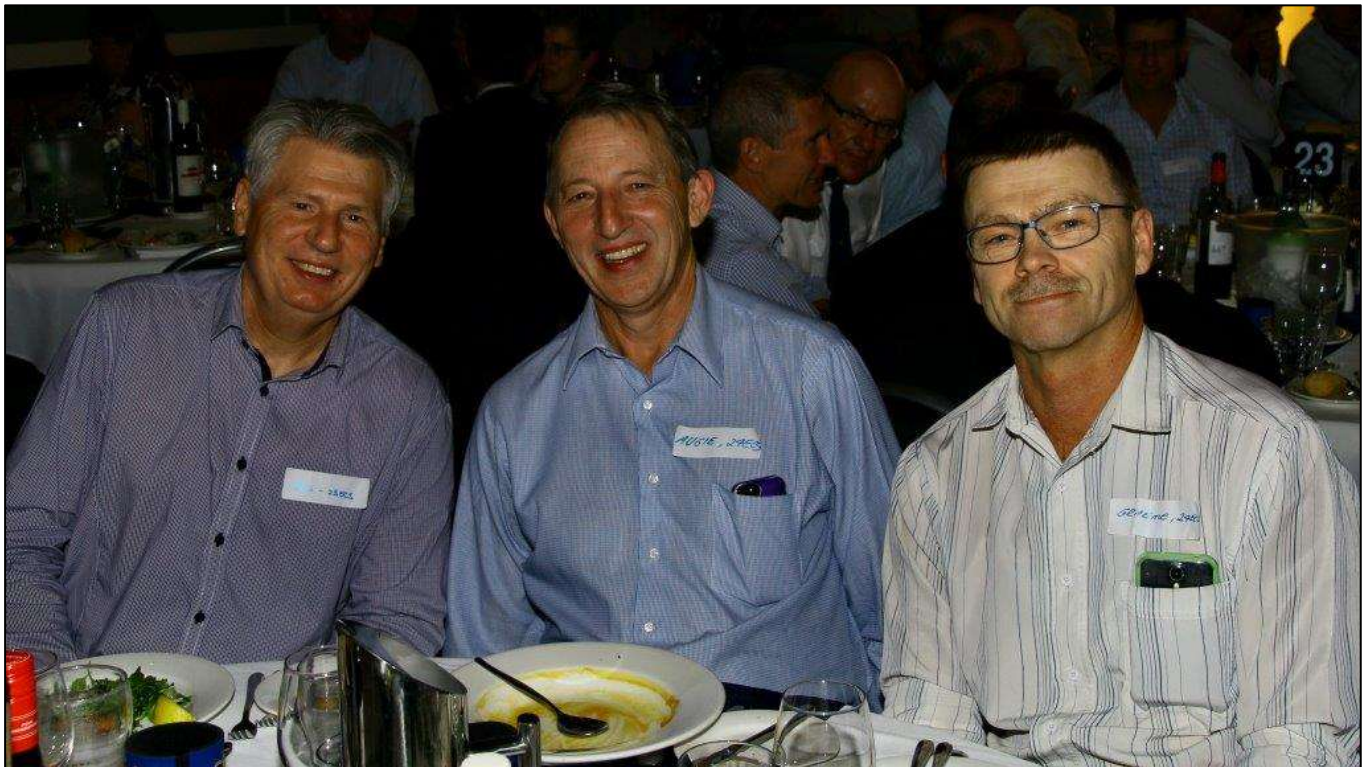
The room as she was early in the evening.



With the troops seated.



Anker Brodersen (27), Lee Stanley (27), David (27) and Meg Leaney.



Ben Morris (23), Axel Augustein (24), Graeme Stark (24)



David Ball (26), Nick Maill, (26), Colin Thorne (26), Ingrid Zlabur, Helen Thorne.



Des Tromandanous, Jenny Fantini (23) Jenny was the RAAF's first female engineer graduate.



Seated: Des Tromandanous, Jenny Fantini (23), Ted Heskett (WOD 78 – 81), George Breen (23), Ken Roberts (23), Oi. **Standing:** “Bill” Hayden (23), Glenn Evans (23), Bradley Grey (23).



Fay Murphy, Sue Penna, Gwen MacDonald.



Front: Rino Carrera (26), Nicol Maill (26), Col Thorne (26), Gary March (26), **Standing:** John Gallant (26), David Ball (26), Tim Malone (26), Peter Johnson (26), Michael Wilkinson (26)



Helen and Ralph (12) Waters, Frank (12) and Lydia Grimshaw, Rus Garaway (14)



When the beer began to flow, Harry Detjen gave everyone absolution and absolved them from their pledges of abstinence.



Jodi Steel (29), Julie Peterson (29).



John and Judy Webster (RAAFA ACT)



John Hulbert (2), Max Flint (2)



Kev Walker (24), Peter Bright (24)



Leigh Gordon (27), Chris Castles (27), Peter Johnson (27), Tim Malone (27)



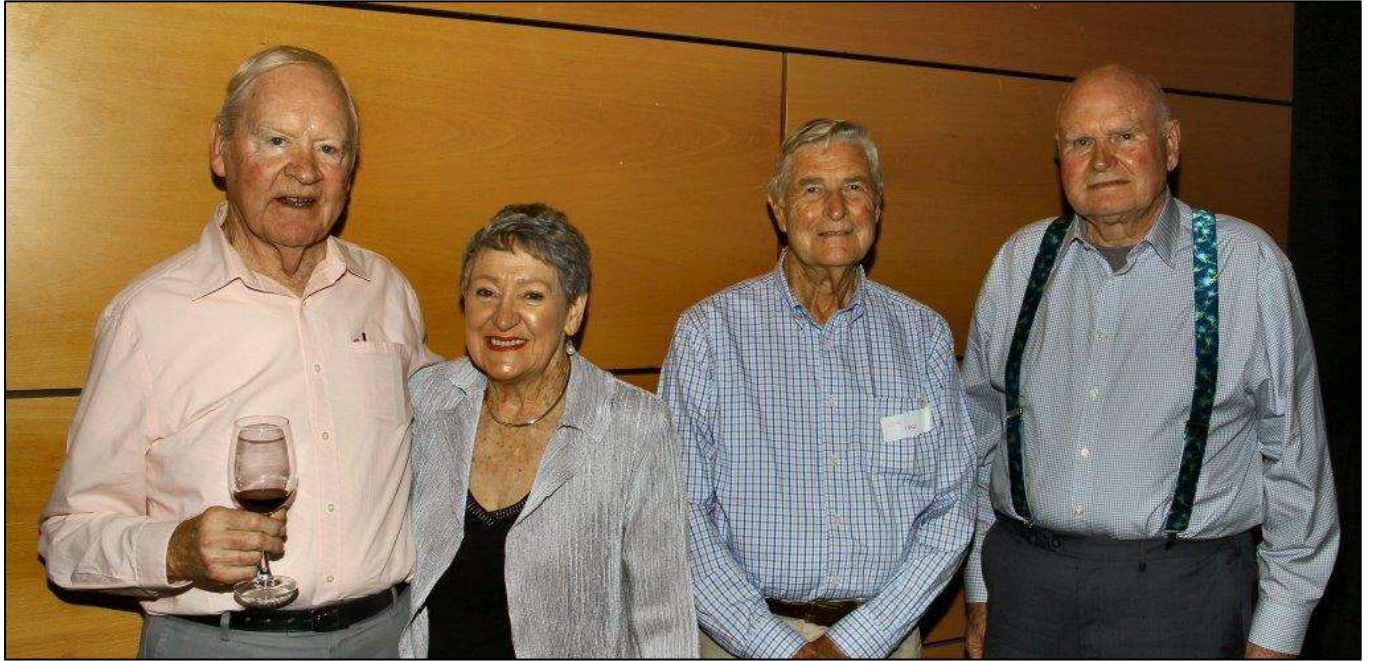
Lynne and Keith (15) Russell, Gail and Dick (15) Powell.



Max Lack laying the law down – “Now listen, the word is there will be no dancing on tables!!”



Meg Leaney, Adele Gordon



Merv McDougall (2), Barbara Lowery, Chris Beatty (1), Keith Johnson (1)

Michael Walkington (26), - see, I go to the gym at least once a year. It shows!!





Seated: Carol Millington, Maurice Kissane (19), Steve Millington (19), Stuart Garrett (19), Max Back (19). **Standing:** Pam and Graham (19) Wallace, Phil Campbell (19), Jill Garrett



Seated: Joy Rickert, Denise Dudman, Lorraine Gentle, **Standing:** Glenys Bickle, Gillian Giles.



Michael Walkington (26), Tony Burt (26), John Gallant (26), Angie Gallant, Rino Carrera (26)



Steve Rampant (25), Mal Benfer (25), Steve Ranson (25), Lyndon Tilbrook (25), Darcy Brooker (25)



Trevor Sutherland (17), Ken Thomson (17), Neil Kennedy (17), Greg Donaldson (17), Brian Cather (17), Dave Stanfield (17)



Wendy Kennedy, Barbara Cather, Nicole Stanfield.



Front: Anthony King (30), Tracey Judd (30) Matt Gollings (30), Greg Hoffman (30), Mark French (30). **Rear:** Scott Miller (30), Greg Curr (30), Nico Padovan (30), Steve Bray (30), Mark Scougall (30), Adrian Carswell (30), Michael Kulh (30).



Course 1 table.



Course 13 table.



Course 13



Course 22 table



Course 27 table



Course 28 table.



Course 28

If you had to choose between drinking wine every day or being skinny
which would you choose? – red or white?

Where are they now?



Stewart “Snow” Bell

Laurie Lindsay is looking for Stewart “Snow” Bell. Laurie says: Sergeant Bell was my first boss when I was posted to Basic Flying Training School, Point Cook in 1962. He was promoted to Warrant Officer and was commissioned in 1971. I heard that he retired to Brisbane”.

If you can help, let us know and we’ll pass on the details to Laurie.

Tony Fitzgerald

Dom Crain is looking for Tony Fitzgerald. Dom says: “About a year ago, I asked if anyone might be able to identify the whereabouts of Tony Fitzgerald. Tony was a RadTech who came on No.18 Signaller’s Course in August 1963.

After graduation in September 1964, Tony was posted to 11 Squadron, and a couple of our fellow graduates and I last year wondered if we might be able to track his whereabouts.

Would it be suitable to once again publicise a request for information about Tony in the next issue of the Magazine. I was surprised no one had come forward, given Tony was a popular guy.”





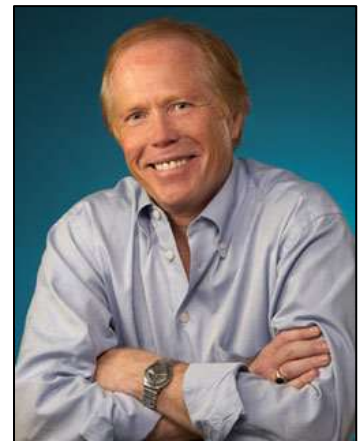
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*While the Association does not necessarily agree or disagree with everything on this page,
we do respect the right of everyone to have their say.*

The Climate.

Peter Temple is the founder of the “Science of Prediction through Cycles” Association. His organisation provides advise on how the economy, specific businesses, climate, social moods, trends and a host of other important aspects of the economic landscape are affected by cycles. He says:

“Everything that happens on earth is a result of what happens in the rest of the universe. Our weather is a result of the movement of the planets, Sun, and Milky Way. The changing climate on Earth, which is cyclical, influences our actions. The stock market, economy, governments, and our health and well-being are dramatically affected by events beyond our control.



The climate on earth over the long term is really quite predicable. By looking back through history (through core samples, tree rings, fossils, etc), we’ve determined that there are major climate patterns that cycle every 25, 100, 500, and 1000 years. We’re at the cusp of a new 500 year cycle and that’s the reason the weather is so volatile (as at 2014). Human influence on climate is minimal (the latest estimate is about 3%). Pollution is another story altogether. Let’s spend our money on reducing pollution, not trying to change the weather.”

[THIS](#) is what he has to say on the world’s climate: Believe it or not!



“Of course, when I first started here,
the North Pole looked very different.”



Queensland Vehicle Registration Concessions.

There has been a review of the Prescribed Service Person's (PSP) required proof of eligibility to apply for a concession to their vehicle registration in Queensland. As a result of the review, which was conducted in consultation with the Department of Veteran's Affairs (DVA), the required proof of eligibility to apply for a vehicle registration concession in Queensland has been amended.



As a result, from 17 December 2018, DVA gold cards embossed with TPI or EDA will be accepted as proof of eligibility for a PSP concession by Dept Transport. Please note however, to prove eligibility, any other customer applying for a PSP concession that has a gold card not so embossed, will still be required to present their gold card and a letter from DVA stating:

- Persons assessed as at least 70% incapacitated under the Veterans' Entitlements Act 1986 (VEA); or
- Persons assessed as at least 50 impairment points under the Military Rehabilitation and Compensation Act 2004 (MRCA).

Tina Lincoln
Policy Officer | Registration & Licensing
Transport Regulation Branch
Customer Services, Safety & Regulation Division
Department of Transport and Main Roads
PO Box 673 | Fortitude Valley Qld 4006
www.tmr.qld.gov.au

Manus Island

Ray Payne, OAM, a Vietnam Vet who served with the 1st Battalion from June 1965 to June 1966, recently penned a letter to law firm Slater and Gordon. You can read it below:

"I write on behalf of some of my peers and fellow Australians with regard to your action in pursuing compensation for the illegal immigrants on Manus Island.

These immigrants came to Australia without invitation, were rescued by our Defence personnel who put their own lives at risk, were fed and lodged at cost to Australian taxpayers and were free to return to their own country at any time. The conditions in which they lived on Manus Island are no worse than many legal immigrants who have arrived here for many years and who, in times past, lived in conditions much less well outfitted than those on Manus. They were able to communicate with anyone, anywhere in the





world courtesy of the Australian people paying for the privilege of providing the internet and telephone services.

You have stolen money from all Australians, with your alleged human rights claim. We have people in our communities who are homeless, aged and sick who need assistance also. Will you provide legal aid to them free of charge and pay your own costs to represent them ? I think not.

My disdain for your company and their ilk is immeasurable. I sincerely wish that I could afford to take you to Court and that my request that every illegal on Manus pay back the cost of their rescue and board and lodging, would be granted. That will not of course happen due to the fact that people like yourself have no shame and are willing to extort monies from Australian taxpayers.

Footnote. The \$70,000,000 (yes 70 Million) that these spineless irreproachable people have extorted from the taxpayers of Australia gave them 30 % commission i.e. \$21,000,000.

So, we have a case of insider beneficial decisions that simply rip us all off. These illegal immigrants also should not have received a cent but know most of them are worth more than the average Australian. Slater and Gordon should be named and shamed forever as criminal lawyers.

No mention of this letter in the Media."

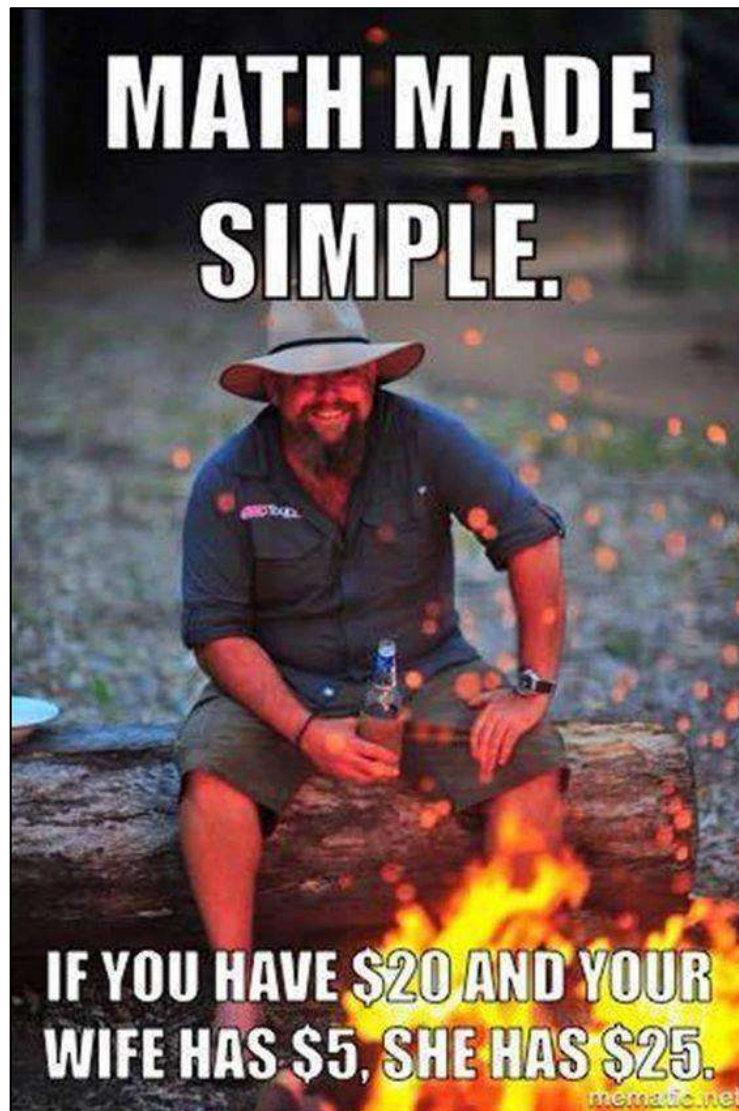
From the Ground Up

Barry Ellison says: I have been reading "FROM THE GROUND UP: THE TRAINING OF RAAF TECHNICAL GROUND STAFF 1948-1993" and came across a snippet of information that initially surprised me, but on reflection I guess it just showed how the Apprentices were treated like mushrooms.

From page 58 I quote: In town too, the RAAF was obliged to take into account the increasing number of trainees for whom Forest Hill was temporarily home. In 1959 the base authorities had been dismissive of a proposal raised within the Wagga Council for the establishment of an "Apprentices Amenity Centre" in the city. In responding to an invitation to discuss the idea with the mayor, the base commander, Group Captain E.V. Millett, then stated that he did not consider there was any need for such a centre since '*he does not want them in town*', and has no desire to encourage them to spend their time in Wagga when they have every amenity on the station".

Yeah!!!





The Great Generation VS the Green Generation

My grandfather was part of the Great Generation. Toughened by wars and depression they were patriotic nation builders.



Their monuments are long-term productive assets like the Mount Isa and Broken Hill mines, smelters and refineries, the Wollongong Steelworks, the Sydney Harbour Bridge, the transcontinental railway, the overland telegraph line, the Yallourn coal mines and Power stations, the Renison and Mt Lyell mines and railways, the Kalgoorlie Goldfields, the Weipa and Gladstone bauxite industries, Pilbara Iron, the Perth-Kalgoorlie pipeline, the Kidman Cattle Empire, the world's biggest merino flock, QANTAS, the Holden car, the Sunshine Harvester and a network of roads, railways, towns, power lines, ports and airports.



They survived floods, droughts, bushfires and plagues of mice, rabbits, locusts and prickly pear to develop an agricultural industry that provides food and fibre for millions of consumers. They welcomed boat-loads of hard-working migrants from many countries to farms and factories and celebrated the arrival of “clean coal energy by wire” to every home. They created parks and planted forests for timber and paper.



The Great Generation made sure their kids behaved at school and did their home-work. Mostly kids were “seen but not heard”. The kids walked, rode bikes or horses to school, and parents reinforced school discipline. That generation loved and trusted the ABC which provided unbiased news and weather forecasts and wholesome entertainment.

Our lives are now controlled by the Green Generation, who follow a Globalist agenda. This generation has devalued science, engineering and trade skills and pollute education curricula with the mantras of the green religion. Now they mobilise noisy truant kids for political rallies and we are suspicious of the alarmist, anti-enterprise, anti-family bias evident on the staff-controlled, taxpayer-funded ABC.

Too many of the Green Generation specialise in obstruction, destruction and delay, while themselves consuming the assets of the past. They cheer the demolition of coal-fired power plants and use green law-fare to stop or delay almost everything else. Among their battle trophies are South Australian and Victorian coal mines and power stations, most new industry proposals in Tasmania, much offshore oil exploration, new dam proposals in every state and every new proposal for coal development, gas exploration or fracking. They hope to hang the scalps of Adani Coal, Rocky Point Coal, Wandoan Coal and all Galilee Basin developments on their trophy wall. Australia has a huge uranium resources but nuclear power is banned.

Nowhere is the contrast between the generations more stark than in the Snowy Mountains. The Great Generation planned, financed and built the Snowy Hydro-electric Scheme (without UN permission, direction or advice). This nation-building project captures Snowy water, uses it to generate reliable electricity, and diverts the water to irrigate towns, orchards and crops on the dry western plains.

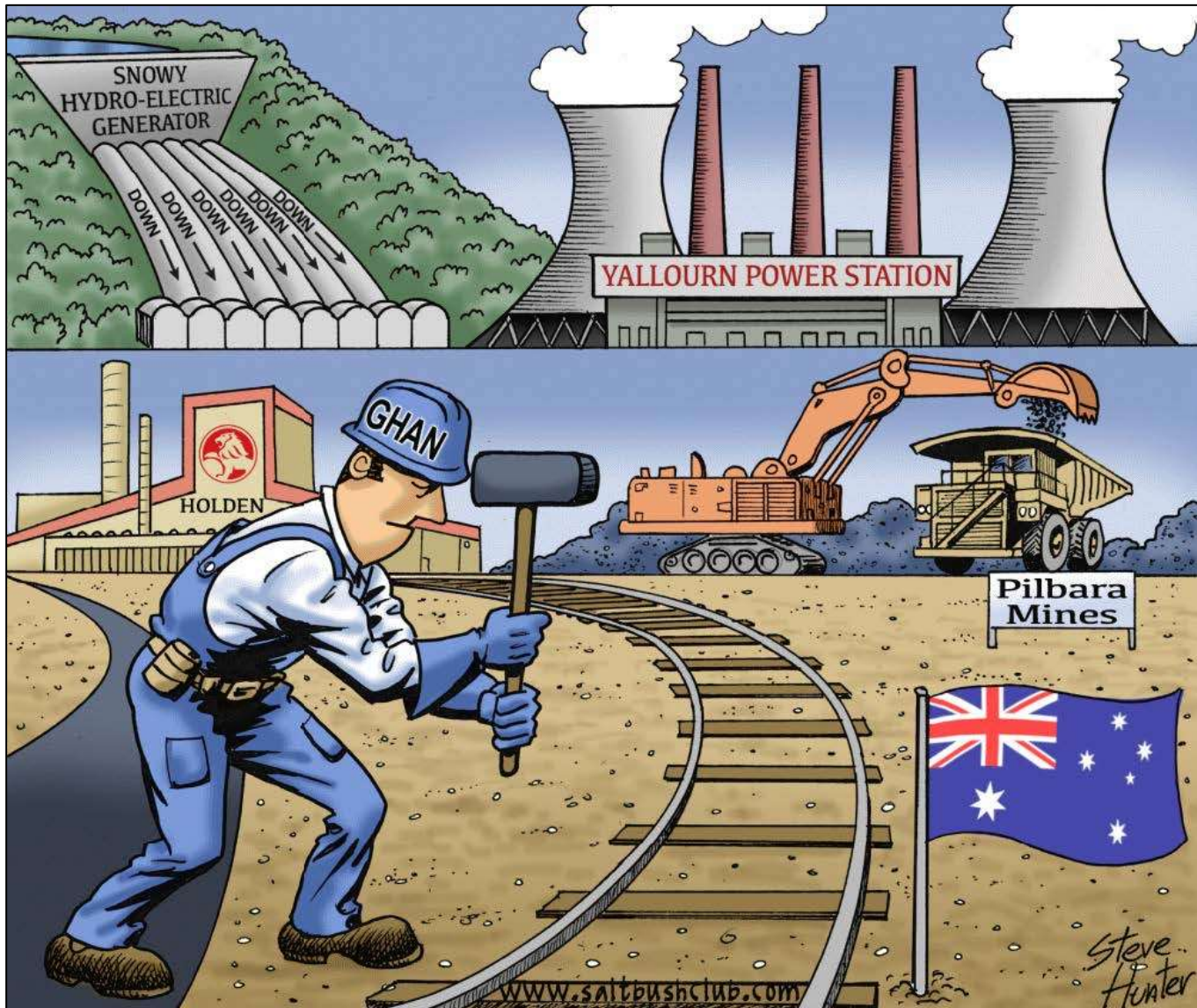
The Green Generation supports Snowy Hydro 2, a hollow-shelled project that steals electricity from the grid and water from Snowy 1 to pump water uphill and then recovers part of that electricity by letting the water run back down again (when their intermittent green energy fails). It will be a big, power-consuming, expensive battery.

The sad history of Whyalla is instructive. The Great Generation built an iron mine, a steel works and a great shipbuilding enterprise there. Most of it is idle now. This generation of techno-phobes looks like trying to build foreign nuclear-powered submarines there but with diesel-electric engines (presumably running on bio-fuel.) The British navy that ruled the world ran on coal for



the war-ships and bread, salt beef, lard, limes and rum for the sailors. Today's green dreamers hope to feed the multi-sexual crew on nuts and raisins and use the alcohol to power the motors.

A truly modern navy runs on nuclear fuel.



The Great Generation created our present world and left many useful assets as their monuments. The Green Generation is destroying our future. The way things are heading, the lasting monuments to the Green Generation will be the skeletons of abandoned solar "farms" overgrown by lantana scrub, the concrete foundations of bankrupt wind "farms", and spider-webs of useless sagging transmission lines and towers.

These memorials will serve to remind the next generation of the long, costly and futile war on hydro-carbon energy and the many failed climate forecasts.





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Djinnang Reunion.

Ernie Gimm says: "I have been speaking to a few of the ex-communicator "oldies" who are becoming increasingly concerned about the number of us prematurely dropping off the perch so to speak. With that in mind, we think we should think about renewing old friendships, and there is no better place or time to do this than at the next Djinnang Reunion on 25th May.

DJINNANG ASSOCIATION

To Seek And Find

It only takes a few of you to put your names down on the [web site](#) in the hope that a few more will follow. Come on guys, your Committee works tirelessly to put this function on for you so the least we can do is support them.

Some of us travel from all corners of the continent so the Brisbane locals should have few excuses. I would personally like to see a few more of the ladies from Frognall such as Mary(nee) Moore, Dottie(nee) Hodge, Noreen Barry etc. and wives of departed members re-attending; not to mention some of the fellas. Please give it some serious thought people and commit early, remember, life is short so live it up"



The 2019 reunion will be held in the Colonial Bar at the Port Office Hotel, which is on the corner of Edward and Margaret Sts Brisbane. The Hotel Jen closed its doors at the end of 2018. The Colonial Bar is upstairs but 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). The code is: **portofficelotel**. We believe they have a car park. 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**. These are the three hotels that are closest to the venue.



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.

TelTech Mustering.

On 29 November 2019, it will be 30 years since the TelTech mustering disappeared and as nobody, except perhaps George Mellick, has suggested a venue to celebrate or commiserate the disappearance, a decision has been made. We were looking for an area that had some sort of connection to the mustering and so Penrith was decided on. The preferred venue in the first instance, was the Penrith Leagues Club, but they wanted 'an arm and a leg' just to use their facility, by charging \$800 just to hire the dining room, so our faithful 'servants' Jon Wye and Nick Marathakis went to the Penrith RSL - what a 'breath of fresh air' they were, we booked their dining room for 29 November and they didn't charge anything up front. Their dinner menu is equal to that offered by Penrith Leagues Club, and quite considerably cheaper, allowing for pre-dinner nibbles, as well as entree, main course and sweets for dinner.



What's more, we found out later that 'Jock Cartwright' is the Assistant Marketing Manager at the RSL, so that may help as well. The plan is to have a sit down dinner from 6:30pm on Friday 29 November at the Penrith RSL - A meet and greet is planned to be held on the previous Thursday evening, at a venue to be decided, and other activities will be decided in the next few months to entertain you during the day on Friday, and may even have something planned for an 'after glow' on the Saturday.



Now that the venue has been decided, the committee would like an indication from those who could make a reasonably firm commitment to attend, so we can decide on the makeup of attendees, i.e. Just ex Telstechs, or ex Telstechs and their partners. We are restricted to approximately 125 seated for the dinner, but with a bit of a stretch, they can accommodate 150 - plenty of notice has been given, so please give it some thought.

RAAF Apprentice Intakes (1948 - 1993)

We have just completed our first reunion committee meeting regards to the next all Apprentice Intakes Reunion to take place in Wagga in 2021. We shall also be celebrating the one hundredth year of the RAAF formed on the 31st March 1921.

Some details at this early stage of the following.

Friday 23rd April 2021 Registration day. Welcome to Wagga night at the new The Range Function Centre.

Saturday 24th April Either a rest day or private visits or individual intake functions.

Sunday 25th April ANZAC Day, Dawn Services, March down Baylis St, Two-up and a few brown lemonades.

Monday 26th April Public Holiday. Reunion Dinner at The Range Function Centre.

Tuesday 27th April Breakfast catered by AIRCARE at the Wagga Botanic Gardens.

As you can see, there are no exact times for events at this very early stage. This notice is to inform all in advance for your Diary entry.

The RAAF Heritage Centre at the Base main gate is open all days except Fridays, however it may be open if they have a volunteer for this special occasion. The RAAF base is an area out of bounds to all public, but if we have enough starters, we will try to have a guided tour arranged for the Tuesday 27th either am or pm hours.



The Temora Aviation Museum will have a flying display over the ANZAC weekend.

In approximately 12 months from now we will be posting out mail and you will receive 2 forms.

Form 1: Will be yours to retain and will give you the itinerary for times, locations, and costs. etc.....

Form 2: Very important to return to us ASAP through the AIRCARE mail box. This will give us the number attending the different venues, so we can organise all requirements.



One last item. For all you grey nomads. The Range Function Centre have their own caravan Range Function Centre parking facility with 56 sites having power and water. If you wish to book a site early or wanting to know more, (dogs are allowed) ring 02 6938 2121 or on the web [HERE](#)

Let me say, on behalf of the committee I hope to see you all in Wagga in April 2021.



Just remember if Bob Gnezdiloff does not have your postal address, he cannot send you a registration form.

Regards to all

Terry Gould
Co-ordinator/Secretary
[AIRCARE](#)
PO Box 2313
Wagga Wagga
0419 146 688
terrygould45@hotmail.com

East Sale Reunion. 2020

The 2020 East Sale Box Packers and Friends reunion will be held in Albury NSW over the weekend 16 – 18 October, 2020.

There's more info [HERE](#).

ANZAC Day - Brisbane. Order of March.

Group 2 – Form up Cnr Queen and George Sts. 0950hrs.

1. Defence Service Nurses, RAA Nursing Corps Association, Australian Army Medical Women's Service.
2. Women's Royal Australian Army Corps.
3. Women's Auxiliary Australian Air Force, WRAAF Association.
4. Women Veterans Network Australia.

Group 7 -Airforce Associations (Form up William Street –1120hrs).

102. RAAF Airfield Defence Association of AUST INC.



- 103. 2 Squadron Association.
- 104. 3 Squadron RAAF Association–QLD.
- 105. 9 Squadron RAAF Association.
- 106. 35 Squadron Association/ RAAF Transport Flight Vietnam.
- 107. 38 Squadron Association.
- 108. 467/463 RAAF Squadron's Association (QLD).
- 109. Combat Support Association.
- 110. RAAF Association (QLD DIV) National Servicemen's Branch.

You can see the full Order [HERE](#).

TPI Federation campaign.

The TPI Federation met with the Prime Minister's Chief of Staff recently. The meeting was most disappointing, to say the least, with the apathy shown towards the plight of the 28,000 most disabled veterans of the Australian Defence Force. The TPI Federation has tried to prosecute a case based on the unfair economic loss compensation that TPI/SR (Totally and Permanently Incapacitated Ex-Serving Men and Women/Special Rate) veterans receive. In recent times the TPI Federation has approached Mr Shorten on this issue Mr Shorten stated that the Labor Party could not table new legislation but would only support our claim for fair and equitable economic loss compensation if the Government tabled the small one line amendment that is required.



The Government only needs to remove the current figure and put in the new figure in Section 24(4) of the VEA. The TPI Federation has bi-partisan support on this. We also have the support of the Senate. This could go through in three days just as the indexation legislation did in 2007. It is now up to the will of the Government Do they care about the 28000 most disabled veterans - or not.

It should be noted that the Opposition Veterans Affairs Minister. Amanda Rishworth MP stated at the TPI Federation Congress a few weeks ago that should the Labor Party win the election that they would have to look at the budget before committing to our request. Sorry Amanda - but here we go again Alan Griffin said, and did, the same thing in 2007-2010.

Anzac Day is fast approaching. Will the Prime Minister and other MPs and Senators stand there and laud lavish praises on the deeds of current and ex- serving ADF Members during the coming months, while leaving the most disabled Veterans at 63% of the gross Minimum Wage for their economic loss compensation?

Prime Minister recently you stated "We need to fix that". Prime Minister - when will that be?



1998	Don't get in a car with strangers
2008	Don't meet people you've contacted via the internet alone.
2018	UBER. Contact a stranger via the internet and get in his/her car alone.

Greater recognition for Veterans and their families.

We received the following from the Hon. Darren Chester, the Minister for Veterans' Affairs.

"NEW legislation introduced into Federal Parliament will provide better recognition of the unique nature of military service and further acknowledge the service and sacrifice of veterans and their families. The Government's Australian Veterans' Recognition (Putting Veterans and their Families First) Bill 2019 will establish an Australian Defence Veterans' Covenant, and as part of a wider recognition package, a card and lapel pin will be provided to veterans.

Minister for Veterans' Affairs Darren Chester said it was a project he has been working on with ex-service organisations since becoming the Minister almost 12 months ago. The Government has introduced this legislation to provide a formal way for all Australians to show their appreciation to the men and women who secured the freedoms we enjoy today and to their families who have supported them," Mr Chester said.



"I have consulted extensively with the ex-service community on the development of this Bill, including discussions with our 5-Eyes counterparts in the United Kingdom who have put in place similar measures. The covenant, card and lapel pin will allow the community — whether they are employers, businesses, community groups, veteran or sporting organisations — the opportunity to recognise the service and sacrifice of the men and women who have served our nation. Our government is committed to putting veterans and their families first and this legislation is part of a greater suite of measures we are putting in place.

This Bill will create a separate Act to provide symbolic recognition for all veterans and does not change current entitlements. Importantly, the Bill before Parliament includes a statement requiring the Department of Veterans' Affairs (DVA) to adopt a beneficial approach when interpreting legislation and applying a fair, just and consistent approach to veterans' claims. It's part of our ongoing efforts to transform the culture of DVA.

The Government has received a positive response from businesses which are supportive of the recognition program. The covenant includes an oath, which all Australians will be encouraged to take at community commemorative events and is underpinned by the new Veteran Card and an Australian Veteran Lapel Pin and a Reservist Lapel Pin."



We also received the following from the Honourable Amanda Rishworth, the Shadow Minister for Veterans' Affairs, she said:

"As you are probably aware, late last year the Productivity Commission released their review into the Department of Veterans' Affairs, which made a number of recommendations including the dismantling of the Department. Labor's response was swift and clear, we do not support the abolishing of the Department of Veterans' Affairs as a stand-alone entity.

We know the Department is not perfect, however, we firmly believe in the importance of the Department and will fight to retain it. The Government's response to the report has been to wait for the final report to come out before making any decisions - which is conveniently due after the next election. Frankly, this isn't good enough. The Government should be clear with veterans and their loved ones before the election about their intentions for the future of the Department.



In addition, the Veterans' Advocacy and Support Services Study was released this week. I am aware of ex-service organisations who have been waiting to see the results of this study before continuing training advocates. It took the Government more than three months from the time they received the report until they released it. Given it has only just been released, I am looking over the details of the report and will have more to say in the coming weeks.

What is clear from the report is that more focus is needed on supports for families. This is something which Labor is seeking to address through our National Family Engagement and Support Strategy. If Labor is elected, this strategy will be co-designed with families of both current and ex-serving defence personnel to provide a national blueprint for engagement and support for military families."

A Meteor hit earth with the force of a nuclear bomb and we hardly even noticed.



The Kamchatka meteor's impact last year was remote and sudden, showing the limits of detecting objects from space.

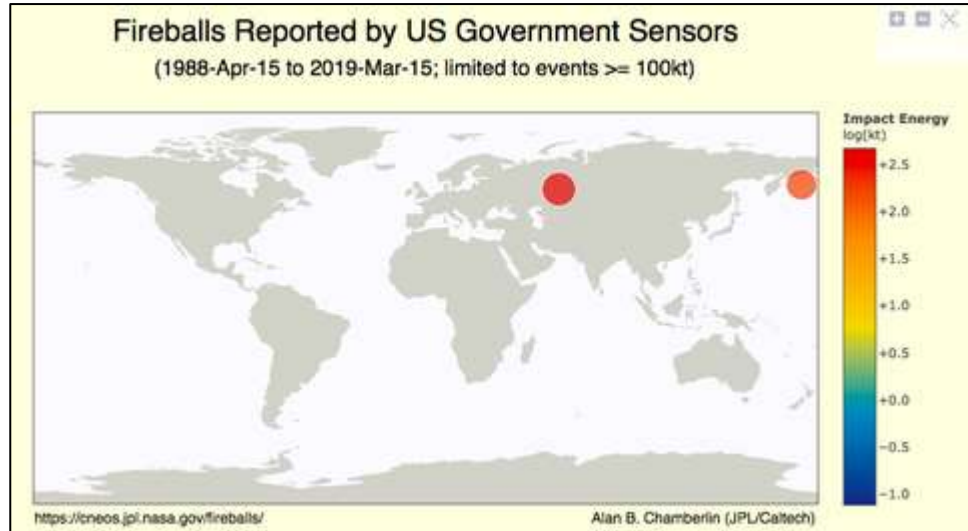
Last December, the Earth had a very special visitor. According to NASA, a tremendous fireball exploded in the atmosphere, the second-largest in 30 years and the largest since [the Chelyabinsk incident](#) of 2013. The space rock exploded almost 16 miles (25.6 km) above the Earth's surface with an impact energy of 173 kilotons—10 times the energy released by the nuclear bomb dropped over Hiroshima. That's around 40 percent of the power of Chelyabinsk.

The Chelyabinsk meteor gained notoriety in part due to its visibility. Flying over population centres in rural western Russia, it created a trail that was captured by cell phones and dashboard cameras. This new fireball exploded in relative solitude, burning up above the Bering Sea.



If western Russia is rural, then the eastern Russia near where the fireball exploded is downright deserted. Known as the Kamchatka Peninsula, it is sparsely populated and filled with natural wonders like the Kronotsky Nature Reserve, known to some as Russia's [Ring of Fire](#). It's not surprising that the explosion didn't make headlines.

The maps at right shows the two most powerful meteor explosions of the last 30 years: Chelyabinsk (centre) and now Kamchatka.



Earth's water functions as "another thing we have in our defence," according to a program manager in NASA's Planetary Defence Coordination Office. With so much of the planet filled with

water, even if a meteor gets through the atmosphere there's still much better than even chance that its impact will be entirely absorbed by the sea.

NASA didn't detect the explosion at all when it happened, the Agency was first notified of the event by the Air Force. The explosion occurred near some commercial flight patterns, and scientists are investigating the possibility of any reports from the air of the explosion.

Last year marked the 20th anniversary of NASA tracking near-Earth objects (NEOs). The search got a major upgrade in 2005, when Congress established an ambitious goal for the NASA program: discover 90 percent of the NEOs down to the much smaller size of 450 feet (140 meters) by the year 2020.

That the Kamchatka meteor was able to slip through its extensive radar and detection systems shows that while progress has been made—NASA has detected over 18,000 NEOS, with an average discovery rate of 40 per week—there's still a lot of work left to do.

Mobile phones.

Mobile phones are changing the way people interact with each other, and it's not all good. See [HERE](#).