New Menu

We've made some changes to the menu system this edition, now you can find a topic, click it and it will open the info for which you're looking. Hopefully, this will make it a lot easier to read. After you've finished one topic and you want to return here, just click the return arrow at the top left of your page.

You can still read the whole Magazine the old way, see at the bottom of the page.

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Fund raiser.

The Radschool Association has been granted a slot to sizzle sausages at the Stafford Rd, Stafford, (Qld) Bunnings store on Saturday the 7th March, 2020. If you live not too far from the Stafford Bunnings, we could certainly use your help to roll a few snags. We have to set up the "shop" at 6.30am and keep it open until 3.00pm that afternoon after which there is a clean up.

It's been suggested that we'll sell about 1,000 sausages and 450 cans of drink - so there's a fair chance we'll be busy and need a number of troops on a roster system, we don't expect anyone to stay for the full 10 or so hours.

If you can help, please log onto the site (Radschool.org.au/magazines/Vol68.htm) and fill in the form.

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.

One of our blokes made use of this facility recently and bought a Toyota Rav4 and saved thousands. You can too!

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 (If ??) 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 where 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.

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.

No-one sees what you see, even if they see it too.

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.

Thankfully, Ken Morris, who lives over in the West, proof reads our print before it goes public and points out our many errors, Thanks Ken.

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IN MEMORY OF

David Marr.

Geoff Grebert advises the sad passing of David Marr on the 27th Sept, 2019. David lived in Toowoomba Qld, and passed away at home on a Friday morning. A private family service was held on Thursday the 10th October.

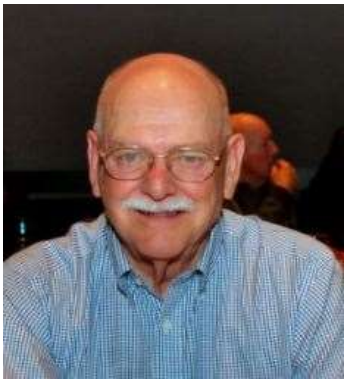
Paul Zajac.

We have received a late notice. Paul Zajac, who was on 9 RMT, passed away last year on the 8th October, 2018

Ross Welsh.

Kerry Harrington said he received the following from Brian Roberts: "Just letting you know that one of your Members Ross Welsh passed away in South Australia on the 3rd June 2018. I am married to his niece Helen and do family history and have just come across papers written by Ross advising of his association with your organization."

Jan (John) Staal.



John Glew advises that GpCapt (Ret) Jan "Ding" Staal passed away on the 25th November. John began on 41 Pilot Course, but graduated on 42 Course. He was a foundation member of RAAF Transport Flight Vietnam in 1964 and later CO TSF Butterworth. Jan's funeral was held at St. Andrews Pres. Church, Manly. NSW on Thursday 5th Dec. 2019.

John was born in Holland in 1941 and his family immigrated to Australia when he was 10 years old. After completing his education, he joined Qantas in 1959 but then transferred to the Air Force in 1961 and graduated from No. 41 pilot's course in 1962. John was in the initial Caribou contingent to Vietnam which was then RAAF Transport Flight Vietnam and later become 35 Squadron RAAF. He, along with his aircrew mates, was awarded the United States Air Medal for conspicuous flying achievements during the war. In 1969 he graduated with Distinction from the Advanced Navigation Course and in 1972 was promoted to Squadron Leader and appointed CO of TSF Butterworth which carried out support operations including the evacuation of the Australian Embassy during the fall of South Vietnam.

Seen here with Des Lovett (left) at the retirement party for the Caribou in Townsville 2009

He was then posted to Pont Cook and lectured at the RAAF Academy before being promoted to Wing Commander and appointed CO of 35 Squadron based in Townsville flying both the Caribou and Iroquois in support of Army Operational Deployment. He was then posted to Canberra as Senior Air Force Planner for Joint Policy and promoted to Group Captain. In 1982 he was posted to Williamtown as

Commandant of the Joint Warfare Establishment developing policies and training for Navy, Army and Air Force operations.

He retired in 1984 and commenced a business career in Bathurst and in 1995 joined Rockwell as General Manager of Avionics and Communications and was later appointed General Manager of that Division and then appointed Managing Director of Rockwell Aerospace and Defence, Australia.

He retired in 2001 and became very active in supporting the veteran community and was President of the Air Force Association (NSW) from 2012-2014.

John viewed command as an honour and a privilege to be of service to Australia and mates, regardless of rank.

A Caribou returns from a day's flying at Vung Tau. **L-R:** Jan Staal, John Lindner and Ken Howard.

Rob Roy McGregor.

Neil hunter advises the passing of Rob McGregor who was on 6TMT. His funeral was held in Werribee on Tuesday the 26 November. Sorry, no further details.

Norbert "Nobby" Williams.

Barry Einam advises that "Nobby" Williams passed away on the 7th November, 2019 in the Tamworth hospital. He had had his driving licence restored recently and set forth a few days prior to the 7th from Coolah but after about 5 hours driving he pulled to the side of the road where he subsequently was found unconscious and taken to Tamworth hospital; he was not lucid after that.

"Nobby" was the CO of 76SQN when it was 'moth-balled' as a Mirage unit in 1973. He was a very popular CO and leader and the "esprit de corps" that the unit had was something to behold. He was 86 years old.

He commenced his Air Force Career when he began No 23 Pilots Course in 1956. On 21 Jan 1957 upon graduation he was posted for Fighter training on No 25 Vampire Course OTU. In June

1957 he began the Sabre Conversion under the umbrella of 75 Sqn followed by a posting to 77 Sqn at Williamtown. A posting to Butterworth came about February 1959. Nobby was assigned RAAF Liaison Officer Bangkok over the period 1963-64 On 8 Feb 1965 he joined No 8 Fighter Combat Instructors Course During his posting at 2 OCU he was a member of the Marksmen Aerobatic Team, formed in April 1966 and lasted until September 1967. On 10 April 1967 he began No 9 Mirage Course. As a Squadron Leader, during the period Jul 71-Dec 71, he served in Vietnam as a Forward Air Controller.

Nobby was both Flt Commander and CO 76 Sqn (with Mirages, right) until the squadron was disbanded under government orders in 1973

Glen Morthorpe

Barry Byrne advises “It’s my sad duty to inform you that Glen Morthorpe, Course 47 October 1963, passed away on Friday evening the 29th November, while piloting a Piper PA31-350 for Medivac Alaska. Glen crashed under unknown circumstances on the Kenai Penisula, about 15 miles west of the Quartz Creek Airport in southern Alaska. With him were two medical technicians.

Glen was inducted into The Quiet Birdmen the same time as I was and he was a valuable member of our organization. He was very active in all aspects of aviation in Alaska and served with the Civil Air Patrol and The Medallion Foundation.

Glen McGuire

We have been advised that Glen McGuire passed away over the weekend 15-16 December, sorry, no further details.

Tony Reading.

Bob Hambling advises that Tony Reading, who was initially known as Tony Blyth and was on 17 Radio Appy, died on the 6th December. Tony was the SENGO at 2 CRU Darwin in 1983. Sorry, no further details.

Victor Leslie Baker

We've just been advised that Vic Baker passed away peacefully on the 5th July 2019. His funeral was held at St Finbar's Catholic Church, Glenbrook on Monday 15th July 2019. Vic was the WOE with 35 Squadron from Nov 1968 to Nov 1969.

Colin Cliff.

We have also just been advised that Col Ciiff, an ex-Telsop, passed away mid year, 2019. Sorry, no further details.

Sorry, no further details.

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Page 3 Girl.

Lisle Pryor

Our lovely Page 3 girl this issue is the delightful Lisle Prior. Lisle says:- “I have not had any experience of an RAAF life, so I will share with you two stories as a civilian, one as a mother of two children in a family and with a break in between of experiencing single life, I then married Hap (Rodger) Pryor who had his career in the RAAF over the course of 21 years. One common interest Hap and I have had is music and dance, where we met on the dance floor in Brisbane 15 years ago. We married at his home Golf Club in Carbrook where it overlooks a lake and beautiful greens and gardens.

A funny coincidence when I met Hap, I realised that my father also had been a Framie. He had served in WW11 in the Airforce in Bougainville. After the war Dad married a country girl, my mother, who he met before going overseas. This is where my story began. I was born in the country at the local clinic in Lowood. My Dad had found a job as a Tree Feller so we lived with my Grandparents in Coominya.

At the age of five, my Dad decided to build a home in Toowoomba so that I could have a better education, where he took up his profession as a Builder. Being an only child, it was quite a challenge for me to make friends having no children my age to play with while growing up in the country.

My mother's whole family were musicians so it was a natural flow on for me growing up to study music and becoming a pianist. Playing as a band for country dances was one of the happiest times of my young life.

I also took classes in classical Ballet, Jazz and Ballroom dancing.

This carried me into my teens and after completing Junior High School, at the age of 16 years, I was trained as a Dental Assistant by the Lead Dentist of the Practice in Toowoomba. Interestingly

"the blood factor" did not phase me and I felt very comfortable with all surgical procedures as well as Crown and Bridge work and general dentistry. I stepped up to being one of the pioneers in Four and Six Handed Dentistry and eventually trained many girls in this practice.

During the course of my 40 year career I worked in many private surgeries including specialist practices, Brisbane Dental Hospital, Clinics, and even visited several clinics in the prisons. That was a very interesting time and I have many stories to tell.

During my first marriage, I lived in Coolangatta before moving to Brisbane where we brought up a daughter and a son (7 years apart in age) and ran a family business in Wholesale Automotive Parts. We lived a full life and loved the outdoors which took us to many camping and fishing places.

My daughter became a Girl Guide as we loved to be in nature. My son followed my interest in music, but also had a competitive streak and played much sport before becoming a champion Go Kart Racer and to this day he still follows that hobby.

Shortly after Hap and I were married and Dad had passed away, we decided to move up to the Sunshine Coast for our retirement, where we enjoy walks in the hinterland and on the beach and the many events that Hap follows with the RSL of which he is a Sub-branch Member. It has always been important for him to keep in touch with his fellow 3 Squadron friends from the Airforce and other acquaintances and we look forward to our quarterly get together Luncheons.

Even though most of Hap's friends had served in Malaysia with him and his family, I was very pleased to be accepted into that group when we married. My first encounter with them was a Reunion trip to Butterworth.

After moving to Caloundra, I took up a childhood interest that I had loved in Art, so I joined the local Pastel Group at the Caloundra Gallery where I spend time with like-minded enthusiasts. The added benefit is when we can showcase our creations with the exhibitions held regularly.

It was very difficult to watch my Mother and Father struggle with many illnesses during the course of their life including Cancer and Emphysema and I vowed not to go down the same path. Over

the last 30 years I have studied many modalities of the Healing arts. I learned that disease and discomfort arise from memories of trauma or emotional states that are held in consciousness and by taking away the trigger for the cause of the problem, a permanent healing will take place. It also interested me that I was able to access Genetic health issues and completely transform them carrying this healing into the future for my family.

As a Transformational Therapist, I now have my own Clinic in Caloundra. My mission is to help my clients to believe in their own natural ability to heal themselves. I have the intuitive ability in showing them how to access the information needed that will support them to eliminate emotional, physical and mental stress. This will then encourage no need for medicine, but will interest them in the care of the human frame, in diet, and in the cause and prevention of disease. Energetic Healing offers countless ways of correcting what is not in balance with the Mind, Body and Soul.

My purpose, calling from deep within me, is to embrace the changes that are happening on this beautiful planet where we live by mastering my own inner energetics, helping people to become healthier and happy- one at a time, and being the change i wish to see in the world.

I went to the doctor with hearing problems. He said "Can you describe the symptoms?"
I aid "Homer is fat, Lisa is smart and Marge has blue hair"

34-1986 Rookies course. **(Sorry, no names)**

37 Clk E Course, July 1966 (Sorry no names)

47 ClkE Course, Apr – Aug 1968

Sorry – no first names.

Back Row L-R: Richardson, Moore, Williams, Brown, Harmsworth, Houthuysen, Whitcher.
Middle Row L-R: Kendrick, Bourke, Sharle, Anderson, Coyne, Leighton
Front Row L-R: Lipman, Bovington, Kemp, Campbell (Inst), Sewell, Hoare, Hoolahan.

ASCO Canteen,
Edinburgh, 1968

Edinburgh, 1968. Recruits barracks - the old four-room ammo storage buildings. WRAAF Quarters behind the brush-wood fence on the right.

Swanston St Melbourne 1968.. If only today.

Jindivik back in 1968. In front of Edinburgh Sergeants' Mess.

1468 Rookies, 1978.

Sorry – no names.

Rookies Course 47/85

I was sitting in the lounge with my wife, watching TV. I asked her if she'd get me a beer, she said no. Then her mobile phone dinged in the kitchen and she quickly got up to read the text, my message said, "Since you're in the kitchen, can you bring me a beer?"

I don't remember much after that.

Rookies Course 1250, 1974.

An Interesting Synopsis of WWI

Germany, Austria and Italy are standing together in the middle of a bar when Serbia bumps into Austria and spills Austria's pint. Austria demands Serbia buy it a complete new suit because there are splashes on its trouser leg. Germany expresses its support for Austria's point of view.

Britain recommends that everyone calms down a bit. Serbia points out that it can't afford a whole suit, but offers to pay for cleaning Austria's trousers. Russia and Serbia look at Austria. Austria asks Serbia who it's looking at. Russia suggests that Austria should leave its little brother alone. Austria inquires as to whose army will assist Russia in compelling it to do so. Germany appeals to Britain that France has been looking at it, and that this is sufficiently out of order that Britain should not intervene.

Britain replies that France can look at who it wants to, that Britain is looking at Germany too, and what is Germany going to do about it? Germany tells Russia to stop looking at Austria, or Germany will render Russia incapable of such action. Britain and France ask Germany whether it's looking at Belgium.

Turkey and Germany go off into a corner and whisper. When they come back, Turkey makes a show of not looking at anyone. Germany rolls up its sleeves, looks at France - and punches Belgium.

France and Britain punch Germany. Austria punches Russia. Germany punches Britain and France with one hand and Russia with the other. Russia throws a punch at Germany but misses and nearly falls over. Japan calls over from the other side of the room that it's on Britain's side, but stays there. Italy surprises everyone by punching Austria. Australia punches Turkey and gets punched back. There are no hard feelings, because Britain made Australia do it.

France gets thrown through a plate glass window but gets back up and carries on fighting. Russia gets thrown through another one, gets knocked out, suffers brain damage, and wakes up with a complete personality change. Italy throws a punch at Austria and misses - but Austria falls over anyway. Italy raises both fists in the air and runs around the room chanting.

America waits till Germany is about to fall over, then walks over, waves a fist at Germany while Britain knocks it out - then pretends it won the fight all by itself.

By now all the chairs are broken, and the big mirror over the bar is shattered. Britain, France and America agree that Germany threw the first punch, so the whole thing is Germany's fault. While Germany is still unconscious, they go through its pockets, steal its wallet, and buy drinks for all their friends.

It's been a bit of a strange day.
First I found a hat full of money, then I was chased by an angry man with a guitar.

Our Subs are going to cost!!

The Canberra Times
TO SERVE THE NATIONAL CITY

Australia's new fleet of submarines will ultimately cost $225b over their lifetime. Rear Admiral Greg Sammut said there was an $80 billion build cost, which was originally touted by defence to be $50 billion. There would also be an $145 billion support and maintenance cost over the lifetime of the attack subs until 2080.

"It is only an estimate of the sustainment of the fleet, we are designing the sub today," Rear Admiral Sammut said.

The submarines are being built in a contract with French submarine company Naval Group. The $80 billion build cost also covered other infrastructure related to the submarines, including upgrades to the wharves where they'd be housed.

Defence heads also said there was a high risk the new submarines would not be ready by the early 2030s.

Defence Minister Linda Reynolds denied the subs would be technologically obsolete by the time they hit the water. Senator Reynolds said money had been set aside to upgrade the new Collins Class submarines, if and when such works were required.

The committee also heard there is "wriggle room" on the projected 5200 jobs to come from the latest sub fleet-building.

Defence bosses concede a major shipbuilding project may not generate nearly as many jobs as first expected. When repeatedly pressed about whether constructing the offshore patrol boats and submarines would deliver the jobs promised, Navy official Peter Chesworth said the project was dynamic and fluid.

"Speaking as a bureaucrat there's a little bit of wriggle room in there," Mr Chesworth said.

RAAF Growler in Nellis engine fire incident “beyond economic repair”

The RAAF EA-18G Growler which experienced an engine fire on take-off from Nellis AFB in January has been officially deemed “beyond economic repair and has been withdrawn from service”, Defence has confirmed.

A Defence spokesman said, “The investigation into the EA-18G Growler aircraft incident at Nellis Air Force Base has been completed and was provided to the Chief of Air Force on 30 July 2018. A review of the recommendations is underway.”

The aircraft, serial A46-311, was taking off from Nellis AFB on January 28 for a familiarisation flight in preparation for Exercise Red Flag 18-1 when it suffered a catastrophic engine failure. The two crew members stayed with the aircraft until it came to rest between Nellis’s eastern runway and a parallel taxiway and were able to exit the jet and get clear of the growing fire.

It is understood that, had the failure happened a couple of seconds later, the aircraft would have been committed to the take-off and the crew would probably have had to eject over the desert north of the base.

“The highly-trained aircrew responded to the emergency situation and performed a ground evacuation,” a Defence spokesman said on February 27.

“The Directorate of Defence Aviation and Air Force Safety (DDAAFS) Accident Investigation Team (AIT), working in cooperation with the United States Navy, have carried out engineering inspections that indicate the most likely cause is an engine component failure.” Sources say that a high-pressure compressor disk of the right-hand engine suffered a catastrophic uncontained failure. The turbine disk broke into three major pieces and these were ejected from the aircraft, with one destroying the right-hand vertical stabiliser, another considerably damaging the left engine, and the third damaging the runway.

It is unclear whether the RAAF will look to replace the aircraft, or whether it will be considered part of an acceptable rate of attrition which would have been a factor when the original order for 12 Boeing-built EA-18Gs was placed.

As to the possibility of compensation for the component failure leading to the loss of a near-new jet which had less than 200 hours on it, Defence would only say that it “is exploring options for the recovery of economic losses resulting from the incident.” This is likely to be a process which will primarily involve government-to-government negotiations through the US Navy as the foreign military sales (FMS) parent service, rather than with Boeing as the prime contractor or General Electric as the engine manufacturer.

Meanwhile, the committee was also told Australia will receive no compensation after it was forced to shelve a $125 million fighter jet destroyed by a mechanical fault. Defence bosses have said the dud aeroplane was purchased through the United States Navy and the contract didn't allow for compensation. Defence official Tony Fraser says the incident over the EA-18G Growler fighter jet had been a "difficult lesson" and they department was reviewing its contracts, but he also warned that a similar contract arrangement hangs over the Joint Strike Fighter jet program, which is also facing performance concerns. The Growler caught fire in the US during a training exercise in 2018 with Defence later scrapping it from service.

Good health is merely the slowest possible rate at which one can die.

Computers and stuff.

Sam Houliston.

Contents.

Chrome Shortcuts.

If you're a Google Chrome user, and a lot of people are, there are a lot of short-cuts you can use to make your search of the internet a lot easier and a bit quicker. (A lot of these shortcuts will also work in Firefox and Internet Explorer.)

This not a complete list of all the keyboard shortcuts available in Google Chrome it is just a list of the more generally useful ones and is only those which can be used by Windows users. If you want to check them all out, including those for Apple people, click HERE.

Working with Tabs and Windows.

Whether you need to quickly jump between tabs in the current window or re-open a tab you accidentally closed, these shortcuts help you efficiently manage tabs and windows in Chrome.

Ctrl+T:	Open a new tab
Ctrl+N:	Open a new window
Ctrl+W:	Close the current tab
Ctrl+Shift+W:	Close the current window
Ctrl+Shift+T:	Re-open previously closed tabs in the order they were closed in, up until Chrome first initialized
Ctrl+Tab:	Jump to the next open tab in the current window
Ctrl+Shift+Tab:	Jump to the previous open tab in the current window
Ctrl+[1-9]:	Jump to a specific tab in the current window (9 is always the last tab, no matter how many tabs you have open)
Alt+Left/Right Arrow:	Open the previous/next page in the current tab's browsing history (Back/Forward buttons)

Google Chrome Features.

Everything here helps you access Chrome features without having to click around in the settings menu. You can open the Bookmarks bar, browser history, Task Manager or Developer Tools with these keyboard shortcuts.

Alt+F or ALT+E:	Open the Chrome menu
Ctrl+H:	Open the History page in a new tab
Ctrl+J:	Open the Downloads page in a new tab
Ctrl+Shift+B:	Show/hide the Bookmarks bar
Ctrl+Shift+O:	Open the Bookmarks Manager in a new tab
Shift+Esc	Open the Chrome Task Manager

Browsing Webpages.

Need to turn on full-screen mode, increase/decrease the size of everything on the page, or save all tabs as bookmarks? These shortcuts are a sure-fire way to save you heaps of time.

Ctrl+R:	Reload (refresh) the current page
Esc:	Stop the page from loading
Ctrl+S:	Save the current page to your computer
Ctrl+P:	Print the current page
Ctrl+Plus/Minus [+/-]	Zoom in/out on the current page
Ctrl+0 [zero]	Return the current webpage to the default size
Ctrl+D	Save the current page as a bookmark
Ctrl+F	Open the Find bar to search in the current page

Whoever said that the definition of insanity is doing the same thing over and over again and expecting different results has obviously never had to reboot a computer.

Windows 7's day is nearly done.

Windows 7 users – you should upgrade to Windows 10 now (See HOW). On the 14th January, 2020, windows will stop supporting that version of its operating system. After that you could be vulnerable to a cyber attack and you could find that your other software, that currently works under Win 7, might not work in the future as developers stop writing Win 7 into their updates.

Businesses which have a lot of money and for some reason want to stay with Win 7, can buy an "Extended Security" but it won't be cheap mainly as Microsoft wants you off 7 ASAP. Mr and Mrs average at home can't, Microsoft won't sell you the extended updates so you're better off getting out.

Windows 7 has been with us now for 10 years, it was released on the 22nd October 2009 – but now it's time to say good-bye.

What is an MKV file?

A file with the .MKV file extension is a Matroska Video file. It's a video container much like MOV and AVI, but also supports an unlimited number of audio, picture and subtitle tracks (like SRT or USF).

This format is often seen as the carrier for high-definition online video because it supports descriptions, ratings, cover art, and even chapter points which is why MKV was chosen as the default video container format for the popular DivX Plus software.

How to Play MKV Files

Opening MKV files might sound like an easy task, just double-click it, like any other video file, but if you have a collection of 10 MKV videos you got from 10 different places, you'll likely find that at least a few of those won't play correctly. This problem arises because the correct codecs for that particular type of video must already be present on your computer before it will play.

Your best bet for playing most MKV files is to use VLC. If you're on Windows, some other MKV players include MPV, MPC-HC, KMPlayer, DivX Player, MKV File Player or The Core Media Player. Some of those applications will open an MKV file on macOS too, as can Elmedia Player. Though not free, Roxio software can be used to play MKV files on macOS as well.

Decoder Filters

The Matroska.org website presents a list of decoder filters that must be installed for certain MKV files to play on your computer, you can get them HERE, just scroll down to the Additional playback Information section. For example, if the video is compressed with DivX Video, you must install either the DivX codec or FFDshow.

How to Convert an MKV File

If you find your computer or some video players won't play certain MKV files, your only remedy could be to convert the file to a different format. You could download the decoder file to your computer but you can't do that on video players, so you've got to use a converter. You can download a free video file converter from HERE. Freemake Video Converter is a good one.

Another program that we use is Wondershare Video Converter Ultimate. You can get it from HERE. It's not free but it doesn't cost a lot either and if you muck around with videos a lot it's definitely worth it. As well as being able to convert a huge number of formats, it will download videos for you (if you can watch it on your screen Wondershare will probably be able to download it). It will also compress videos and can burn videos onto DVD – though the use of DVDs is diminishing day by day. You can try it for free.

The MKV Format and Its Codecs

Because the MKV file format is just a general container format, it can hold several different tracks that each use different compression formats. Accordingly, it's not so easy to depend on a single MKV player that can open every MKV file you have. Certain decoders are necessary for certain encoding schemes.

The Matroska project is supported by a non-profit organization and is a fork of the Multimedia Container Format. It was first announced to the public at the end of 2002 and is a completely royalty-free open standard that's free for both private and commercial use.

Alexander Graham Bell invented the telephone but refused to keep one in his study.
He feared it would distract him from his work.

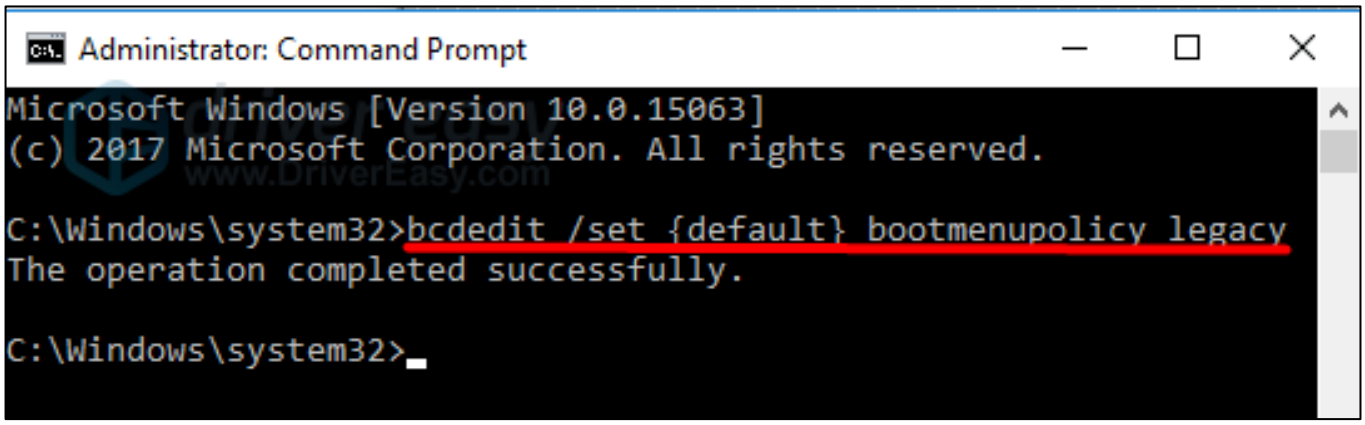
How to access Safe Mode in Windows 10

Safe Mode loads with a minimum set of drivers, software and service. Usually, when Windows doesn't start normally, Safe Mode starts with no problem. It's useful for you to troubleshoot a problem but for some reason it seems Microsoft has removed the old F8 switch from Windows 10 which you could use to enter Safe Mode – but of course there are ways..

In Windows 10, if you want to start Safe Mode with the F8 key, you have to set it up, here's how:

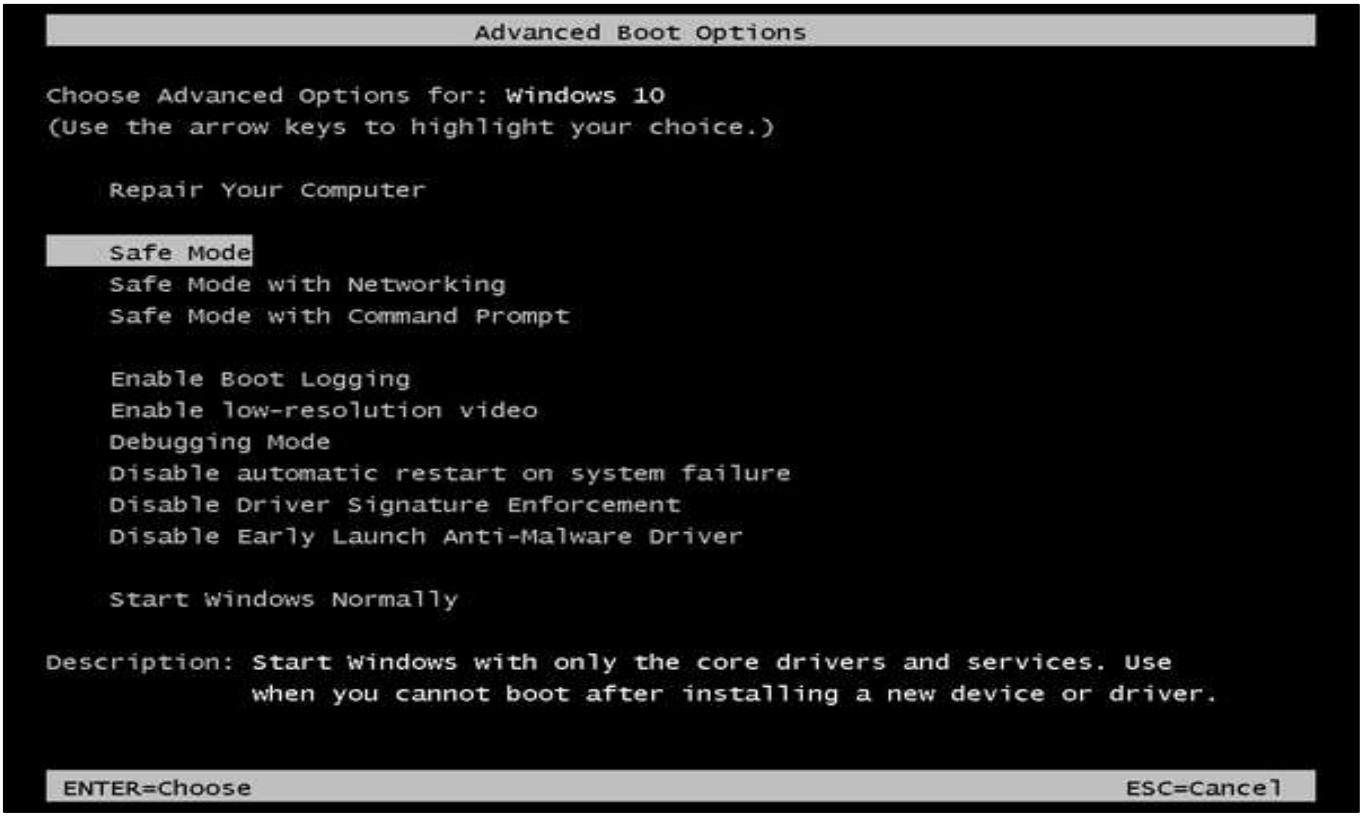
The F8 boot menu feature is disabled on Windows 10 by default but the good news is you can get it to work again with the Boot Configuration Data (BCD) Edit command. BCD Edit is a tool written to control how the operating system is started. You can use it to enable F8 boot menu easily. Just follow these steps:

1 Open the Command Prompt as an Administrator (See HERE).



2 Copy this **bcdedit /set {default} bootmenupolicy legacy** and paste it in the Command Prompt. Then press the Enter key, it will load and you will get "*The operation completed successfully*."

3 Reboot your PC. Before the Windows logo appears, press F8 to access the Boot Options menu (see below). Then select Safe Mode.

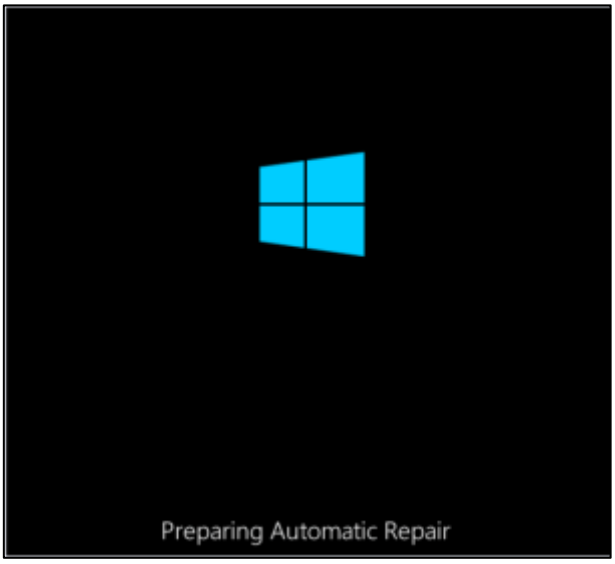


You can get F8 to work again only when you're able to access Windows. If you can't start Windows normally, you need to use other effective way.

Enter Safe Mode when you can't boot normally

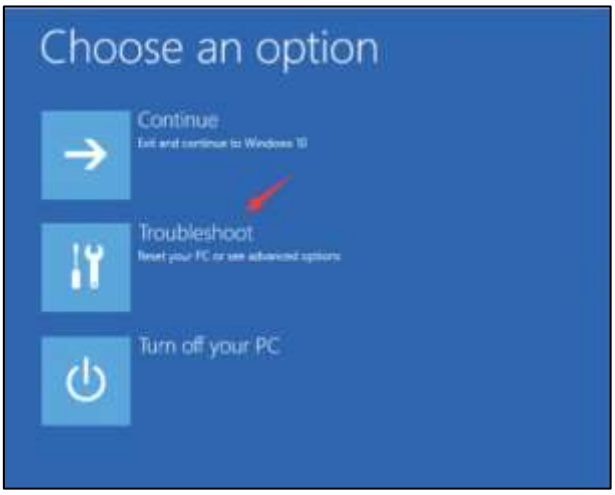
1. Ensure your PC is off.

2. Press the power button to turn on your PC, then hold the power button down until PC shuts down automatically (about 5 seconds) . Repeat this more than 2 times until you see the Preparing Automatic Repair window (see at right), then wait for Windows to diagnose your PC.



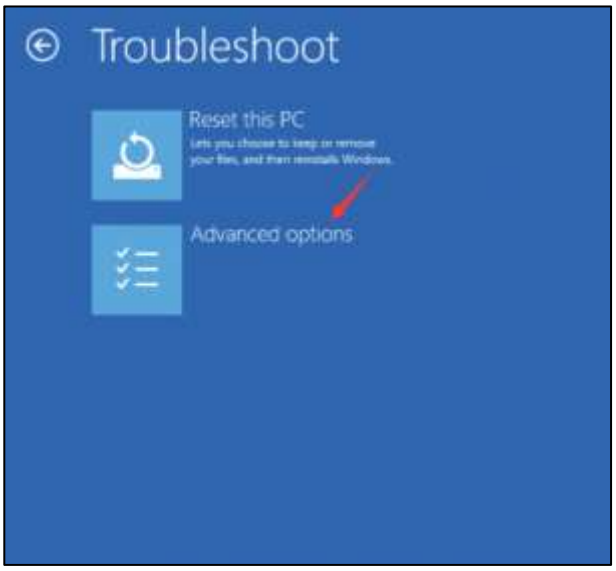
2. Click Advanced options, the system will bring up the Windows RE (Recovery environment.) screen.

3 On the Windows RE (Recovery environment) screen, click Troubleshoot.

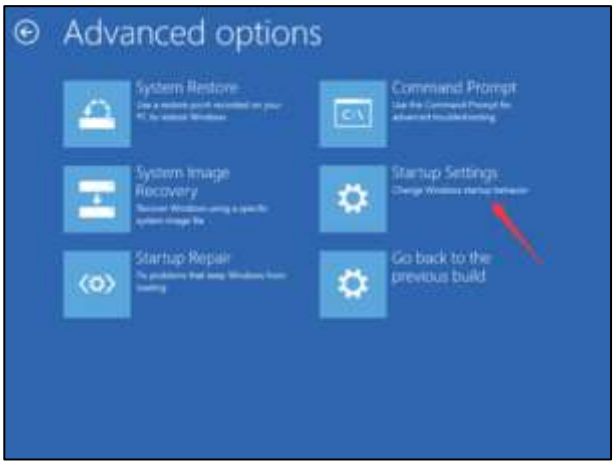


Q: How many prolog programmers does it take to change a light bulb?
A: Yes.

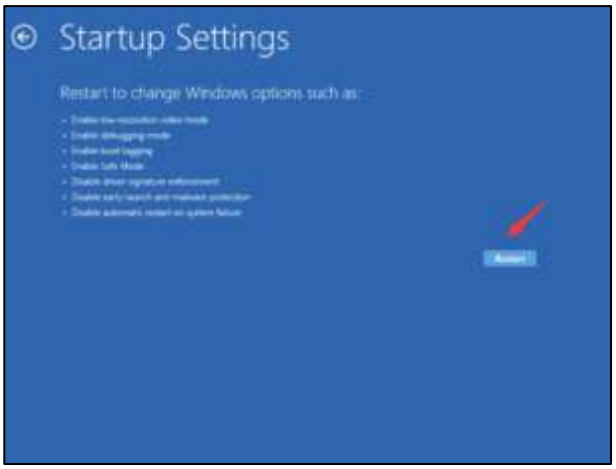
4. On the Troubleshoot screen, click Advanced options.



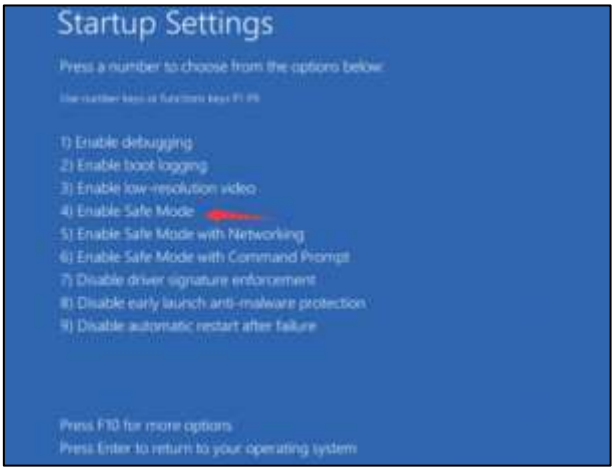
5. Click Startup Settings to continue.



6 Click Restart. The computer restarts and another screen opens showing a list of different startup options.



7 On your keyboard, press the 4 number key to enter Safe Mode without network. If you need to do some online research after boot into the safe mode, press the 5 number key to enter Safe Mode with network access.

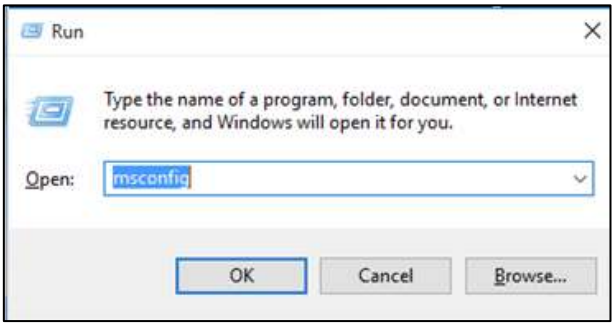


Enter Safe Mode from Normal Mode

If you've started Windows normally, you can boot into the safe mode using the System Configuration tool which allows you to configure how your PC starts, the boot procedure, the startup items, etc.

Follow the instructions below to open the System Configuration tool:

1. On your keyboard, press the Win+R (Windows logo key and R key) at the same time to open the Run box.



2. Type msconfig and click OK. Then the System Configurations will open.

3 When the System Configuration opens, click the Boot tab. Under Boot options, check Safe boot then click OK.

4. When you're prompted to restart your computer to apply these changes, click Restart then you will boot into the Safe Mode.

IMPORTANT: When you want to start Windows 10 again in Normal Mode, you have to reverse the process, that is, make sure the Safe boot tag is unchecked.

Start Safe Mode from the login screen

If you can boot to the login screen, you can enter Safe Mode from there.

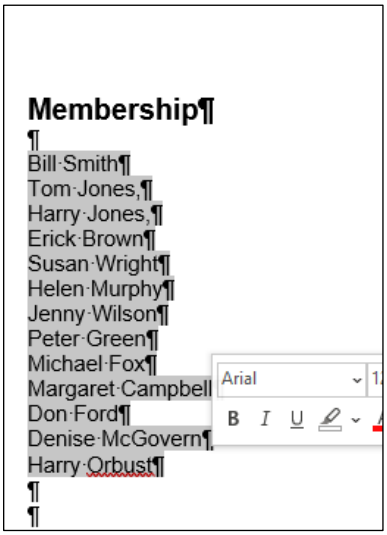
1. On your keyboard, hold down the Shift key then at the bottom left, click the power button and select Restart. Windows will bring up the Windows RE (Recovery environment) screen.

2. On the Windows RE (Recovery environment) screen, click Troubleshoot then follow the instructions above.

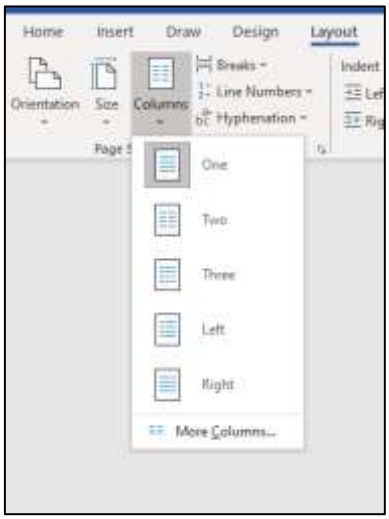
Chuck Norris can delete the Recycling Bin.

Adding Columns to a Word Document.

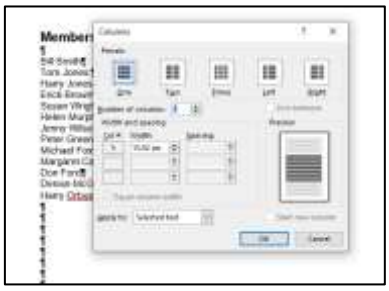
Sometimes the information you include in your document is best displayed in columns. Not only can columns help improve readability, but some types of documents, like lists of names, newspaper articles, newsletters, and flyers are often written in column format. Word also allows you to adjust your columns by adding column breaks and it's easy. The following applies to Word 2016 but will also refer to earlier versions of Word. Here's how!



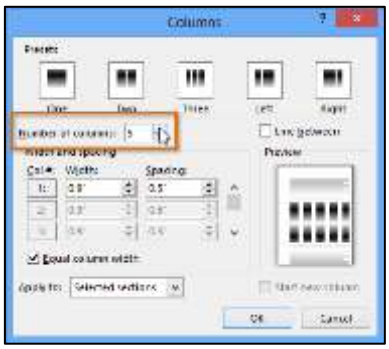
Select and highlight the text you want to format into columns.



Click the **LAYOUT** tab at the top of the page, then select the **COLUMNS** icon, a drop down menu will appear, select the number of columns you want to create. Your list will then format into columns.



The drop down menu above only allows you to format into 3 columns, if you want to add more, just click **MORE COLUMNS** at the bottom of the drop down menu, another menu appears.



Click the **NUMBER OF COLUMNS** box to select the number of columns you require.

The **Left** and **Right** presets are used to format a 2 column setup. If you select **Left** your left column will be the smaller in width of the two, when you select **Right** the right column will be the smaller.

You can put a vertical line between your columns very easily too, first select the **MORE COLUMNS** tag, then select the number of columns you require, then click the **LINE BETWEEN** box.

When you select a number of columns, Windows will automatically shuffle your data so the columns are equal in size, but sometimes you might want to have more items in one or more columns than in another. You can try and cut the items you don't want from column 1 and paste

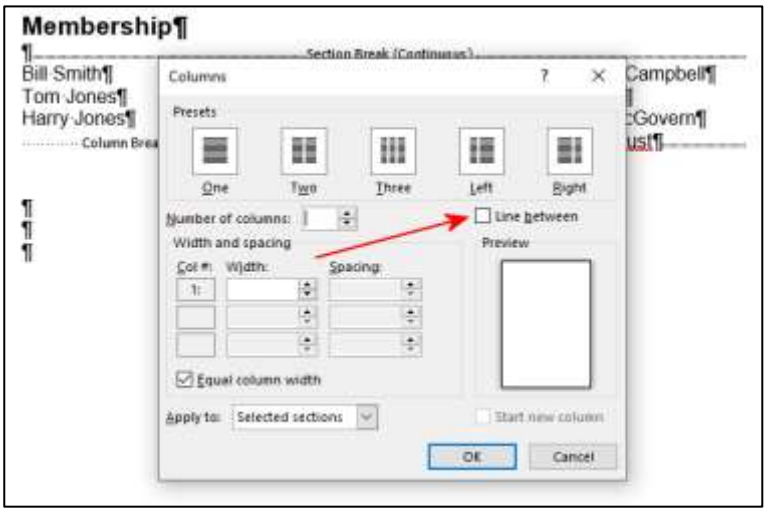
them in another column but Windows will just put them back –there is a way of doing it and it's easy too.

First sort the data into columns, then click your mouse at the end of the item you wish to be the last in column 1 then hold down the CTRL and SHIFT keys and press ENTER. Irrespective of how many columns you have set up, Windows will reassemble everything into two columns with column 1 holding just the data you wanted and everything else in column 2.

If you want to move some of that data in the new column 2 to column 3, just position your mouse on the last item you want in column 2 and press CTRL – SHIFT – ENTER again. If you want more columns, just repeat the process.

Vertical Lines between Columns.

Word allows you to add columns to your page layout but what if you wanted to add vertical lines between each column, how can you do this? Luckily Word make it easy, here's how!



Position the insertion point at the beginning of the material you want to appear in columns. Click the **LAYOUT** tab then select **COLUMNS** then **MORE COLUMNS,** the window at right appears.

Select the number of columns you require then click the **LINE BETWEEN** tag (arrowed).

"I checked the serial number of your laptop. It's a waffle iron."

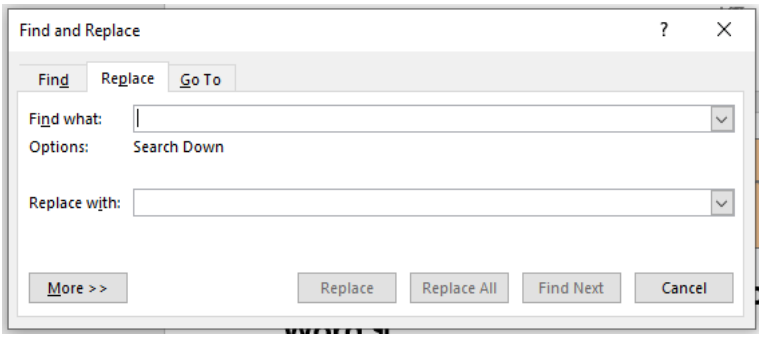
Find and Replace in Microsoft Word.

Windows Secrets
Everything Microsoft forgot to mention.

You've probably used Find and Replace in Microsoft Word to look for misspelled words and other mistakes and replace them with their corrected versions, but there's more to Find and Replace than just replacing text. You can enable certain options, such as matching the case and looking for whole words. You can find and replace special characters, such as paragraph marks, dashes, and page breaks. You can replace special formatting, including fonts and paragraphs. And you can combine many of these options in one single search.

To start, launch Word and open or create a long document with multiple paragraphs and pages of text. Ideally, the document should contain graphics and special formatting. If you've misspelled a certain recurring word throughout your document, the quickest way to fix that is through Find and Replace.

Click anywhere in the document and then hold down the CTRL key and press the **A** key, that will highlight the whole document. If you don't want to make changes to the whole document, just manually highlight the section in which you wish to make changes instead of using CTRL A. Now hold down the CTRL key and press the **H** key, that opens the window at right.



Type the word you want to replace in the "Find what" field and the replacement word in the "Replace with" field. Click on the REPLACE ALL button to replace all the instances. Word then tells you how many replacements were made.

Maybe you don't want to replace all instances of a word but only uppercase or lowercase versions. For example, you want to replace all uppercase instances of a proper name such as "Mark" with "Marcus" but not lowercase instances of the word "mark." In the Find and Replace window, type "Mark" in the "Find what" field and "Marcus" in the "Replace with" field. Click on the More button in the window and then click on the checkmark for Match Case. Click on Replace All.

You can combine multiple options, such as matching case and finding whole words only. As an example, if your document contains the name, Lance, but it is mistakenly spelled in lowercase as lance and your document also contains the word "freelance." You only want to replace the lowercase instance of the name, but not any instance of the word freelance. In the "Find what" field, type lance, in the "Replace with" field, type Lance. Then select the checkmarks for "Match case" and "Find whole words only." Click Replace All. Find and Replace finds only instances of the name in lowercase as a whole word and replaces each one with the same word in uppercase but leaves the word freelance alone.

Find and Replace can also take on special characters.

M

In the Find and Replace window, click on the Special button to see the range of characters you can include. +Let's say you have a document with double paragraph returns between each paragraph and you want to change those to single paragraph returns. First, click on the Show/Hide ¶ icon on the Home Ribbon to see all the instances of paragraph marks. Click in the "Find what" field in the Find and Replace window. Click on the Special button and select Paragraph Mark. Word inserts a ^p string in the field. Repeat the step so the string contains two paragraph marks -- ^p^p. Click in the "Replace with" field and insert a single paragraph mark. Click on Replace All to replace each instance.

You can perform other helpful Find and Replace actions with special characters. Maybe you've sprinkled your document with lots of dashes, probably typing a single dash mark. Now you want to convert those narrow dashes into either En dashes (–) or Em dashes (—). No problem. In the "Find what" field, type a regular dash. Click in the "Replace width" field and click on the Special button. Select either an En dash or an Em dash. Run Find and Replace to replace all the narrows dashes.

-	Hyphen
–	En Dash
—	Em Dash

When you search for a narrow dash, Word will find all such dashes including those between two words, such as "off-base" or "fine-tune," but you don't want to replace those dashes with En or Em dashes. To prevent that from happening, add spaces by pressing the spacebar at the beginning and end of the character in both the "Find what" and the "Replace with" fields.

Find and Replace also comes in handy for replacing formatting. Maybe you have different fonts scattered throughout your document and want to replace them with other fonts. In the Find and Replace window, make sure the cursor is in the "Find what" field. Click on the Format button and then select Font. In the Find Font window, select the font you wish to find. You can also specify a font style and size or leave those fields blank to find all instances of the font. Click OK. Click on the "Replace with" field and repeat those steps to select the replacement font. Click on Replace All.

Next, you can replace specific paragraph formatting. Let's say certain paragraphs in your document are single spaced and you want to increase the line spacing. In the Find and Replace window, click on the No Formatting button in the "Find what" field to wipe out the formatting for the last Find and Replace. Click on the Format button and select Paragraph. In the Find paragraph window, click on the Line Spacing field and set the spacing to Single. Repeat those steps in the "Replace with" field but set the spacing to 1.5. Click on Replace All.

Finally, you can combine different options in a single Find and Replace. Perhaps you've peppered your document with graphics, all left aligned, and now you want to move them all to the centre. In the Find and Replace window, remember to remove the existing formatting set in the "Find what" and "Replace with" fields. For the "Find what" field, click on the Special button and select Graphic. In the "Replace with" field, click on Format and select Frame. In the Replace Frame window, select the text wrapping you want and then set the horizonal position to Centre. Click OK. Click on Replace All. All the graphics in your document take on the new location.

Commcen

Alun Rees got in touch, he says:

ZCZC Since leaving the RAAF in 1998 and taking up gigs in the Defence Signals Directorate (later Australian Signals Directorate) and retiring from there in March this year (and Defence in general), it has been good to find the Radschool site and to look back fondly at the early years, the anecdotes, and those that paths have crossed.

During one of my reads, I noticed that there was a photo which you were seeking more information on as little was known except it was a bunch of COMMSOPS waving at the camera.

Not sure if anyone replied or filled in the blanks, but being one of those in the photo thought I would respond. The photo is the final staff on the closure of 77 Commcen RAAFSU Canberra in June 1992. Most in the photo ended up being posted to the new Joint Commcen Canberra, which comprised RAAF, RAN and Public Servants - it made an interesting mix at times.

The names are, left to Right: CPL Alun Rees, CPL Andrew Hyde, A/CPL Barbara Gainza, LAC Andrew Hughes, LAC Chris Whittington, LACW Janet Sreckov, ACW Michelle Sorenson, LAC Barry Haycock, CPL Mark Nixon, CPL Pete Jordan, CPL Bruce Bell (back), CPL Paul Gaynor

(middle), FSGT ‘Paddy’ Templeton (SNCOIC COMMS), FLGOFF John Polmear (OICCOMMS), SGT Dave Mitchell, and, SQNLDR Dave Mitting (CO RAAF Support Unit Canberra).

To go with the photo I have also included a copy of the wonderful work that Pete Jordan did in researching the history of RAAF Comms in Canberra leading up to the final photo, split into six parts due to email server size restrictions (sixth part sent separately) - it's just good that the rest of the community has access to the history before it’s lost”.

NNNN

(Thanks Alun - we’ve combined the files and you can download the complete story HERE)

Remembering families Australia placed in harm’s way

Ken Marsh

The National Monument in Kuala Lumpur remembers those who served in the two world wars and the Malayan Emergency. It was bombed by Insurgents in 1975

Australian made a significant commitment to Air Base Butterworth over the 30 year period 1958 - 1988. Throughout the period Australian service personnel were accompanied by their families. These years included the final phase of the Malayan Emergency of 1948-1960, the Indonesian Confrontation of 1963-1966 and the Second Malaysian Emergency (SME) of 1968-1989. At different times throughout this period families were exposed to threats not experienced by

families in Australia, including threats normally associated with military members in a conflict zone.

While the focus of this article is RAAF families in Butterworth and Penang during the SME it should be remembered that prior to the withdrawal of other Australian military forces from Malaysia and Singapore in the early 1970s military members posted to those countries were accompanied by their families. Also acknowledged are Australian school-teachers serving at the RAAF School Penang and their families. There may also have been other civilians associated with the military that I am not aware of.

Air Base Butterworth is located in Province Wellesley, or Seberang Perai, opposite Penang Island and is part of Penang State. A pre-war base it was established by the RAF as one of its Far East bases. In 1955 number 2 Air Field Construction Squadron RAAF commenced a two-and-a-half-years upgrade of the facility. Although ownership remained with the RAF it was placed under RAAF control in July 1958. Ownership passed to Malaysia in March 1970 although it remained under Australian control until June 1988.

On the 17 June 1968 the Malayan Communist Party (MCP) launched the second phase of its armed insurgency against Malaysia and Singapore when it ambushed a security force convoy in the Thai border region. Seventeen police officers were killed in the attack. In a report dated 27 April 1971, Security of Australian Personnel and Assets, Air Base Butterworth, Wing Commanders Downie and Barnes described the political and security situation in the country since the end of the Emergency.

> *The general political and security situation in Malaysia has been unstable since the period of the Emergency. The riots of 1967 and 1969 culminating in the formation of the National Operational Committee has been an indication of the measure of this condition. Dissient action in the Kulim district has drawn attention to the possible vulnerability of Butterworth.*

The paper Strategic Basis of Australian Defence Policy, October 1975, at paragraph 89 saw the sub-region of Malaysia, Singapore and Indonesia as being now more exposed to external exploitation of political instabilities, with each having major sources of disaffection. Specific to Malaysia is the following comment:

> *Communal relations in Malaysia are essentially fragile. There is a long-established insurgency in Malaysia which is based on the Thai-Malaysian border to which arms could be supplied. There is potential for large-scale instability in Malaysia if there were to be widespread disaffection in the Chinese population and if dissidents were to receive arms and other support.*

In November 1967 Penang erupted into almost two months of violence and bloodshed. In the lead up wages had fallen 12% compared to the national average, the Confrontation had adversely affected exports to Indonesia, a two percent surtax imposed by the Federal Government on Indonesian goods re-exported from Penang placed it at a disadvantage to other places, such as Singapore, and Penang lost its free port status in 1967. Businesses were struggling to survive and unemployment rates were soaring.

Against this background the Malaysian Government introduced a new currency (the Ringgit) to replace the Pound Sterling without a stipulated phase in period. Transition from the old to new was meant to maintain the value of the old but following a British decision to devalue the pound its value reduced by 15% against the Malaysian dollar. This particularly affected low income groups who didn't have bank accounts and kept their savings in the old currency. The devaluation burden, which the government should accordingly have shouldered by itself, fell upon those who could least afford it.

What followed was meant to be a peaceful protest when businesses were encouraged to cease trading. At a time thugs ruled most of Georgetown's streets and violence erupted between the Chinese and Malays. Businesses were attacked, bus companies withdrew their services to avoid further damage, 8 lives were lost and 137 injured. Curfews were imposed and police and army patrolled the streets.

Less than two years later the nation was again thrown into turmoil following the release of the 1969 election results on May 19. Following significant gains by the opposition violent clashes occurred between elements of the Chinese and Malay communities. Houses, cars and businesses were torched with official figures recording under 200 deaths although unofficial figures estimate somewhere between 800 to 1000.

The Government responded by declaring a nation-wide State of Emergency and suspending Parliament. While the violence was mainly restricted to Kuala Lumpur minor disturbances also occurred Penang, Singapore, Malacca and Perak.

In March 1970 the Provisional Parents and Citizens Association, RAAF School, Butterworth wrote to the Staff Inspector, NSW Department of Education. The purpose of the letter was to seek the establishment of a mainland school for the some 250 children who travelled by bus and ferry to the RAAF School on Penang Island. Parents had a number of concerns, including the early start for young children, travel time, heat and humidity and the unpredictability of delays with the ferry services. Also of concern was the Emergency then in place:

As Service people, we do not like to emphasise the security situation. However, a State of Emergency continues. The Director of Operations, Tun Razak, last week said: "There is still tension. It is a good thing to have the curfew to remind people that the situation is not yet completely normal." Butterworth parents are concerned that their young children could be separated from them in a dangerous situation. The first anniversary of the riots will take place on 13th May. Trouble could occur then.

Added to the risk of civil unrest and its potential for violence was the threat posed by the communists. The Straits Times of 25 April 1970 reported the death of six year old Katty Salter in Singapore. Katty was killed and her nine year old friend Peter Neil injured when they stood on a boobytrap planted in a playground by communists. Both fathers were British servicemen no doubt part of the ANZUK forces then in Singapore. As Australian military families were also in Singapore at the time it is conceivable the casualties could have been Australian children.

Australia's Joint Intelligence Organisation, in its 1975 assessment of the security of Air Base Butterworth, identified a 'distinct threat' from booby-traps and the like to the Australian community at Butterworth.

Sabotage, by the planting of delayed-action explosives, booby-traps, and other similar devices designed to damage equipment and to injure personnel ⋯ Minor acts of sabotage committed within the Base by such personnel would result in their detection and in tightening of security with no significant gains for the CTO cause. Nevertheless, the use of booby-traps and minor acts of sabotage by subversive groups are relatively common throughout Peninsular Malaysia and pose a distinct threat, both to Australian personnel and their dependents.

Acts of terrorism against RAAF married quarters adjacent to the Base (Tan Sai Gin and Rubina Park)

Note the assessment identified dependents of servicemen as potential targets. In fact, as the assessment considered an attack within the Base could result in the detection of the enemy and increased security with no significant gains for the CTO cause it is reasonable to conclude that those in the married quarters adjacent to the Base were exposed to a higher risk.

The assessment also considered the possible threat of the kidnapping and murder of Australian personnel and their families.

The CTO could easily adopt tactics used by other terrorist organisations, notably those in South America, of murdering or kidnapping important foreign residents in order to embarrass the Government publicly and to obtain concessions, such as the release of political prisoners, as part of a wider campaign of urban terrorism.

This action was considered more likely by one of the two factions that had broken away from the main communist body as it was concerned in controlling the rural areas in line with the orthodox Maoist doctrine.

There have been indications, however, that the Marxist-Lennist and Revolutionary factions differ from the Central Committee faction over this question and might seek to implement a campaign of urban guerrilla warfare. The increase in the numbers of incidents in 1975 points in this direction, but it is doubtful whether the factions have the resources to conduct an extended urban campaign, although they have demonstrated a capability for coordinated action throughout Peninsular Malaysia. If this situation did arise, however, Australian personnel and their dependents stationed at Butterworth could be threatened; it is impossible to say whether they would be primary targets in preference to other foreigners in Malaysia, such as diplomatic missions.

With the wisdom of hindsight it is easy to dismiss this assessment. Good planning has always considered and evaluated all possible risks, or threats. In this case no one could know if the factions planned to carry out such an action until someone had been killed or kidnapped and this may have happened without any warning. Australia service members and or their dependents could have been victims.

Other developments in 1975 gave reason to reconsider the security of Butterworth. On 7th October the Chief of Air Staff, Air Marshall James Rowland (right) advised the Minister of the possibility of rocket and mortar attacks on the Base. Regarding an upcoming meeting with the Malaysian Prime Minister the CAS requested the Minister to ask that at least one Malaysian battalion be allocated to secure the area immediately surrounding Butterworth. It was considered at least two battalions would be required to provide adequate defence.

A week later, on 14th October, the Deputy Chief of Air Staff, Air Vice Marshall N.P. McNamara advised DJS re. Butterworth security:

Arrangements in being for the protection of families, the security of assets and facilities and security of personnel on the base are satisfactory. At this time no defensive works for the protection of personnel is considered necessary, but base planning has taken into account the requirement for blast shelters should the situation deteriorate further. The requirement for blast protection of aircraft against ground burst weapons and small arms fire together with aircraft dispersal i s currently under review.

Of interest are the comments in a first draft Brief for DCAS Concerning Security of Butterworth. This considered any attack on the base would result in the agitation for at least dependant families to be evacuated to Australia. Such action would be politically advantageous to the CTs and potentially damaging to Australia's prestige in SEA. A similar situation was considered likely if there were any increase in the level of defence preparedness including signs of defensive works against rocket attacks.

All the evidence shows Australian authorities at the time believed there was a real threat to Defence families in the Butterworth region in the 1970s, both from civil unrest and terrorist activity. While plans for family security may have been considered satisfactory there could be no guarantees they were fool proof. Families were free to move around the country and therefore

could not always be protected from an enemy that had placed booby-traps in a children's playground or who may choose to kidnap or murder foreign citizens.

In this context it is worth reflecting on the statements of Justices Mohr and Clark in 2000 and 2003. In essence Justice Mohr ruled that a veteran is entitled to the Service Pension if he or she has incurred danger from hostile forces of an enemy. Whether or not the veteran incurred danger must be determined as an objective fact, existing at the relevant time, bearing in mind both the real state of affairs on the ground, and on the warnings given by those in authority when the task was assigned to the persons involved. Mohr established this objective danger existed if either of two conditions are met:

- where an armed enemy will be clearly proved to have been present; or
- if a serviceman is told there is an enemy and that he will be in danger, then that member will not only perceive danger, but to him or her it will be an objective danger on rational and reasonable grounds.

Clarke concurred with Mohr.

> *If then, the military authorities consider that a particular area is vulnerable to attack and dispatch armed forces there, they are sending forces into harm's way, or danger. This was the second point made by Mohr - that veterans ordered to proceed to an area where they are endangered by the enemy will not only perceive danger, but to them the danger will be an objective one based on rationale and reasonable grounds. In these circumstances, what the historian says he or she has learned since the war about the actual intention of the enemy is hardly relevant.*

Consistent with the principles enunciated by both Justices it was not only Army and RAAF members who were sent into harm's way, or danger during the 1968-1989 period. It was also considered that RAAF families at Butterworth were vulnerable to attack.

Despite the evidence, Defence maintain service at Butterworth is properly classified as peacetime service. "I am satisfied that the extant peacetime classification for ADF service at Butterworth between 1970 and 1989 remains appropriate" Vice Admiral R.J. Griggs.

While my focus has been on the period 1968-89, the period known as the Second Malaysia Emergency, military families were present in Malaya/Malaysia and Singapore during two periods recognised as active service, the Malayan Emergency and the Indonesian Confrontation. Both the 1967 and 1969 race riots clearly demonstrate exposure of families to what must have been rather anxious times for those that lived through them. The murder of a six year old British girl by communists in 1970 clearly demonstrates the real threat to civilians, including service families, throughout the Peninsular at the time.

These families deserve recognition as they also served our nation.

About the author:

Ken joined the RAAF in 1967 as an apprentice and trained as an engine fitter. He completed 20 years service, five of those at Butterworth (Sept 1971 to Mar 1974, Jul 1977 to Jan 1980). While his recollections of those days are vague he clearly remembers being warned of the dangers of booby traps and told that the Malaysian Air Force operating from Butterworth were bombing Chin Peng [the Communist leader] out there in the jungle somewhere soon after arriving in 1971. He also recalls armed police roadblocks in the town of Butterworth during his second tour and reading reports of actions against the communists in the local papers. In 1969 the Malaysian Government imposed a state of emergency and nationwide curfews following race riots in Kuala Lumpur in 1969 and he was aware of those tensions still bubbling away below the surface in the 1971-74 period.

Since departure from the RAAF he has completed both a Graduate Diploma and Masters Degree in OHS with the Faculty of Medicine and Health Sciences at the University of Newcastle and over the last eight or so years done considerable research on the matter of Butterworth. He has accessed and retains files from the National Australian Archives, the Australian War Museum, academic theses, newspaper articles and more.

An Aussie and a Maori walk into a bakery. The Maori steals three pastries and puts them in his pockets. He turns to the Aussie and says, " Pretty slick eh bro ? The owner didn't even see me." Unimpressed, the Aussie replies, "Typical dishonest Maori. Mate I'm gonna show you the honest way and still get the same result." The Aussie calls the owner of the shop and says, "Mate, I want to show you a magic trick." Intrigued, the owner obliges. The Aussie asks him for a pastry, which he promptly eats, then asks him for another, and he eats that too. He asks for a third pastry, which he eats also. By now, the owner says, " C'mon mate, where's the magic trick ? " The Aussie replies, pointing to the Maori, " Check his pockets . . . "

F-18's over Townsville

Australia's next generation of fighter pilots and E-7A Wedgetail aircrew returned to Townsville to participate in Exercise High Sierra 2019.

The crews from No. 2 Operational Conversion Unit and No. 2 Squadron at Williamtown will face some difficult training during the final phase of their six month operational conversion courses.

Up to 14 F/A-18A/B Hornets, six Hawk 127 Lead-in Fighter, three PC-9A aircraft and two E-7A Wedgetail surveillance aircraft, headed north for a few weeks in the sun at Townsville.

The exercise allows Air Force to maintain its key capabilities such as the performance of precision strike missions, airborne Command and Control and Air to Air Refuelling skillsets. It also provides participants with highly-complex air combat training opportunities and tests deployable capabilities.

The Exercise comprises the last three weeks of the F/A-18 A/B Hornet operational conversion course, which is the final phase of fighter pilot training transitioning from the Hawk 127 Lead-in-Fighter aircraft to the F/A-18 Hornet as well as the final phase of the E-7A operational conversion and upgrade courses, graduating E-7A qualified Air Battle Managers, Electronic Support Measures Operators and Pilots.

Commanding Officer of No. 2 Operational Conversion Unit, Wing Commander Scott Woodland, said Exercise High Sierra represents vital training for the next generation of Air Force fighter pilots. “The Pilots need to achieve an extremely high level of skills to fly a complex aircraft and then make decisions to use weapons in fractions of a second.”

See HERE

“We’re delighted to return to Townsville. The facilities and challenges for our pilots are exceptional and the support we receive from the local community is simply brilliant,” he said.

Noise reduction and the environment are vital considerations in the planning and conduct of military flying and Air Force appreciates the support it receives from the Townsville community during this activity.

As a thank you for their support, on the 28th November, the Air Force treated the community to a fly-past from north to south along the Strand at Townsville. Ten F/A-18A/B Hornets conducted a formation fly-past at a height of 1000ft and at a speed of 550 kph, before completing a pass of Castle Hill and returning to base. It was a great thrill for the populous and the aircrew didn’t mind it either.

See HERE

This will be the last time that 2OCU will bring the F/A-18A/B Hornet to Townsville before transitioning to the F-35A Lightning II. The F/A-18 will be retired from 2021.

Altn Pilots Courses during Vietnam.

Alf Allen writes, In my capacity as a former RAAF pilot (67 Course) I find your Course listings very helpful for putting faces to names, etc. There is, though, one cohort which has slipped through the cracks principally because so few are aware of its existence. During Vietnam there was a mighty increase in pilot training, but still the RAAF could not meet its target number of graduates, so some small batches were sent to the UK for this training. I became aware of this process as the first graduate batch to be posted to WLM joined me on Sabre OCU. Following are the chronological and alphabetical listings of these graduates.

Click HERE to see those that started the course, and HERE to see those that graduated.

The newly appointed Warrant Officer of the Air Force.

A changeover ceremony for the role of Warrant Officer of the Air Force (WOFF-AF) was held in Canberra on 6 November.

Pic Corporal Veronica O'Hara.

Chief of Air Force Air Marshal Mel Hupfeld congratulates Warrant Officer of the Air Force Fiona Grasby on her appointment as the ninth WOFF-AF, during a changeover ceremony at Russell Offices, Canberra. Former WOFF-AF Rob Swanwick handed the reins of influence to Fiona.

With hundreds of Defence members in attendance, the changeover ceremony signified the passing of responsibility for the role tasked to represent the Air Force-enlisted workforce in the Defence Senior Leadership Group.

The Warrant Officer of the Air Force is a position that is not a command – it's a position that provides leadership through influence – it's a position that also provides advice and support and enables command across the whole of our Air Force.

Former WOFF-AF Rob Swanwick served in the position since 2015 – a fitting end to his 40-year Air Force career.

As part of the Defence Senior Leadership Group, WOFF-AF represents the enlisted workforce, provides advice and assists the Chief of Air Force and commanders on the morale, work life and general welfare of the airmen and airwomen.

It is interesting to note that at about the same time Navy also appointment a female to the position of Warrant Office Navy (see HERE). Surely these women were not selected due to their gender as many would suggest.

4 RMT

Warren Turner sent us this, he's a bit short on a few names, can anyone help?

Back Row L-R: Hal Baurlei, Don't know, Bob Pearson, John Cox, Don't know, Bill Broadbent, Bab Watling, Don't know, Don't know, Stan Strauhan, Geoff Morgan.

Front Row L-R: Ross Ginn, ?? Chapman, Mick Danos, Colin Slee, Warren Turner, Noel Shales, Bill Brown, Graham Knight, Ric Karabyn, Keith Turner, Len Lotz, Glen Ireland.

34 Sqn Radio, Dec 1984.

Back Row L-R: Gordon Ings, Ian Reed, Mick Corlis, Eric Rose, Paul Dimmer, Dennis Odri, Dave Denahy, Bruce Bellamy, Shane Jarvis, Brad Davis.

Front Row L-R: Greg Gay, Chris Laban, Danny Dwyer, Peter Henrick, Wayne McClaggan, Paul Newton, Phil Van Dyjk.

Wings

RAAFA Publications released the spring-2019 edition of their Wings Magazine in September. It's a great read and you can download a copy HERE.

She is a funny lady.

75 Sqn Sumpies, Darwin, 1987

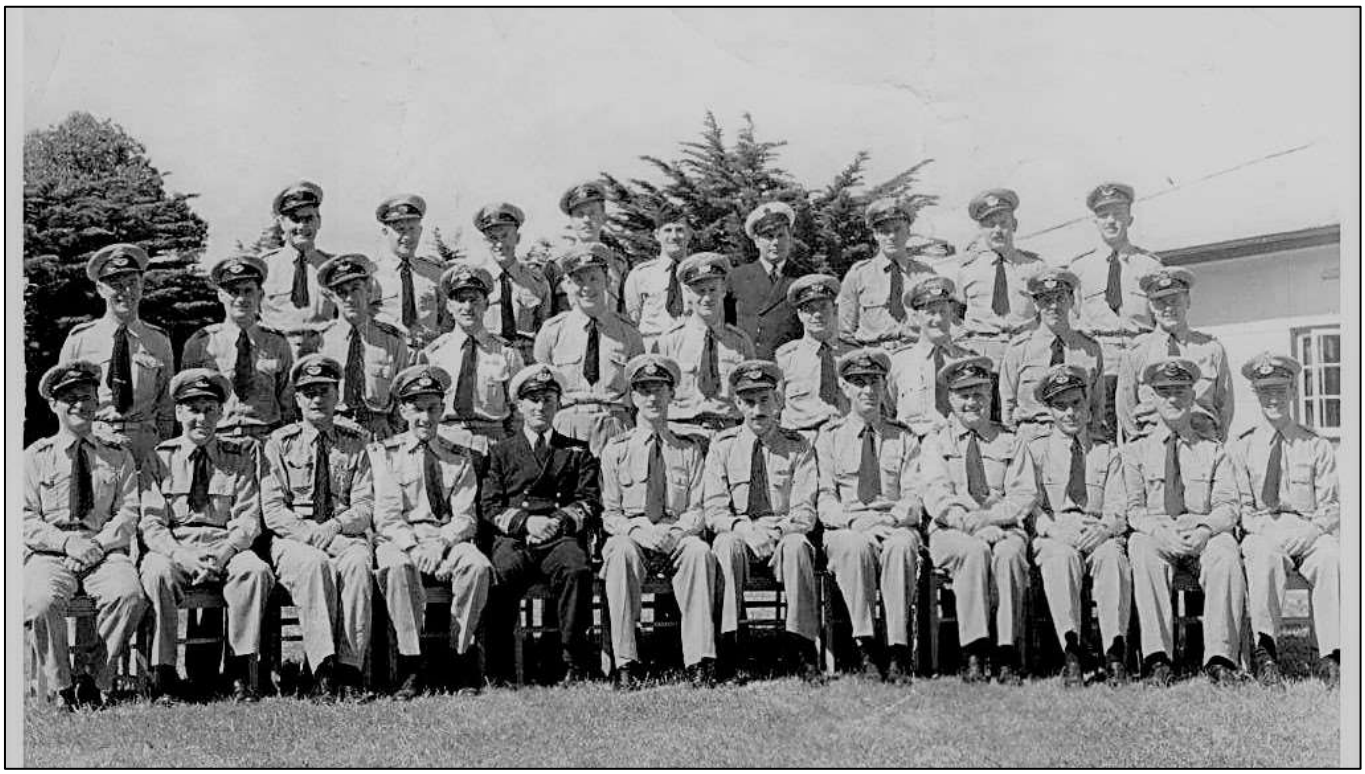
Standing L-R: Peter Green, Jim Bishop, Steve Osborne, Greg Wilkes, Jim Wilson, Mick Flewell-Smith, Nev Engler, Skeeta Josey, Greg Adam, Joe Fraser, Henry Ford, Tony Woolfe, Doug Peace, Simon Harrod.

Seated L-R: Stu Foote, John Smith, Patto Patterson, Geoff Shrimski, Blinky Blenkinsop, Mark Ferguson, Virus Verevis, Mouse Banks, Dave Stoneham, Mick Krink.

How true!!

M

Staff of No 1 FTS Point Cook. 1952



Sorry, no names, can anyone help?

TOMORROW:
One of the greatest labour saving devices of today.

Halloween – what is it?

The 31st October is Halloween Day – ever wondered why?

It's a great day for kids, each year they dress up in scary gear, grab a bucket and head up the street knocking on doors where they are given a bunch of lollies, nearly always enough to last them for many days. And long may it remain, but where, when and why did it all begin.

Halloween has been around for yonks, probably a lot longer than you might think.

The verb “to Hallow” is old English meaning to make holy or sacred. The noun Hallow itself meant saint.

From the 4th century, the Catholic Church celebrated a religious festival on the 1st November which was known as the Feast of All Saints and which later became All Saints Day.

Another religious festival that was celebrated by the ancient Gaelics was the festival of Samhain which was celebrated on the 31st October. This festival welcomed the start of winter (in the northern hemisphere) and the bringing in of the harvest. When the crops were harvested, the Druid priests would light a large celebratory fire, people would light a piece of wood and take part of the fire back to their homes to light their fires to ward off the winder cold. The Celts believed the winter months were a time when the barrier between the physical world and the spiritual world broke down allowing interaction between humans and the spirits.

They felt that ancestors might cross over during this time and would dress as animals and monsters so that fairies were not tempted to kidnap them. One such monster was a creature called a Pukah that received harvest offerings (gifts) from the field another was a headless woman dressed in white who chased night wanderers and was accompanied by a black pig. Sometimes head-less men appeared on horses who carried their heads under their arms, riding flame-eyed horses and who killed everyone who saw them. Others entered houses and stole souls.

As the middle ages progressed, those bonfires became more personal and people would fire up their own near their farms to ward off those nasty fairies and witches. They would carve turnips, fill then with burning coals (as torches) and attach them to sticks and stick them near the fires as additional ammunition to ward off the nasties. The Irish switched to pumpkins.

In the 31st October, people would get together for dinner and invite their ancestors to join in giving families a chance to interact with the spirits. Kids would play games to entertain the dead and go from door to door asking for "soul cakes," a treat similar to biscuits. Doors and windows would be left open for the dead to come in and eat cakes (treats) that been left for them

As Christianity gained a foothold, church leaders began to turn the Pagan ceremony into a Christian one and Samhain became known as All Hallows Eve (All Saints Eve) which was eventually shortened to Halloween. In the 19th Century, Irish immigrants carried the tradition to America where “Trick or treating” evolved from the early practice.

Over time, the whole ritual evolved and modernized to what it is today. The lolly-grabbing concept became mainstream in the U.S. in the early to mid-1900s, during which families would provide treats to children in hopes that they would be immune to any holiday pranks. As for the costumes, they evolved too. While they began as earnest tributes to saints, that tradition likely fell out of favour at some point…until young Scottish and Irish pranksters got the idea to dress up in scary-

looking garb again as a way to spook unsuspecting neighbours and just like that, thanks to these local hooligans, Halloween costumes became scary, spooky, funny, and creative all at the same time.

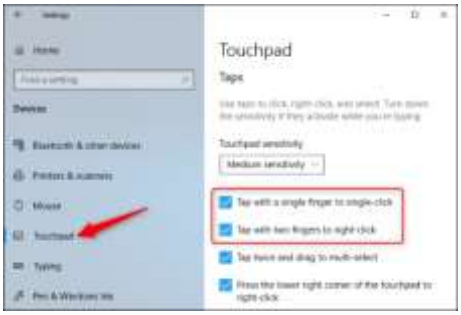
How to disable or enable Tap to Click.

How-To Geek

Windows laptops often let you tap one or more fingers on the touchpad or trackpad to right click. If this gets in your way, you can disable it—or enable it if it's not working. Different laptops have the option in different places.

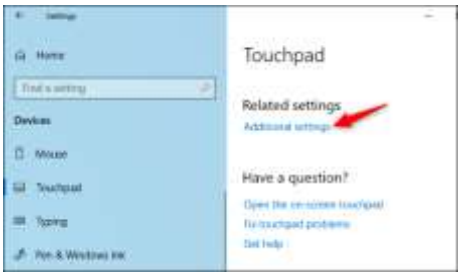
Generally, you can tap with one finger to left-click and tap with two fingers to right-click. This option is relatively easy to enable and disable, although it's in different places depending on the touchpad hardware your laptop manufacturer included and how they configured it. If you disable tap-to-click, you can still click by depressing the trackpad or pressing the buttons on it.

Many modern Windows laptops have Precision Touchpads. If your laptop does, you can configure tap-to-click and other touchpad settings directly in Windows 10's Settings app. Here's how:



To check whether these features are available on your lappy, head to Settings > Devices > Touchpad. (You can quickly open the Settings app by pressing Windows+i on your keyboard). Depending on your choice, under Taps, you can enable or disable the "Tap with a single finger to single-click," "Tap with two fingers to right-click," and "Tap twice and drag to multi-select" options. The exact options available will depend on your PC. But, if you don't see them, your PC doesn't have a Precision Touchpad, and these options must be configured elsewhere.

If you don't see the options here, you can likely click "Additional settings" under Related Settings on the Touchpad settings pane.



This will generally open your touchpad's settings panel in the old Mouse Properties window. On an HP laptop with a Synaptics touchpad, it will take you to the "ClickPad Settings" pane. You can click "ClickPad Settings" to access the touchpad's settings.

You can also find these options by heading to Control Panel > Hardware and Sound > Mouse and looking for the touchpad options which your laptop's touchpad drivers would have added to this window.)

C

You can then entirely disable “Tapping,” or disable “Two-Finger Tap,” “Three-Finger Tap,” or “Four-Finger Tap.” Finally, save the settings by clicking “OK” twice.

Again, the exact options available, as well as the name of any settings here, will depend on your laptop manufacturer, how it configured your touchpad, and the drivers it used. While many laptops have Synaptics touchpads and will look similar to this, some have ELAN trackpads.

In some cases, some laptops may not even offer an option that lets you disable tap-to-click, but most do.

The big bang – the recent one!

The asteroid that struck Earth all those years ago and wiped out the dinosaurs, hit with the force of 100 million atomic bombs. The energy released by its impact set fire to trees thousands of

miles away and triggered a tsunami that sent seawater rushing hundreds of miles inland. New research from the crater in the Yucatan Peninsula in Mexico is helping researchers understand exactly what happened on the day that spelled doom for the dinosaurs (but not the birds) and began our chapter in the history of life.

Your image of the dinosaurs' last day might come from classroom posters that show a few clueless brontosauruses grazing on ferns while a flaming asteroid streaks across the sky, but that scene doesn't do justice to the object that slammed into Earth 66 million years ago. The infamous asteroid was no school bus-sized piece of rock. Officially known as the Chicxulub Impactor, the asteroid that doomed the dinosaurs was much, much bigger, between 10 and 80 kilometers in diameter. It struck the planet with enough force to cause Earth's crust to behave like a liquid and the rock near the impact site literally melted. The drama of the collision's aftermath is frozen in time in the form of an undersea crater just off the Yucatan Peninsula in Mexico.

The first 24 hours after impact were hot, steamy confusion. The asteroid transferred a tremendous amount of energy to the Earth's crust when it landed in the Gulf of Mexico. Over the course of a few minutes, the force of the impact pushed rock out from the asteroid and then up into the sky like the splash from a drunk at a pool party. The event forced rock from 6 miles below the surface outward and upward, forming a ring of peaks around the crater.

New research published in the journal PNAS is helping us understand exactly how the events of the day unfolded. The biggest clues left behind in that massive and deadly crater are in its geology, which is why the team of researchers behind this study started by drilling in and around the crater to take samples and figure out what types of rock were where. Most of the rock they found in the crater had been created during the impact or forced into the crater as water displaced by the asteroid came rushing back.

But it's what the scientists didn't find, at least not in the crater, that makes the research so important. The normal rock in the area around the crater is full of the mineral sulphur, but when the researchers examined the samples taken from the crater itself, they found very little sulphur. It might seem like a mysterious problem, but this new data actually supports a long-standing theory that explains why this North American asteroid collision was so important to the history of the planet.

It wasn't the tsunami, the wildfires, or the asteroid impact itself that spelled doom for the dinosaurs, it was the global cool-down that happened in the following weeks and years. What was behind the big chill? All the sulphur that was vaporized when the asteroid hit.

The real killer had to be atmospheric, the only way you get a global mass extinction like that was an atmospheric effect. Sulphur is incredibly effective at cooling the planet. It's why massive volcanic eruptions like the 1815 explosion of Mount Tambora lead to months of chilly temperatures When volcanoes or asteroid impacts send sulphur into the stratosphere, it

combines with water to create tiny droplets that blanket the Earth and reflect sunlight back into space.

Plenty of dinosaurs died in the immediate aftermath, but it was that shift in Earth's climate that wiped out around 75 percent of life on the planet, including the dinosaurs. The collision kicked up so much dust, at least 325 billion metric tons of sulphur-bearing minerals, that the resulting global haze caused temperatures on the planet to plummet. The rapid change in climate caused environmental havoc and spurred the most recent global extinction.

The impact and its aftermath were bad news for most living things that existed at the time, but the demise of so many species was a boon for an insignificant class of animals that had been keeping their heads down for 150 million years. With dinosaurs and other cretaceous critters out of the way, mammals finally had an opportunity to thrive. The following 66 million years would witness a global explosion in the diversity and distribution of mammals, including us. All because of a chance meeting between a planet and some big rock from space.

And the Lord said unto John, “Come forth and you will receive eternal life.”
But John came fifth and instead won a toaster.

Bluetooth, how does it work?

howstuffworks

As our world has grown increasingly connected, we've adopted a number of technologies to help us stay in contact with our friends and family. Although many have come and gone, Bluetooth, a wireless connectivity standard that was invented by Intel way back in 1994, has become one of the most commonly used protocols.

When any two devices need to communicate with each other, they have to agree on a number of points before the conversation can begin. The first point of agreement is physical: Will they talk over wires, or by radio? If they use wires, how many are required — one, two, eight or 25? Once the physical attributes are decided, several more questions arise:

- How much data will be sent at a time? For instance, serial ports send data 1 bit at a time, while parallel ports send several bits at once.
- How will they speak to each other? All of the parties in an electronic discussion need to know what the bits mean and whether the message they receive is the same message that was sent. This means developing a set of commands and responses known as a protocol.

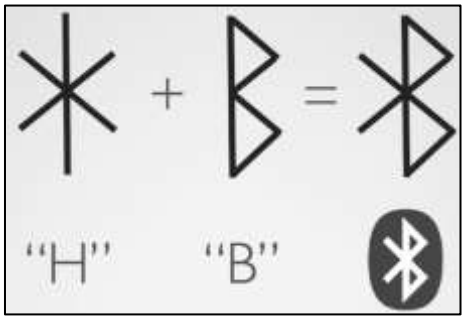
Bluetooth offers a solution to these questions.

It takes small-area networking to the next level by removing the need for user intervention (it’s automatic) and by keeping transmission power extremely low to save battery power. There are

other ways to get around using wires, including infrared communication which is used in most television remote control systems. Infrared communications are fairly reliable and don't cost very much to build into a device, but there are a couple of drawbacks. First, infrared is a "line of sight" technology, you have to point the remote control at the television or DVD player to make things happen. The second drawback is that infrared is almost always a "one to one" technology. With infra-red you could send data between your desktop computer and your laptop computer but not your desktop computer and your PDA at the same time.

These two qualities of infrared are actually advantageous in some regards. Because infrared transmitters and receivers have to be lined up with each other, interference between devices is uncommon. The one-to-one nature of infrared communications is useful in that you can make sure a message goes only to the intended recipient, even in a room full of infrared receivers.

Bluetooth can do more than infrared systems. It can connect with multiple devices and doesn't require line of sight to work.



The Bluetooth symbol is a combination of **H** and **B** – the initials of Harald Bluetooth, king of Denmark in the late 900s, written in the ancient letters used by Vikings. Harald Bluetooth managed to unite Denmark and part of Norway into a single kingdom then introduced Christianity into Denmark. He left a large monument, the Jelling rune stone, in memory of his parents. He was killed in 986 during a battle with his son, Svend Forkbeard. Choosing this name for the standard indicates how important companies from the Nordic region (nations including Denmark, Sweden, Norway and Finland) are to the communications industry, even if it says little about the way the technology works.

Bluetooth devices communicate via a frequency range between 2.400 GHz and 2.483.5 GHz. This frequency band is one of a handful of frequencies that has been set aside by international agreement for the use of industrial, scientific and medical devices (the ISM band). Other devices that use this band are baby monitors, garage-door openers, cordless phones etc and to make sure that Bluetooth and those other devices don't interfere with each another has been a crucial part of the design process.

One of the ways Bluetooth devices avoid interfering with other systems is by sending out very weak signals of about 100 milliwatt, reducing the chances of interference between your computer system and your portable telephone or television. Even with the low power, Bluetooth doesn't require line of sight between communicating devices. The walls in your house won't stop a Bluetooth signal, making the standard useful for controlling several devices in different rooms.

Bluetooth can handle many devices simultaneously. With all those devices in the same 10 metre radius, you might think they'd interfere with one another, but it's unlikely. Bluetooth uses a technique called spread-spectrum frequency hopping that makes it rare for more than one device to be transmitting on the same frequency at the same time. In this technique, a device will use 79 individual, randomly chosen frequencies within a designated range, changing from one to another on a regular basis.

In the case of Bluetooth, the transmitters change frequencies 1,600 times every second, meaning that more devices can make full use of a limited slice of the radio spectrum and since every Bluetooth transmitter uses spread-spectrum transmitting automatically, it's unlikely that two transmitters will be on the same frequency at the same time. This same technique minimizes the risk that portable phones or baby monitors will disrupt Bluetooth devices, since any interference on a particular frequency will last only a tiny fraction of a second.

When Bluetooth-capable devices come within range of one another, an electronic conversation takes place to determine whether they have data to share or whether one needs to control the other. The user doesn't have to press a button or give a command. the electronic conversation happens automatically (called “pairing”). Once the conversation has occurred, the devices, whether they're part of a computer system or a stereo, form a network (paired). Bluetooth systems create a personal-area network (PAN), or piconet, that may fill a room or may encompass a distance no more than that between a cell phone on a belt-clip and the headset on your head. Once a piconet is established, the devices randomly hop frequencies in unison so they stay in touch with one another and avoid other piconets that may be operating in the same room.

Imagine a typical modern living room with typical modern stuff inside. There's an entertainment system, a DVD player, television, perhaps a smart speaker; there may be also a smartphone, cordless phone and a laptop computer. Each of these systems uses Bluetooth, and each forms its own piconet to talk between the main unit and peripheral. The cordless telephone has one Bluetooth transmitter in the base and another in the handset. The manufacturer has programmed each unit with an address that falls into a range of addresses it has established for a particular type of device. When the base is first turned on, it sends out radio signals asking for a response from any units with an address in a particular range. Since the handset has an address in the range, it responds, creating a tiny network. Now, even if one of these devices should receive a signal from another system, it will ignore it because it's not from within the network.

The computer and entertainment system go through similar routines, establishing networks among addresses in ranges established by manufacturers. Once the networks are established, the systems begin talking among themselves. Each piconet hops randomly through the available frequencies, so all of the piconets are completely separated from one another.

Now the living room has three separate networks established, each one made up of devices that know the address of transmitters it should listen to and the address of receivers it should talk to. Since each network is changing the frequency of its operation thousands of times a second, it's unlikely that any two networks will be on the same frequency at the same time. If it turns out that they are, then the resulting confusion will only cover a tiny fraction of a second, and software designed to correct for such errors weeds out the confusing information and gets on with the network's business.

In any wireless networking setup, security is a concern. Devices can easily grab radio waves out of the air, so people who send sensitive information over a wireless connection need to take precautions to make sure those signals aren't intercepted.

H

Bluetooth technology is no different, it's wireless and therefore susceptible to spying and remote access, just like WiFi is susceptible if the network isn't secure. With Bluetooth, though, the automatic nature of the connection, which is a huge benefit in terms of time and effort, can also be a benefit to people looking to send you data without your permission.

Bluetooth offers several security modes, and device manufacturers determine which mode to include in a Bluetooth-enabled gadget. In almost all cases, Bluetooth users can establish "trusted devices" that can exchange data without asking permission. When any other device tries to establish a connection to the user's gadget, the user has to decide whether or not to allow it. Service-level security and device-level security work together to protect Bluetooth devices from unauthorized data transmission.

Security methods include authorization and identification procedures that limit the use of Bluetooth services to the registered user and require that users make a conscious decision to open a file or accept a data transfer. As long as these measures are enabled on the user's phone or other device, unauthorized access is unlikely. A user can also simply switch his Bluetooth mode to "non-discoverable" and avoid connecting with other Bluetooth devices entirely.

Still, early cell-phone virus writers took advantage of Bluetooth's automated connection process to send out infected files, however, since most phones use a secure Bluetooth connection that requires authorization and authentication before accepting data from an unknown device, the infected file typically doesn't get very far. When the virus arrives in the user's cell phone or smartphone, the user has to agree to open it and then agree to install it. This has, so far, stopped most cell-phone viruses from doing much damage.

Other problems like "bluejacking," "bluebugging" and "car whisperer" have turned up as Bluetooth-specific security issues. Bluejacking involves Bluetooth users sending messages to other Bluetooth users within range. Although sensitive information may not be revealed, unwanted messages may show up on your device. Bluesnarfing is similar to bluejacking, but the messages sent out include code that force the receiving phone to reply, sending back contact information. Bluebugging allows hackers to remotely access a user's phone and use its features, including placing calls and sending text messages, and the user doesn't realize it's happening. Blueborne requires convincing a device's owner to wake up the device, after which the hacker can control its screen and apps.

Car whisperer takes advantage of car owners' failure to change the manufacturer's PIN on their car's Bluetooth-enabled entertainment system, and who does?. This allows hackers to send audio to and receive audio from the device. Like a computer security hole, these vulnerabilities are an inevitable result of technological innovation and device manufacturers are releasing firmware upgrades that address new problems as they arise. Users can also help by changing default device PINs or passwords, and keeping their Bluetooth set to undiscoverable as a default.

I threw a boomerang a few years ago
I now live in constant fear.

Electric cars.

Electric cars are rapidly gaining popularity in other countries but not here in Australia. Of the top 20 countries using electric cars, Australia doesn't even get a mention (see HERE). The reason is of course size, the size of the country, the distances we travel are far beyond the range of most electric cars but things might be changing.

The big problem at the moment is, unless you've got one of those half and half cars, if you've got an all electric one and you wanted to drive Brisbane to Sydney, you'd only get down near Byron Bay and you'd run out of electric and have to stop for some hours while you re-charged. Then next day it would be off again but you'd only get to Coffs and it would be another overnighter while you charged the batteries again, then it would be Newcastle for another overnighter and finally, on day 4 you'd finally get to Sydney but you wouldn't have a lot of juice left in the batteries to navigate too far into the City. Elec cars, right now, are probably good as a second car, one that would be handy for popping down to the shops, picking up the kids, the occasional trip down to the Goldie or up to Caloundra but that's about all. And as a second car they are really too expensive and you'd be much better off economically buying a small 4 cylinder turbo petrol powered car – but that's another argument.

But lots of people have been working on lots of different types of batteries for a long time and it looks like they might be having a win.

Researchers at Penn State University in the US have come up with a new type of battery that can be charged in about 10 minutes and then will power a car for up to 320 klms. They say the key to charging the lithium-ion electric car batteries involves heating them up to 60 degrees C then cooling them down within a matter of minutes. In most cases, this rapid heating and cooling cycle could cause the batteries to short out internally but Penn Uni believe they've found a way around that by limiting the amount of time the batteries are exposed to the temperatures. This is all thanks to a thin layer of nickel foil, which absorbs the excess heat and distributes the charge evenly across the battery. This could finally make electric cars a viable alternative to petrol/diesel cars.

It's been worked out that these batteries will withstand 2,500 charging cycles, so at 320klms per cycle, the car has a life of 800,000klms which is heaps, most petrol/diesel powered cars don't get that distance and as the average distance travelled each year is about 15,000klm, that's 50 plus years anyway.

But, if you've already got an all-electric car, it won't work for you, you'll have to buy another car with this new charging system installed or at least toss out your old batteries and replace them with the new type.

J

This would alleviate a significant challenge that electric vehicles face in the market. Current charging times are slow and the distance per charge isn't always enough to make it from one charging station to the next on long drives. We're probably still a long way from super speedy charges, but scientists and engineers around the world are working to increase mileage and quicken charging times.

It will come!

While riding my Harley, I swerved to avoid hitting a roo, lost control and landed in a ditch, severely banging my head. Dazed and confused I crawled out of the ditch to the edge of the road when a shiny new convertible pulled up with a very beautiful woman who asked, "Are you okay?" As I looked up, I noticed she was wearing a low-cut blouse with cleavage to die for..."I'm okay I think," I replied as I pulled myself up to the side of the car to get a closer look. She said, "Get in and I'll take you home, so I can clean and bandage that nasty scrape on your head". "That's nice of you," I answered, "but I don't think my wife will like me doing that!" "Oh, come now, I'm a nurse," she insisted. "I need to see if you have any more scrapes and then treat them properly." Well, she was really pretty and very persuasive. Being sort of shaken and weak, I agreed, but repeated, "I'm sure my wife won't like this." We arrived at her place which was just few miles away and, after a couple of cold beers and the bandaging, I thanked her and said, "I feel a lot better but I know my wife is going to be really upset so I'd better go now." "Don't be silly!" she said with a smile. "Stay for a while. She won't know anything. By the way, where is she?" I said "Still in the ditch with the Harley, I guess."

The latest on the DFRDB scandal.

The Commonwealth Ombudsman is undertaking its own investigation into the administration of the Defence Force Retirement and Death Benefits (DFRDB) scheme, specifically the issue of commutation. The investigation is focused on the accuracy of information about commutation provided to scheme members by the Department of Defence and/or the Australian Defence Force and scheme administrators (including the Commonwealth Superannuation Corporation (CSC)).

They are only investigating the information scheme members were given about commuting a portion of their pension and will not be considering issues relating to indexation of the DFRDB, or any other aspects of the scheme as it was established by Parliament.

Submissions for this investigation closed on 30 June 2019, although they continued to accept submissions and review information received for a while after that date. Since the investigation commenced on the 21st April 2019 the Ombudsman received 3,430 submissions in various forms, from former members of the Royal Australian Navy, the Australian Army and the Royal Australian Air Force.

Although a template was provided to guide input, they accepted submissions in any format and have carefully considered all material provided.

K

Update on progress – 29 October 2019

In their September update, they advised their team of investigators had completed a first stage analysis of all submissions and agency responses. The second stage of the investigation is now also complete. Financial modelling results from both the Australian Government Actuary and KPMG are in. The Commonwealth Superannuation Corporation (CSC) and the Department of Defence (Defence) have also responded to a request for further clarification on some issues.

They have also conducted interviews with more than 30 people who were able to provide further information of interest, which they believe would assist in the investigation.

What happens next?

The Ombudsman is now using all of the information they have received to form conclusions and a final report. As is required by legislation, they will also seek a formal comment from Defence and CSC prior to publication.

My wife accused me of being immature
I told her to get out of my cubby-house

Who was William Eno?

William Phelps Eno (June 1858 – Dec 1945) was an American businessman responsible for many of the earliest innovations in road safety and traffic control. He is sometimes known as the "Father of traffic safety", despite never having learned to drive a car himself.

Among the innovations credited to Eno are the stop sign, the pedestrian crossing, the round-about, the one-way street, the taxi stand, and pedestrian safety islands. His round-about plan was first used at Columbus Circle, New York City, in 1905, then at the Arc de Triomphe in Paris in 1907, at Piccadilly Circus in London in 1926 and the Rond Point on the Champs-Élysées in 1927.

Though cars were rare until Eno was an older man, horse-drawn carriages were already causing significant traffic problems in urban areas like Eno's home town of New York City. In 1867, at the age of 9, he and his mother were caught in a traffic jam. He later wrote, "That very first traffic jam (many years before the motor car came into use) will always remain in my memory. There were only about a dozen horses and carriages involved, and all that was needed was a little order to keep the traffic moving. Yet nobody knew exactly what to do; neither the drivers nor the police knew anything about the control of traffic."

The regulation of street traffic was unknown in New York up to the year 1900 and although the number of carriages, cars, delivery wagons, trucks and other vehicles was much smaller than it

is today, blockades were frequent throughout the city. Often the greater part of a day was consumed in transporting merchandise from one point to another, especially in the downtown shopping districts, while charges were proportionate to the time consumed. Quarrels between police, truckmen and cabbies were common and it was only by resort to the "night stick" that in many instances blockades could be cleared away. There was no bureau of street traffic, no traffic squad and not one officer employed on the street to keep vehicles moving.

These conditions provoked much complaint and criticism in private and in public, but nothing was done to correct them until William Phelps Eno, a public-spirited citizen who spent his winters in Washington, undertook to secure a change. He asserted that to accomplish anything worthwhile three things were necessary:

- We must have concise, simple and just rules, easily understood, obeyed and enforced under legal enactment.
- These rules must be so placed and circulated that there can be no excuse for not knowing them.
- The police must be empowered and ordered to enforce them, and men should be trained for that purpose.

In 1900, Eno wrote a piece on traffic safety entitled Reform in Our Street Traffic Urgently Needed. In 1903, he wrote a city traffic code for New York, the first such code in the world, and subsequently designed traffic plans for New York, London, and Paris.

Early in the 1900's, Eno proposed the first version of today's roundabouts which he termed "the rotary or gyratory traffic system". In his 1920 book, Eno recalled that "in 1903, the New York Police Department asked that a plan be suggested for Columbus Circle where accidents were occurring almost daily. It was advised that vehicles should keep to the right, going around the circle in one direction instead of two. In 1905, the plan was put in operation. In 1907, the system was put in operation at the Arc de Triomphe in Paris, but whether due to the suggestion sent them from New York or not is not clear." His 1909 book, Street Traffic Regulation, contains a diagram of the Columbus Circle rotary.

Eno also introduced one-way streets, as recalled in The Science of Highway Traffic Regulation 1899-1920. One-Way Traffic was put in force in a few streets in New York in the spring of 1908; in Boston in the autumn of the same year; in Paris in 1909, where it has since been greatly extended and in Buenos Aires in 1910. Now used world-wide.

He also invented the STOP sign, which originally was a yellow sign with black writing but was later changed to a red sign with white letters. It has 8 sides which makes it easier for drivers coming from the opposite direction to recognise the sign from the back.

Today, in Australia, there are "millions" of all too confusing signs regulating traffic, some vary from State to State – have a look at THIS.

You don’t need a parachute to go skydiving
You only need a parachute to go skydiving twice.

Click HERE.

I’m in South America somewhere if you’re looking for me

My Story

Julie Hammer

Julie Margaret Hammer was born in the Brisbane suburb of Wavell Heights in 1955. She started school at Wavell Heights Primary School, completed years 8-10 at Brisbane Girls Grammar School, and years 11-12 at Hendra State High School, graduating in 1971. She was placed eighth in Queensland in the Senior Public Matriculation Examination after which she studied physics and mathematics at the University of Queensland, graduating with a Bachelor of Science with Post-Graduate Honours in Physics.

With the new degree under her arm, Julie started looking for a job as a physicist, but back then most people could not even pronounce the word let alone knew what it meant and want to employ one, so in 1977 she joined the Air Force thinking that it would fill in the time for a couple of years while she was 'waiting for a proper job'. This was at a time when the RAAF was opening a number of traditionally male employment areas to women. Even though the WRAAF still existed, Julie signed on as a RAAF Education Officer with the rank of Flying Officer, only the third woman to join the Education Branch. Despite being a RAAF officer, all women were paid on the WRAAF payscale and Julie received only 80% of the equivalent male wage but in May 1977, the WRAAF was disbanded and all its members were incorporated into the RAAF – with, some 12 months later, equal pay with the men.

Julie's first posting in 1977 was to RAAF Frognall in Melbourne (the RAAF sold Frognall in 1984) as the EDO for the Engineer Cadet Squadron, supervising the library and mathematics bridging courses for the first year cadets. In 1979 she was posted a few kilometers westwards to RAAF Laverton where she instructed in basic electronics, radar, navigation aids and electronic warfare at Radschool until 1981.

By 1981, the Engineer Branch had also been opened to women and Julie transferred to the Electronics Category. Her physics degree had encompassed electronics, transmission theory, electromagnetics, ionospheric physics and other subjects relevant to the then Radio Category of the Engineer Branch. This was a significant turning point for her, as engineering offered a much broader and more interesting career path than education, and she began to think that perhaps she would serve a few more years before 'looking for a proper job'.

In 1982 her first role as an engineer was back in her home state where she took up the position of OIC Avionics (Queer Trades) at 3AD at RAAF Amberley, now with the rank of Flight Lieutenant. 3AD managed deep-level maintenance on the F-111, Iroquois, Chinook, and Canberra aircraft and Julie's section was on the hangar floor providing the trades for the major depot level servicings. Women were still comparatively rare in such traditionally male areas, rare enough that uniform entitlements still assumed that all female officers would wear skirts. As she remembers, 'it would have been somewhat awkward clambering over aircraft in a skirt,' so the 3AD OC had to send a memo to the Base Commander to request that she be issued with men's trousers. It was during this time that Julie was sidelined to work on a 'special project' – to research, draft and publish the 3AD Quality Instructions, the first issued Quality Manual for any RAAF unit. Additional responsibilities included working with the F-111 Pavetack Depot Modification Team preparing for their posting to the USA to assist in and document the Prototype Pavetack Modification.

After two years at Amberley, Julie was posted in January 1984 to the Aircraft Equipment Engineering Division (AEENG3) of Headquarters Support Command at Victoria Barracks in St Kilda Rd. Here she filled the position of a Sub-Section Head (a Squadron Leader position) for 18 months before being substantively promoted into that position in June 1985. AEENG3 was the engineering authority for all fleet avionics equipment and Julie's section was responsible for F-111, P-3C (including the CMI – Compilation, Mission Support and Integration Facility), Chinook, Iroquois and all Army aircraft.

In 1986 it was off to the UK to commence 16 months full time study on No. 5 Advanced Systems Engineering Course at RAF Cranwell, the Royal Air Force's Base in Lincolnshire (and the home of the RAF's Officer Training College). These studies covered Mathematics, Computer Science, Aerodynamics, Propulsion, Aircraft Materials, Control Systems, Guided Weapons, Electronics, Electronic Warfare and Telecommunications, obtaining a Master of Science in Aerosystems Engineering. After a short stint as a liaison officer in the Directorate of Scientific and Technical Intelligence at the Ministry of Defence in London, she returned to Canberra in mid 1987 as a technical intelligence analyst at the Joint Intelligence Organisation.

In 1989, Julie was posted as Project Engineer on Project Air 5140 P-3C ESM. This project was for the design, development, installation, and introduction to service of the improved electronic support measures system, in conjunction with Australian and Israeli contractors. Julie's role was that of the Design Approval Authority from the stage of contract negotiations to critical design review. As this modification was installing numerous antennae on the aircraft fuselage and most significantly on the wingtips, the P-3C aircraft needed to be recertified and flight tested. In July 1991, Julie was promoted to Wing Commander and took on the position of Project Manager. These duties were undertaken during the period from critical design review to immediately before the first flight test in December 1992. Activities during this period involved preparation of and

presentation to the RAAF Airworthiness Board of the design data prior to approval for aircraft certification flights by ARDU.

In 1992, it was off again, this time over to RAAF Edinburgh where she assumed command of the Electronic Warfare Squadron (EWQSN) at ARDU, becoming the first woman to command an operational unit of the RAAF for which she was awarded the Conspicuous Service Cross in the Australia Day list in 1997. She was also the recipient of the 1996 Association of Old Crows (Australian Chapter) Award for Distinguished Service to Electronic Warfare. The Electronic Warfare Squadron is the unit which programs the software and threat libraries in self-protection equipment such as radar warning receivers, jammers, and flare and chaff dispensers. Usually this type of command went to aircrew members but Julie was not aircrew. In applying

for the command, she identified what skills and experience a commander would ideally need to do the job and then set out to demonstrate that she was the best applicant. She got the job but it had to go all the way to the top with Air Marshal Ray Funnell (Chief of the Air Staff from 1987 until 1992) finally making the decision. Julie has always claimed that it was more controversial that she was an engineer taking an aircrew job than that she was a female commander.

This position was another significant turning point in Julie's career. It gave her the opportunity to network and foster relationships with not only many RAAF operational areas, but also with Army and Navy. That knowledge and those relationships stood her in good stead during every one of her future postings, all of which were in joint environments.

When Julie assumed command, this new unit had about 100 members but within a year it grew to some 200 and outgrew the building they occupied so that they had to work in shifts. They were responsible for the development of threat libraries and other operational software to program RAAF and Army EW equipment as well as the provision of specialist EW advice including engineering, intelligence and tactics, to operational flying squadrons. Sensor equipment fitted to these aircraft had to detect such things as missiles aimed at them, the presence of enemy aircraft, enemy radar systems, be able to jam enemy communications, to guide their own missiles and much more. These threat libraries had to be specifically programmed for particular areas of operation and/or specific enemies.

It was during the period of Julie's command that EWSQN produced the first threat library created in Australia for any airborne platform. This was delivered in July 1993 for the F-111 fleet to use in the Pitch Black Exercise in Darwin. Until then, the old warhorse F-111s were easily overwhelmed by the new F-18 Hornets as the F-111 Radar Warning Receiver was not programmed to detect the F/A-18 radar. The new threat library in the F-111s enabled them to turn the tables; the F-18 pilots were not amused! The OC 82WG, Orange Force Commander for Pitch Black, was impressed and decided he should visit EWSQN the following year to check up on how this new capability was working. (He has been checking up on Julie ever since, and married her in 2000.)

It was also during Julie's time as CO that implementation of ISO 9000 Quality Management was begun and the Squadron was awarded Third Party Accreditation after the first audit in1996, shortly after Julie's departure.

Then it was back into the books. Returning to Canberra in 1996, she completed a Graduate Diploma in Strategic Studies at the Joint Services Staff College and was the first woman in the RAAF to become a member of the General List when she was promoted to Group Captain. She subsequently took on the role of Project Director of Joint Project 2030 (JP2030), the ADF's Joint Command Support Environment (JCSE). This was the project responsible for the design, development and introduction into service of the secret Command and Control network and systems for the strategic and operational level Commanders of the Australian Defence Force and for the tactical level Commanders of the RAAF.

During this period, she was seconded for four months to serve on the Science and Technology Team of the Defence Efficiency Review and also found time to serve for three years from 1996 to 1998 as one of the Prime Minister's representatives on the Governor General's Australian Bravery Awards Council.

In 1999, it was back to the UK where she was the sole Australian student at the prestigious Royal College of Defence Studies in London, completing a 12 month course in strategic and international studies with 83 fellow course members from 38 nations.

Returning to Australia in December 1999, she was promoted to Air Commodore, becoming the first woman to achieve that rank and the first serving woman to be promoted to one-star rank in the ADF. She assumed duties as Director General Information Services, heading up the organisation responsible for the day-to-day operations and support of the Department of Defence strategic communications systems and its restricted and secret computer networks, comprising a staff of 1,500 at 160 locations across Australia. This was at a time when Defence was interconnecting and consolidating what had been many previously diverse and unconnected networks. The challenges associated with that role were significant, and although there were many headaches, Julie found this one of the most rewarding positions of her career.

It was in 2000 that she married fellow RAAF officer and former Orange Force Commander, Air Vice-Marshal (then Air Commodore) David Dunlop.

In December 2001, Julie became the Commandant of the Australian Defence Force Academy, where midshipmen and officer cadets from all three Services undergo their tertiary studies and begin their military leadership training. She had for some time aspired to that position for a number of reasons. Her time at EWSQN had given her a love of 'command' roles but more importantly, she wanted to provide a role model, not only for the young female cadets to show them that women can rise to senior rank through professionalism and hard work, but also for the young male cadets, so that they became used to having a female boss from early in their careers. While there she was awarded the Sir Charles Kingsford Smith Memorial Medal by the Royal Aeronautical

Society to recognise her contribution to Australian aerospace and in 2001 delivered the Kingsford Smith Memorial Lecture.

Julie's tenure as Commandant of ADFA was cut short in August 2003 by her promotion to Air Vice-Marshal and her posting into Defence Headquarters to be Deputy Chief Information Officer, responsible for coordinating the strategic direction, capability development, governance, operation and management of the Defence Information Environment, with particular emphasis on military capabilities and interoperability with allies. For the last 12 months of her career, she was the acting Chief Information Officer for the Department of Defence.

Julie's career achievements have been widely recognised. She was appointed by the Minister Assisting the Prime Minister for the Status of Women to be one of Australia's Honouring Women Ambassadors in 2002 and in 2003 became the University of Queensland's 12th Alumnus of the Year. She was awarded the Member of the Order of Australia in 2004 for exceptional service in the fields of electronics engineering in Defence and military education as the Commandant of the Australian Defence Force Academy. In 2005 she was awarded the ACT Australian of the Year and in 2009 was awarded a Doctor of Engineering Honoris Causa by the University of New South Wales to recognise her eminent service to the profession.

For over 28 years, Julie served in the fields of aircraft maintenance, technical intelligence, electronic warfare, and information and communications technology (ICT) systems in the Air Force. At the time of her transfer to the Reserve in August 2005, she was the most senior woman in the Australian Defence Force, the first serving woman in the history of the Australian Defence Force to achieve One Star rank in 1999 followed by Two Star rank in 2003. She reflects that her time in a number of prominent leadership positions were the highlights of her career and hopes that her legacy is to continue having a positive influence on young women.

On retirement Julie became the National Vice President of Engineers Australia, and its National President in 2008, the first female National President in its then 89 year history. Over the last 10 years, she has continued to serve in various voluntary roles within Engineers Australia. She served on the Council of the Australian War Memorial from 2011 to 2013 and was an Independent Director of the .au Domain Administration Ltd, the administrator of the Australian Top Level Country Code Domain, from 2007 to 2016. Internationally, Julie has served since 2012 in a voluntary capacity as a member of the Security and Stability Advisory Committee (SSAC) of the Internet Corporation for Assigned Names and Numbers (ICANN) and became Vice-Chair of that group in 2018. ICANN is the international not-for-profit organisation that coordinates the naming and addressing system of the internet, the Domain Name System.

In 2008 Julie was elected as a Fellow of the Australian Academy of Technological Sciences and Engineering and was appointed an Honorary Fellow of Engineers Australia in 2011. In 2012, she was inducted into the Engineers Australia Queensland Engineering Hall of Fame, and in 2018 into the Associations Hall of Fame. She is included in the recently published book "Anything is possible: 100 Australian Engineering Leaders" to mark the centenary of Engineers Australia.

Throughout her career, Julie has been a visible trail blazer for women in the military both within Defence and beyond and has been a role model for women in engineering and other non-traditional professions. In her frequent public speaking engagements, she focuses on women's contribution in the workplace and the profession and also speaks more generally on leadership. Her message to young women is: "If I can do it, then so can you."

In 2006, concurrent with her voluntary work, she and husband David Dunlop spent a year travelling around Australia in their caravan in search of that ‘proper job’ for Julie. They called themselves 'greying nomads'- not quite old enough to be ‘grey nomads’. It appears that she finally found her ‘proper job’ when they moved into their home on the Sunshine Coast in 2007, as Chief Designer and Tradie’s Assistant doing their own home renovations, a two year project that is still some way from completion - 12 years later. It is reported that she has a very annoying habit of questioning the actions of the Master Tradesman far too often, but continues to do so because sometimes she has been known to save him from disaster!!

In November 2005, Julie was interviewed about her career in the Air Force by Michael Nelms of the Australian War Memorial. You can hear that interview HERE.

86 Wing Amberley receives Queens Standard.

86 Wing is the RAAF’s transport and air-to-air refuelling wing. It comes under the control of Air Mobility Group and is headquartered at Amberley. The wing comprises No. 33 Squadron, operating Airbus KC-30 tanker-transports, 34 Squadron, the VIP Sqn, operating Boeing 737 Business Jets, Dassault Falcon and Bombardier Challenger 604 aircraft and No. 36 Squadron which operates the Boeing C-17 Globemaster III heavy transports.

Formed in the last year of World War II to undertake ground attack missions in the South West Pacific theatre with de Havilland Mosquitos and Bristol Beaufighters, 86 Wing was reorganised in 1946 as a transport wing headquartered at Schofields, flying the DC3. It relocated to Richmond in 1949 and converted to the C-130A Hercules with 36 Sqn in 1958. Disbanded in 1964, the wing was re-established at Richmond in 1987 and comprised 33 Sqn flying Boeing 707 tanker-transports as well 36 Sqn and 37 Sqn flying the Hercules and 38 Sqn flying the Caribou. 36 Squadron converted to Globemasters in 2006 while 33 Squadron retired its 707s in 2008 and did not become operational with the KC-30 until 2013. 38 Squadron converted to the King Airs in 2009 and was disbanded in 2018.

The Hercules were transferred to No. 84 Wing in 2010 and 86 Wing headquarters relocated from Richmond to Amberley in January 2012.

Pic: Cpl Colin Dadd RAAF.

On the 21 November, 2019, 86 Wing, under the command of Group Captain Steve Pesce AM, was presented with the Queen's Squadron Standard by the Governor - General the Honourable David Hurley.

The Squadron Standard is for operational squadrons of the RAAF with more than 25 years' service or combat distinction. It is made of light blue silk, is 81cm by 121cm in size, and has the Squadron badge in the centre, flanked by small white scrolls inscribed with battle honours arrayed in two rows. If the standard displays an odd number of honours, one scroll is placed below the

badge. The field of the flag is bordered by a wreath of roses, thistles, shamrocks, leeks, and wattle in full colour. The pike (pole) is 8 feet 1 inch in length, is topped with a gilt eagle with its wings elevated. The fringe is gold and sky blue, as are the cord and tassels.

Special flags or “colours” have been used as rallying points in battles for millennia and particularly during the Roman Empire where they were awarded and paraded not just for use in war but to show a sense of pride in the unit whenever required!

Before the ceremony commenced, the Parade Warrant Officer placed the Parade Markers on the Tarmac to secure the perimeter of the parade ground. This is an age-old custom stemming from battle-field parades where the Holding Squadron protected the parade area from the enemy so the Commander, often the King, could safely address the troops. It was a very warm day and 8 blokes, like the two above, did an excellent job standing motionless, on guard, for the hour or so during the parade.

33Sqn, 34 Sqn and 36 Sqn then marched on and paraded their Colours.

36SQN being the senior Colour, was consecrated on the 1st April 1971 at Richmond, their battle honours include:

Pacific	1942 - 1945	Port Moresby	1942
Markham Valley	1943	Dutch New Guinea	1944
Morotai Milne Bay & Korea	1953	Korea	1953

36SQN were presented their Meritorious Unit Citation streamer on Nov 2016 recognising their involvement in Operations Bastille, Falconer, Catalyst and Slipper.

The 34SQN Squadron Standard was consecrated on the 29th April 1973 at Fairbairn, their battle honours include:

Pacific	1942 - 1945	Darwin	1942 - 1945
Dutch New Guinea, Morotai & Borneo	1945		

The 33SQN Squadron Standard was consecrated on the 2nd June 2010 at Amberley, their battle honours include:

Port Moresby	1943	Pacific	1943 - 1945
Markham Valley	1943 – 1944	Morotai, Dutch New Guinea, Borneo	1945
New Guinea	1945	Milne Bay	1943 - 1945

The battle honours for 86WG include the Pacific 1945 and Borneo 1945. The Standard is a fringed and tasselled silken banner in Royal Australian Air Force blue, mounted on a pike surmounted by a golden eagle. It has a decorative border of various Australian native flora. In the centre of the Standard is the 86 Wing badge with an arrow through the Earth. The Wing Motto at the base of the badge is ‘Precision’. White scrolls on each side are inscribed with the battle honours of the Wing.

I

82 Wing's cased Squadron Standard was then marched on by the Colour Warrant Officer, WOff Neil Schiller and placed on the piled drums ready for the consecration, blessing and dedication.

The piling of drums dates back to the 17th century when drums were used as makeshift furniture and in particular as altars, where prayers were conducted both before and after the battle.

For centuries, soldiers about to go into battle prayed and asked for divine help and guidance in what were known to be difficult times ahead. Because of the distances to be covered and lacking

any means of transport to take the soldiers to a church, the Regimental Padre conducted the service in the field. This called for a platform upon which he could place his bible and other pieces of equipment he required to conduct a formal service. Lacking any other altar, the regimental drums were put into service by stacking them in layers which then served as a temporary altar. It was in the 1700's that the first recorded use of the Drumhead for this purpose was documented and like many things military, it soon became a tradition. It was used not only for religious services, it also became the table for court martial hearings in the field.

Following the First World War, the British Empire Service League adopted the Drumhead Service in order to foster and keep alive a centuries old tradition.

Pic: Cpl Colin Dadd RAAF

'The Parade Commander then asked Principal Air Chaplain Mark Willis, Chaplains Peter Friend and Raphael Abboud to consecrate the Squadron Standard for 86 Wing.

The Host Officer, Group Captain Steven Pesce, OC 86 Wing and the Chief of Air Force, Air Marshal Mel Hupfield, AO, DSC and His Excellency. General (Ret'd) The Honourable David Hurley , AC, DSC, Governor-General of Australia arrived on Parade.

Pic: Cpl Colin Dadd RAAF

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Pic: Cpl Colin Dadd RAAF

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The Squadron Standard was then uncovered and presented to the 86 Wing Colour Bearer, FltLt James short who carries the Colour out to the Wing on Parade.

Pic: Cpl Colin Dadd RAAF

The Governor General then inspected the troops.

The Wing then marched past (trooped the Colours) with the Governor General taking the Salute.

The origin of Trooping the Colour dates to an ancient ceremony of sending for and the lodging of the Colour. As a ceremony, lodging the Colour has been traced back to the 16th century. A somewhat informal ceremony at first, lodging the Colour gradually acquired precision and dignity. Towards the middle of the 18th century it was an impressive performance, for at this time by order of the Duke of Cumberland, then Commander in Chief, it was definitely associated with, and made a part of the regular parade of mounting the guard.

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Today the trooping of a Colour is a formal method of displaying the Colour and is a major part of a Colour presentation ceremony.

The Chief of Air Force, Air Marshall Mell Hupfield, AO, DSC, departed the parade. (Click the pic), the Consecration Parade was declared closed and everyone was invited to join the Wing in the Air Movements section for light refreshments.

Thanks to Tina Turner (right), Regional Manager Public Affairs, South Queensland Ministerial and Executive Coordination and Communication Division, Department of Defence and to Paul Lineham for their assistance in the preparation of this story.

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The people I meet.

The other day I was at the gym toning my magnificent body and getting ready for the Christmas holidays. As everyone knows, I am possibly the most humble and unpretentious person going around and as I would normally, I was at the back of the gym, working away steadily on machines and trying not to attract too much attention to myself. I've been asked by the gym management to please keep a low profile as people tend to become disenchanted with their own workouts when they discover no matter how hard they work, they are not able to achieve the outstanding physique I possess.

Before leaving home and heading for the gym, I usually spend 40 – 50 minutes applying a masking lotion to hide the Radtechitis that would normally flow freely from my person, without this mask I would be unable to mix with other lesser persons as they would be instantly attracted to my person. It would be bedlam.

This day I was running late, I had spent the previous 48 hours without sleep attending to lost dogs and I was only able to spend 25 minutes applying the mask. Unfortunately, it was not enough.

The lovely Kirsty Cleal, who lives a mere 20 miles from the gym, was, at the time, sneaking around K-Mart's car park, pinching hub-caps, when she got a whiff of Radtechitis that had escaped from my body. Instinct immediately took over, all conscious thought was banished from her body and she just had to have some of that magic allure. Dumping the hub-caps in a pile, she slipped on the Dunlop Volleys she had stashed away in her Gladstone Bag, ran into the street and flagged down a Red and Blue taxi which gave her a lift to within 3 miles of the gym. It was then left right, left right, down the centre of the road, at full tilt, until she got to the gym, then finding me at the rear, not able to help herself, she draped herself upon my person soaking up Radtechitis. I allowed this to continue for 56 minutes then I was forced to extricate myself.

Such is the burden a Radtech must endure.

Kirsty is a Queensland Police Officer and works with the Brisbane City branch of the Child Protection Investigation Unit (CPIU). She says she really enjoys helping little kids and has been doing it now for 2½ years. Prior to CPIU she worked out of the Police Beat in Fortitude Valley and prior to that up at Weipa as a police officer. She is a very active and fit young lady who enjoys her time at the gym and being outdoors, especially with a fishing rod in her hands.

Isn't it a shame we need people like Kirsty, that there are people in our society who wilfully harm children. Terribly sad!

Therapist: Your wife says you never buy her flowers, is that true?
Him: To be honest I never knew she sold flowers.

Remembrance Day.

101 years ago, at 11.00am on the 11th day of the 11th month, 1918, hostilities finally ended after the world had, for the previous 4 years, been killing each other in huge numbers. This was to be called “the war to end all wars”. At 5am on 11 November 1918, three German government representatives accepted the Armistice terms presented to them by an allied commander, General Foch of the French Army. The demands of the Armistice included the withdrawal of German forces to the east bank of the Rhine within 30 days; immediate cessation of warfare and surrender of the German fleet and all heavy guns. The armistice became effective at 11am the same day and as the guns fell silent on the Western Front in France and Belgium, four years of hostilities ended. Although the senseless killing stopped at that time, the war was not officially ended until the signing of the Treaty of Versailles on the 28 June 1919.

After King George V was crowned king of the Commonwealth in 1919, the hour and the day was set aside to remember all those who had fallen during that terrible conflict. The King hosted a "Banquet in Honour of the President of the French Republic" during the evening hours of 10 November 1919 and the first official Armistice Day was subsequently held on the grounds of Buckingham Palace the following morning.

An Australian journalist, who was working in the UK at the time, proposed that 2 minute’s silence should be observed at 11.00am as a mark of respect to those who had given their lives. The King endorsed the idea and requested all the people of the British Empire suspend normal activities for two minutes on the hour of the armistice. The two minutes' silence was popularly adopted and became a central feature of commemorations on Armistice Day.

In Australia on the 75th anniversary of the armistice in 1993 Remembrance Day ceremonies again became the focus of national attention. The remains of an unknown Australian soldier, exhumed from a First World War military cemetery in France, were ceremonially entombed in the Australian War Memorial's Hall of Memory. Four years later, in 1997, Governor-General Sir William Deane issued a proclamation formally declaring 11 November to be Remembrance Day,

urging all Australians to observe one minute's silence at 11 am on 11 November each year to remember those who died or suffered for Australia's cause in all wars and armed conflicts. The US changed their commemorative day to Veterans day.

In Australia, Remembrance Day is now always observed on the 11th November, regardless of the day of the week and is not a public holiday. Services are held at 11 am at war memorials, Clubs, shopping centres, businesses and schools in suburbs and cities across the country. At some places the "Last Post" is sounded by a bugler and the one-minute silence is observed.

Red poppies are often worn on Remembrance Day. The tradition has its origins in a poem written in 1915 by Lieutenant Colonel John McCrae, a doctor in the Royal Canadian Medical Corps. Lieutenant Colonel McCrae noticed that, despite the devastation caused by the war to towns, farms and forests, thousands of small red poppies began growing everywhere in Spring.

This inspired his poem, *In Flanders Fields*:

In Flanders fields the poppies blow
Between the crosses, row on row
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe;
To you, from failing hands, we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

C

The poem was first published in England's Punch magazine in December 1915 and within months came to symbolize the sacrifices of all who were fighting in World War 1.

In 1918 Moina Michael, an American, wrote a poem in reply, *We Shall Keep the Faith*, in which she promised to wear a poppy 'in honour of our dead' and so began the tradition of wearing a poppy in remembrance. Poppies were first sold in England on Armistice Day in 1921 by members of the British Legion to raise money for those who had been incapacitated by the war. The practice began in Australia the same year, promoted by the Returned Sailors' Soldiers' Airmen Imperial League of Australia (the RSSAILA) now known as the Returned and Services League of Australia, or RSL.

In the lead-up to the 11th November each year, the RSL sells red poppies for Australians to pin on their lapels, with proceeds helping the organisation undertake welfare work. Since 1921 wearing a poppy has enabled Australians to show they have not forgotten the more than many thousand Australian servicemen and women who have given their lives in wars and conflicts during the past 100 years.

This year (2019) the Kedron Wavell sub-Branch of the RSL held a well-attended commemorative service at the Kedron Wavell Services Club (Brisbane). It was wonderful to see the large number of young people attending.

MC for the morning was Barry Kyrwood, the Sub-Branch's Ceremonial Officer.

Barry is from Perth and joined the Army in 1977. He spent all his Army time in the Artillery division rising through the ranks to be discharged from the Permanent Army as a Warrant Officer Class 1. He now serves as a WO1 in the Army reserve at Gallipoli Barracks, Brisbane.

His overseas operational postings include Butterworth 1981, Malaysia and Cambodia 1997, Solomon Islands, 2000, Sudan 2005 and the Philippines 2013. Non-operational overseas postings include England, PNG, New Zealand and Hawaii.

The Catafalque Party was marched on.

A catafalque is a raised structure supporting a stand that usually holds a coffin to allow mourners to file past and pay their last respects. A watch or catafalque party was traditionally mounted around the coffin to ensure the safety of the body while it lay in state.

Today, catafalque parties are mounted around coffins as a sign of respect and around memorials on occasions of remembrance. The catafalque party consists of four members of an armed guard who stand, their heads bowed and their arms reversed, facing outward approximately one metre from the coffin or catafalque as a symbolic form of respect for those who have fallen.

The origin of the tradition of resting on reversed arms is lost in time. It was used by a Commonwealth soldier at the execution of Charles I in 1649 (the soldier was duly punished for his symbolic gesture towards the King's death) and it is recorded that at the funeral for Marlborough in 1722, the troops carried out a formal reverse arms drill which was especially invented for the service as a unique sign of respect to the great soldier.

The Sub-Branch's President, Ken Roma, then welcomed everyone to the Ceremony. Ken was an engineer in the Army and spent time overseas, one such trip was to Namibia in West Africa where he was attached to the United Nations Transition Assistance Group (UNTAG) in 1989/90 to oversee free and fair elections. As a Sergeant, he and is troops (17th Construction Sqn) built an all-weather airstrip in one of the most remote areas.

The main address was delivered by Captain Justin Ryan. Justin has a degree in Mechanical Engineering and specialises in the testing of all Army's land vehicles. He played a big part in testing the fleet of G-Wagons.

Justin is currently completing a Masters of Reliability Engineering through the University of Maryland (Washington DC).

Those that wished were then invited to lay a wreath.

Captain Justin Ryan.

Cluny Seager, a director of the Kedron-Wavell Services Club. Cluny is Ex-Royal Australian Nursing Corps.

Phil Lilliebridge, Phil is the Chairman of Board of Directors of the Kedron Wavell Services Club and is ex-Army. In 2001 he was deployed to Bougainville with Operation Belisi Peace Monitoring Group and in 2006, as Major Lilliebridge, he was the 2IC of the 2/14 Light Horse Regiment (QMI) which was deployed in Iraq. He is a Member of the Australian Institute of Company Directors.

Students from Wavell State High School.

Students from Padua College.

Ken Roma – the Sub-Branch's President.

The Hon Dr Anthony Lynham, Member for Stafford.

The word Wreath translated literally means “a thing bound around” and comes from the Greek word Diadema. There are two different schools of thought when the practice of wreath laying comes from. The first notes that the wreath dates back to ancient Greece and Rome where members of Greco-Roman society would hand-make ring-shaped “wreaths” using fresh tree leaves, twigs, small fruits and flowers. Worn as headdresses, these wreaths represented one’s occupation, rank, achievements, and status. Laurel wreaths (right) were used to crown victors of the ancient Greco-Roman Olympic Games and also at funerals to represent a circle of eternal life.

The second theory on the history of the wreath is common Christian lore and explains that the honoured art of wreath-making began 1,000 years before the birth of Christ. Christians assembled “Advent wreaths” to symbolize the strength of life they showed by persevering through the harsh forces of winter. Today, still, the Christmas wreath is symbolic of Christian immortality, as the circle and sphere both represent immortality.

No matter which school of thought you subscribe to, live and dry wreaths have come a long way.

In early modern England, a wreath custom existed for the funerals of "young maidens". A young woman of the same age as the one being mourned would lead the funeral procession, carrying a wreath of white flowers to represent the purity of the deceased, and "that eternal crown of glory reserved for her in heaven". By the Victorian era, the symbolism of flowers had grown to become an elaborate language and the symbolism of funeral wreaths was no exception. Flowers represented life and resurrection. Specific flowers were used in funeral wreaths to represent particular sentiments. Cypress and willow were used for crafting wreath frames and were associated with mourning by the Victorians. Wreaths are now commonly laid at the tombs of soldiers and at memorial cenotaphs during Memorial Day and Remembrance Day ceremonies. Wreaths may also be laid in memory of persons lost at sea, either from an accident or due to navy action. In a memorial service at sea, the wreath is lowered to the water and set adrift.

Christmas wreaths remain symbolic to dedicated Christians and are popular among a diversity of people as Christmas decorations. They’re still made from sturdy evergreens and still hung to symbolize strength.

In the 60's, people took LSD to make the world weird.
Now the world is weird, and people take Prozac to make it normal

During the wreath laying ceremony, the lone piper played the lament. Once again, the origins of the lone piper are obscure, although a lone piper has been a feature of Scottish military ceremonies for several hundred years. The bagpipes are the traditional instrument of the people of the Scottish highlands and have been carried into battle with Scottish soldiers from the days of William Wallace in the 14th century to the Falklands War of 1982. Traditionally, in Scottish units a lone piper takes the place of a bugler to signal the day's end to troops and also bids farewell to the dead at funerals and memorial services.

It is unclear when pipers first became a feature of Australian memorial services. In the early decades of the 20th century, Australia had a large expatriate Scottish community, represented by several Scottish battalions in the Militia. It seems likely that the ceremonial presence of a piper became established during the 1920s. Flowers of the forest (see HERE) is the tune usually played on these occasions. It is a traditional Scottish lament, a song of mourning and remembrance.

The “Queensland Mounted Infantry Historical Troop” kept watch.

The Light Horse Association was formed in 1986 by a group of Army Officers who had served in the 2nd/14th Light Horse Regiment (Queensland Mounted Infantry) and other interested parties who shared similar objectives to preserve the History and Tradition of the Australian Light Horse, and to promote these objectives through the establishment of Australian Light Horse Historical Re-enactment Troops and Light Horse Museums. Since commencement, the Membership has grown steadily and there are currently more than 30 re-enactment Troops in Australia.

Troops throughout Australia are most prominently visible on ANZAC day each year, however they perform a large number of other tasks during the year which include escorts, displays, parades, re- enactment rides and sporting activities.

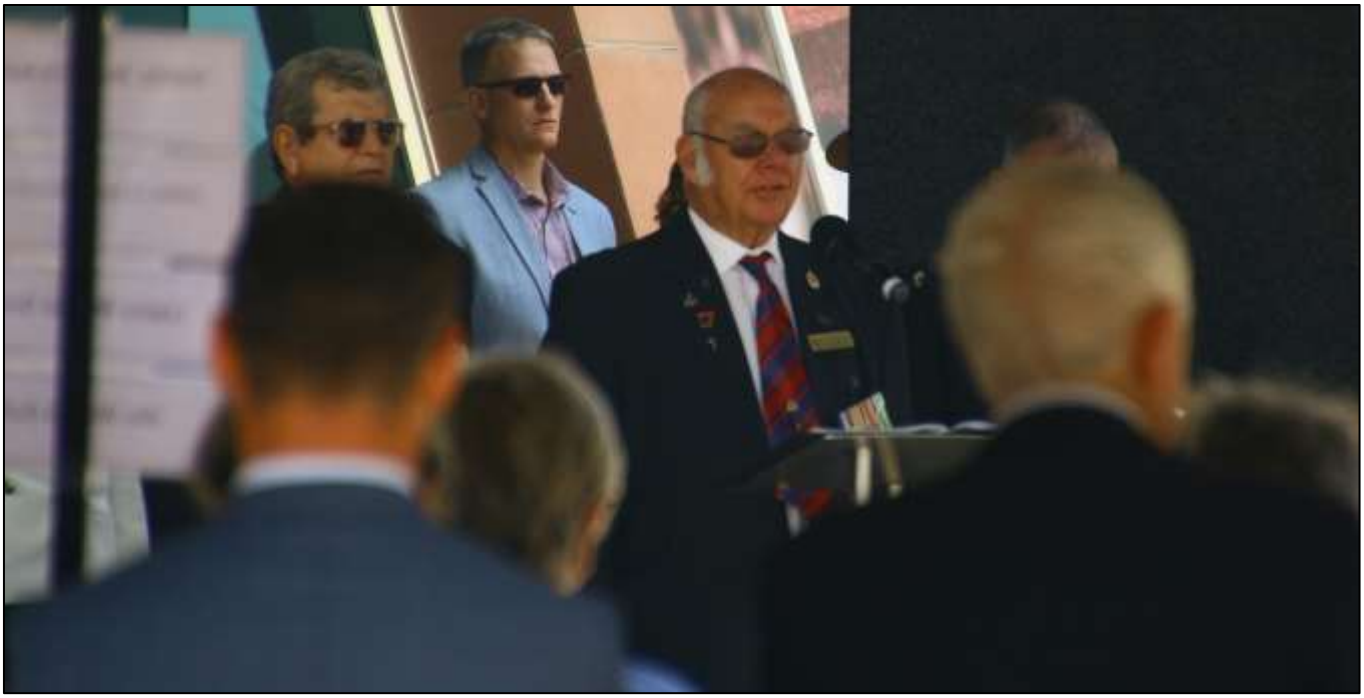
Uniforms worn are either those of the 1914 -18 or the 1930 – 40 era. Some Troops concentrate on ceremonial parades by presenting both rider and horse as historically correct for the period they represent, whereas other groups concentrate on Light Horse skills which include, tent pegging, skill at arms, and other riding events.

The “Spur” is the official magazine of the Association which is produced and distributed to Members during the year. The Magazine covers a broad range of topics including historical subjects and current information about the activities of re-enactment Troops.

The men and women, who make up the Troop, aim to preserve the history and tradition of the Australian Light Horse, those men and their wonderful horses who served this country in both war and peace.

Amongst the crowd, Wal Bellamy (RAAF Inst), John Lunn (RAAF Framie), Daryl Gould (Army).

After the laying of the wreaths, Peter Cairnes, the Senior Vice President of the Sub-Branch recited the ODE, the Last post was played, the flag was lowered followed by one minute's silence, after which the Rouse was played.



The practice of flying flags at half-mast or half-staff refer to a flag flying below the summit of a ship mast, a pole on land, or a pole on a building. In many countries this is seen as a symbol of respect, mourning, distress, or, in some cases, a salute.

Flags are said to be "half-mast" if flown from ships and "half-staff" if on land, although this distinction is mainly observed in the United States, places such as Australia, Canada and the United Kingdom do not have half-staff in their vocabulary and rely solely on using the term half-mast when ordering flags to fly lowered.

The tradition of flying the flag at half-mast began in the 17th century. According to some sources, the flag is lowered to make room for an "invisible flag of death" flying above it, however, there is disagreement about where on a flagpole a flag should be when it is at half-mast. It is often recommended that a flag at half-mast be lowered only as much as the hoist, or width, of the flag. British flag protocol, after which we follow, is that a flag should be flown no less than two-thirds of the way up the flagpole, with at least the height of the flag between the top of the flag and the top of the pole. It is common for the phrase to be taken literally and for a flag to be flown only halfway up a flagpole

When hoisting a flag that is to be displayed at half-mast, it should be raised to the top of the pole for an instant, then lowered to half-mast. Likewise, when the flag is lowered at the end of the day, it should be hoisted to the top for an instant, and then lowered.

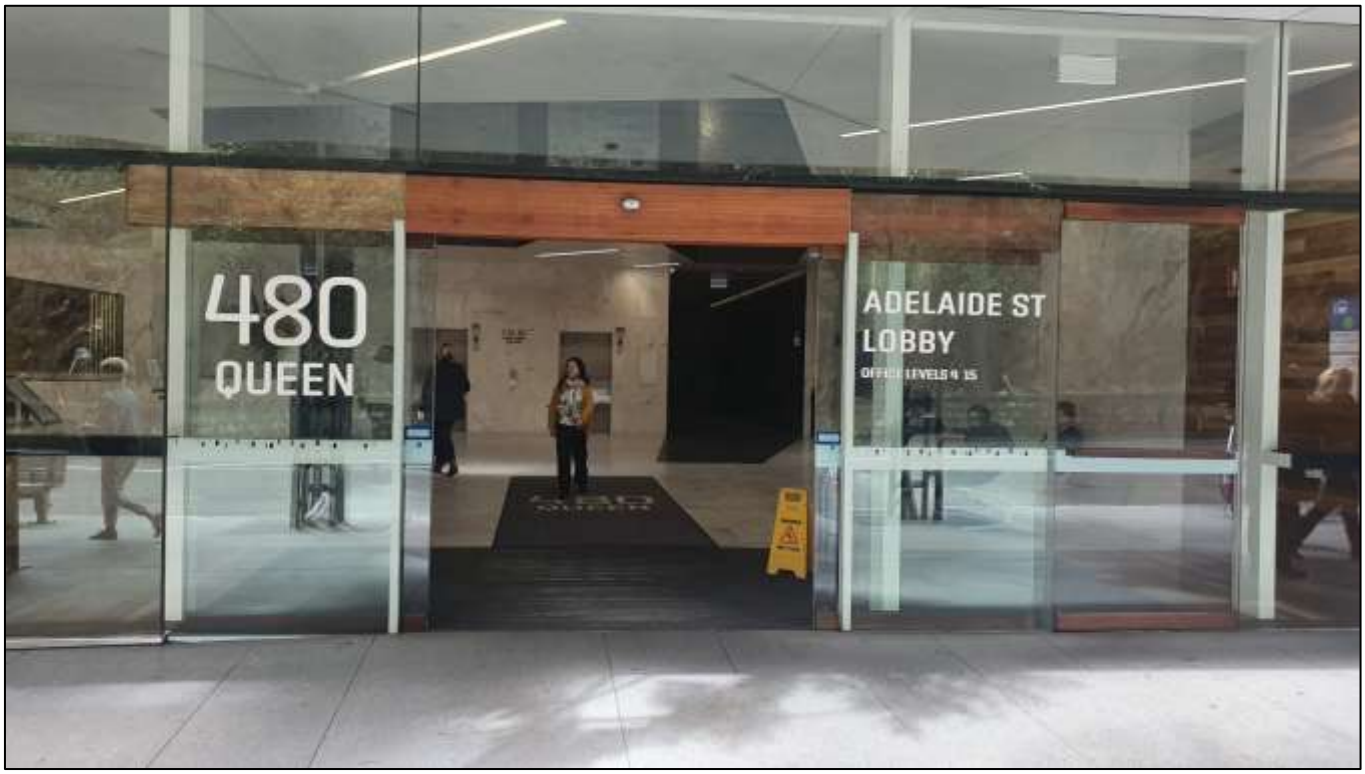
Peter Cairnes then requested everyone to join him in the singing of the National Anthem.

That was the end of the service, the Catafalque party was dismounted and Phil Lilliebridge invited everyone to the Kittyhawk Room for some light refreshments.

O

DVA Queensland Christmas get together 2019

On Thursday 12 Dec, 2019, The acting Deputy Commissioner for Queensland, Tara Hatzismalis, invited representatives from various ESO's along to the DVA's new premises in Queen/Adelaide Streets for a Christmas drink, some wonderful "nibblies" and an opportunity for ESO people to meet with the DVA staff with whom they might have dealt over the year. It was also an opportunity for DVA staff to put a face to some of the people they have helped.



Although DVA Brisbane's address is 480 Queen St, it is easier to enter the building from Adelaide St.

Tara introduced the very well credentialed Mark Cormack, DVA's Chief Operating Officer and Deputy Secretary to everyone. Mark was previously with the Department of Health, where he was Deputy Secretary in Health Financing after which, Deputy Secretary in the Department of Immigration and Border Protection, then Chief Executive Officer of Health Workforce Australia and Chief Executive, ACT Health. In May 2018 he was promoted to the position in DVA.

Mark said he is excited to be joining DVA which is celebrating 100 years of caring for Australia's Veterans. With his more than 30 years' experience as a health professional, senior manager, policy maker, planner, agency head and industry advocate, Mark says he intends to focus on veterans who have given service to this country and the impact that service has had on them and on their families.

DVA's statistics are very impressive:

The number of recipients of a DVA Gold card is currently 122,536
The number of recipients of a DVA White card is currently 84,624
The six most common conditions requiring treatment after conflicts are (in order):

Tinnitus
PSD
Hearing loss
Lumber Spondylosis
Osteoarthrosis
Depression.

Unfortunately, the Government (not DVA) has categorised veterans into different groups,

VEA Veterans Entitlements Act. This covers service in wartime and certain operational deployments, as well as certain peacetime service between 7 December 1972 – 30 June 2004.

MRCA Military Rehabilitation and Compensation Act. This provides rehabilitation and compensation coverage for certain members of the Australian Defence Force (ADF) who served on or after 1 July 2004:

DRCA Defence Related Claims Act. The DRCA is the compensation legislation that applies to current and former members of the Australian Defence Force (ADF) with conditions linked to service prior to 1 July 2004. Compensation coverage under the DRCA can be provided for injuries, diseases or deaths that are linked to most peacetime ADF service between 3 January 1949 and 30 June 2004 (which includes British Nuclear

Test defence service), as well as hazardous and peacekeeping service during the same period.

Each grouping provides a different level of support to those so classified, (Funeral benefits are a classical example - see HERE) why this is so is anybody's guess. As at March 2019:

	VEA		MRCA
No of Gold Cards	120,226		3,206
No of White Cards	53,168		16,887
Annual budget (2017-18)	$9.43B		$728.7M

DVA must administer this huge work-load with a total of 2058 employees. State by State, these numbers are (June 2013 figures):

NSW	Qld	SA	NT	Tas	Vic	WA	ACT
328	434	159	19	75	296	117	630

Mark said that of all DVA's clients, a total of 87% were completely satisfied with the service they were receiving. While this figure is not satisfactory, he said it is a definite improvement on the situation of some years ago and he intends to improve it more.

With the introductions and welcomes completed, everyone mingled, chatted with DVA staff and enjoyed the wonderful and plentiful food that was on offer, all of which could be washed down with a cold drink of their choice.

Part of the food that was on offer.

John Sambrooks with Tara Hatzismalis.

Rod Single, Phil Lilliebridge, Rod Martin. These 3 blokes are directors of the Kedron Wavell Services Club.

John McDougall, Amanda Green, John Sambrooks.

Amanda is the Executive Assistant and gate-keeper to the Deputy Commissioner for Qld, a position she has held for many years. Amanda is always available, always with a happy smile, always willing to help.

Trev Benneworth and Kerry Eaton.

T

Kerry looks after the department that authorises pharmaceutical medicines. If/when you go to your GP and he/she wishes to prescribe a medicine that is not on the authorised list, the GP must ring Kerry's department for an authorisation. All her staff are registered pharmacists.

Robyn Pedrina with Trev Benneworth.

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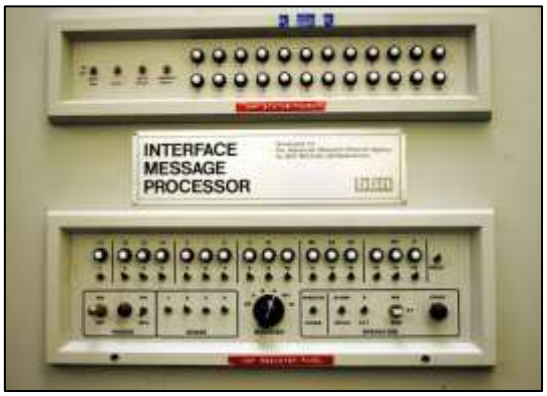
Allan George's Gems

The birth of the Internet.

Charles Kline's first attempt to send a message over the Advanced Research Projects Agency Network (ARPANET), the early computer network that would birth the internet as we know it, was a bit of a dud. Sitting at his massive mainframe computer at the University of California, Los Angeles, the grad student sent an "L" to another apartment-sized machine at Stanford University. Then an "O" but before Kline could get to the "G" in his attempt to send the word "LOGIN," the system crashed. He would revive the connection later that night and successfully transmit all five letters, but it wouldn't matter if he hadn't. He had already made history.



On October 29, 1969, "LO" was the first message successfully sent over a computer-to-computer network.

It would be another decade before ARPANET gave way to the internet and another decade after that before the World Wide Web was born. Before those revolutions could be realized, two major questions had to be answered:

- How could ARPANET expand, and
- what the hell were people supposed to do with it, anyway?

The first problem was addressed by internet icons like Vinton Cerf, who developed the protocols that would allow different networks to connect to one another and form a larger network of networks. (In other words, an "internet.")

Ray Tomlinson worked on the second problem. In 1971, in search of a “more convenient and functional way to communicate,” Tomlinson tapped out a message on one hulking DEC-10 mainframe and sent it to another.

He’d invented a ground-breaking new system of communication. While he didn’t call it email, he did separate his name from his location with the @ symbol. New networks sprouted up across the U.S. in the 1970s, with government agencies and educational institutions signing their networks onto the internet. In 1974, the first public ISP, Telenet, was launched but the internet of the ‘70s was still largely the realm of those with the technical know-how to navigate early operating systems and access to machines running them.

That all began to change in the ‘80s with the advent and spread of the personal computer, dial-up access, the domain name system, and USENET, a precursor to web forums. Then in 1990, we crossed the Rubicon. The past was closed off, as ARPANET shut down and the future opened, with the creation of the World Wide Web.

By the end of the decade, the internet and the web became synonymous as millions of people got online to chat, shop, learn, discuss, innovate, meme, and read lists. To properly tell the story of how the internet grew, here are several sites that made it what it is today: a wonderful, weird, occasionally terrible, but always transformative place to be.

CERN. 1990

December 20, 1990 didn’t feel historic at the time, but it was the day a British computer scientist in the Swiss Alps published the first-ever website at the European Organization for Nuclear Research (CERN). From his NeXT computer, Tim Berners-Lee published, appropriately enough, a primer on the web, explaining the concept of hypertext and describing how to set up a server. But Berners-Lee didn’t share the site with the public until a year later, when he told his friends in

the alt.hypertext newsgroup about his creation. It would take another couple of years and the arrival of the first “killer app”—the browser Mosaic—for the web to catch on.

AOL 1993

For many Americans AOL.com served as their introduction to the web. After the whirring and beeping of their dial-up modem mercifully ended, they were greeted with a one-stop-shop that let them browse headlines, read horoscopes, and check their “mail.” It was magic, but by the mid 2000s, after AOL’s disastrous merger with Time Warner, AOL.com had become a relic. With a decade of experience, web users had grown savvier and less reliant on portals to find their way to the content they wanted.

Amazon 1994

Jeff Bezos knew he wanted to start an e-commerce business before he knew what he wanted to sell. After researching the biggest mail-order businesses in the country, he settled on books, a product with too much variety for any store to stock completely. By 1996, Amazon was making millions selling books through its straightforward website that offered some of the same services it does today: reviews, recommendations, and a vast inventory. Before long, Amazon had expanded to music, movies, clothing, household items, and ultimately everything else on the planet, even web hosting, hardware, and robotics. It has evolved to consume a bigger and bigger chunk of e-commerce and in 2018, the retail giant accounted for 37 cents of every dollar U.S. consumers spent online.

C

Chuck Norris's keyboard doesn't have a Ctrl key because nothing controls Chuck Norris.

Yahoo 1994

When Yahoo launched in 1994, it wasn't called Yahoo and it wasn't a search engine. "Jerry and David's Guide to the World Wide Web" was a web directory maintained by hand that provided links to a much smaller internet than we have today. Major changes came within a year. Jerry (Yang) and David (Filo) changed the site's name to Yahoo and introduced a tool allowing users to search the directory. By 1998, Yahoo.com ruled the web, with close to 100 million page views a day. Many acquisitions followed over the years with Yahoo buying GeoCities, Broadcast.com, Tumblr, and others but few were successes. While Yahoo's business fortunes have sometimes suffered, Yahoo.com still remains one of the most popular websites on the internet.

Maybe the portal model is dead but if it's combined with a competent search engine and a popular email service, maybe it can live forever.

eBay 1995

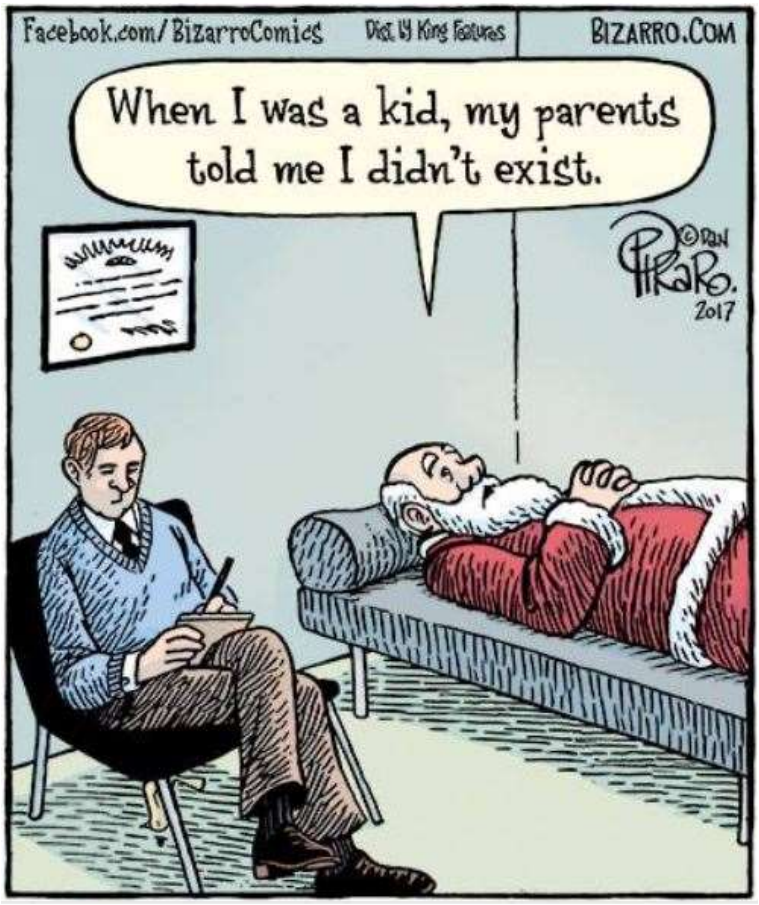
In the early days, Pierre Omidyar's Auction Web, the consumer-to-consumer marketplace, shared a domain with a page for Tufts University alumni and another full of information on ebola. Over the next three years, only one of those passions would prove to be a billion-dollar business, and by 1998, Auction Web rebranded as eBay. After surviving the first dotcom bubble burst, eBay continued growing into one of the internet's biggest e-commerce engines. It bought PayPal in 2002 and soon had stores such as QuikOrder offering to sell your stuff on eBay for a small fee. Whether it was a hard-to-find car part, a coveted Christmas gift, or a half-eaten plate of French toast left behind by Justin Timberlake, eBay was the place to get it. Though eBay's presence has faded some, and it's currently struggling through a restructuring, its influence is evident today in some of the biggest online platforms.

There are two ways to write error-free programs; only the third one works.

Hotmail 1996

Hotmail (originally stylized as HoTMaiL as a riff on HTML) launched at a time when most people didn't use email and those who did accessed it at work or via clunky mailboxes tied to their ISP. That changed with the introduction of free, ad-supported webmail that could be opened through any browser. Hotmail wasn't the only company offering the service, but it quickly became the biggest, thanks to a viral marketing scheme that's become something of Silicon Valley legend. The trick was simple, every email sent from a Hotmail address would have a signature imploring the person reading to "Get your free e-mail at Hotmail." Within a year of launching, Hotmail had millions of subscribers, and in late 1997, Microsoft came calling.

Around the same time, Yahoo snatched up RocketMail and introduced its own free webmail client. Both Yahoo and Outlook (Microsoft's rechristening of Hotmail) remain popular email providers, but neither was able to keep pace with Google's Gmail, which arrived in 2004 and has ruled the category ever since.



Google **1998**

The idea that became Google owes a debt to academic publishing, where frequent citations are the surest sign of a paper's importance. Larry Page applied the same logic to webpages for his Stanford dissertation and with the help of his math whiz friend Sergey Brin, invented a product that consistently bested the most popular search engines of the day. Originally called BackRub, the search engine was renamed Google in 1996. Two years later, it was winning converts from the cluttered portals that ruled the day. Google the company grew into a behemoth of online advertising, cloud computing, and wind turbines, but Google.com hasn't changed all that much. The stark, white homepage, designed so simply because Brin didn't know HTML, was so out of place among the flashing word art and dancing babies of the late '90s that some users sat staring at it, waiting for the rest of the page to load before trying to search. Now, with 63,000 searches a second, Google doesn't have that problem.

Wikipedia **2001**

The Wikipedia page for “Democratization of knowledge” mentions two key engines that have driven “the acquisition and spread of knowledge amongst the common people.” There’s the printing press and there’s Wikipedia. Nearly two decades after it went live, the site isn’t overselling its own importance, even if it’s still working toward its stated goal to “compile the sum of all human knowledge.” Wikipedia now hosts well over 10 million articles in hundreds of different languages, all of them written and edited by volunteers. With growth has come respect. A decade ago, Wikipedia wasn’t considered anywhere close to a reliable source, but that has begun to change. Like any website, Wikipedia has seen its share of abuse and vandalism, but the site remains remarkably resilient, maintaining its core mission without preying on consumers in the way so many of its peers on this list have.

Helvetica and Times New Roman walk into a bar.
“Get out of here!” shouts the bartender. “We don’t serve your type.”

The Pirate Bay **2003**

What Amazon did for books, the Pirate Bay has done for music, movies, software and, in their electronic format, books. The key difference? On the Pirate Bay, long the web’s leading index of torrents, everything is free, because it’s pirated. Launched by a Swedish anti-copyright group in 2003, the Pirate Bay has been the target of endless legal challenges for allowing users to download copyrighted content. In 2009, the three men behind the site were sentenced to a year in prison and $3.5 million in fines. But that wasn’t enough to kill the Pirate Bay—nothing has been. As other torrent sites have folded, the Pirate Bay has attracted more users and managed to stay online, save the occasional hiccup. Now, after years of declining popularity in the face of easily accessible streaming options, torrents are making a comeback. And the Pirate Bay is still standing.

(**What is a torrent**? Most likely, you’ve heard of a torrent, used a torrent, or at least seen that term on the internet somewhere and whether you have actually used them or not, a lot of people don’t know what it actually is. When you hear the word “torrent” in the tech world, it usually refers to a computer file that contains data telling you where to find the information for which you are looking, the torrent file does not contain that actual information, for that you need a BitTorrent program such as uTorrent. The torrent file tells uTorrent where to go and look for and get the information.

For instance, let’s say you wanted to download a movie, you’d google the name of the movie and up would come several sites where you could download that movie for a price but it could also show you the movie as a torrent file. The torrent file does not contain the movie but it will show you one or more sites where other people have already download the movie and who are willing to share it with you. So, if you said “that will do me”, the torrent file tells uTorrent to copy that

movie from those other people's sites. There are two advantages here, one is obvious, you get it for free, and secondly, as you're downloading it from multiple sites, it comes down much quicker.

This is of course frowned upon in many countries and some have been prohibiting illegal torrents by blocking them, but as soon as they block one, up pops another.

In short, a torrent file acts as the key to find and start the downloading of the actual content. When someone is interested in receiving a shared file (i.e. books, music, video, documents, etc.), they must first obtain the corresponding torrent file by using a program such as The Pirate Bay above.

The sites from which you actually download the file are called "seeders," you as a downloader are called a "leecher".

A torrent download can be done in fragments, so in reality you're actually downloading bits of pieces of the full content from various sites which are later reassembled when all of the pieces are received.)

Facebook 2004

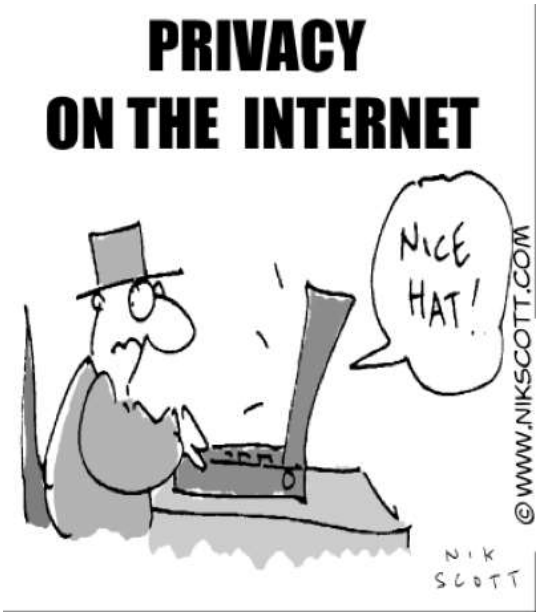
Facebook has come a very long way since it was thefacebook.com and only allowed Ivy League students to sign up. Mark Zuckerberg's site, inspired by the iconic HOTorNOT, is now one of the most valuable companies in the world. The enormous social network, boasting more than a billion active users, has done both good and bad. On one hand, it's allowed distant relatives to keep up

across time zones. On the other, it's turned our lives into easily packaged commodities for advertisers to slurp up and disrupted democracy as we know it. But hey, poking is still fun!

YouTube 2005

It's only 19 seconds long and nothing even happens, but "Me at the Zoo" is undoubtedly one of the most important internet videos of all time. The clip was the first video ever uploaded to YouTube, a site created either to share videos of a dinner party or to make it easier to find clips of Janet Jackson's infamous Super Bowl "wardrobe malfunction." What we all can agree on is that the site went live in May of 2005 and rocketed to success. A year and a half later, Google bought YouTube for $1.65 billion in stock and it quickly became one of the most essential, highly trafficked websites on the internet. YouTube has made careers, destroyed lives, and it shows no sign of slowing. As of last October, YouTube accounted for nearly an eighth of all internet traffic, trailing only Netflix.

THIS is the first ever YouTube clip



Twitter 2006

Twitter's first big moment came at South by Southwest in 2007, where the fledgling microblogging site was voted "Best of the Web" While some criticized the inherent triviality of tweets, others understood that that was the point. Widespread adoption soon followed and in 2009, Ashton Kutcher wrote in Time that the creation of Twitter is "as significant and paradigm-shifting as the invention of Morse code, the telephone, radio, television, or the personal computer." It might have

been an oversell, but not by much. A decade after it exploded, Twitter has aided revolutions, helped empower authoritarians, and created some very weird celebrities.

Wikileaks 2006

The trove of confidential U.S. military documents that WikiLeaks published in 2010 wasn't the whistleblower site's firs- time releasing information that world powers preferred to stay secret, but it was the one that brought WikiLeaks, launched with a mission of furthering "transparency in government," into the mainstream. It also turned its founder, Julian Assange, into a Pam Anderson-dating celebrity. Six years later, the site would hit the headlines once again when it published hacked emails from the Democratic National Committee. The slow, methodical rollout of the emails gripped the news media in the leadup to the 2016 election and led to accusations that Assange was trying to help Donald Trump, who claimed during the election, "I love WikiLeaks." Since then, the site has been in the news more for its founder's legal troubles than anything it's published. It might have had its day.

Pornhub 2007

There isn't much mystery to the success of Pornhub, which launched in 2007 on the radical idea that people on the internet wanted to see naked people. Three years later, MindGeek, the Canadian firm that owns many of the web's most popular porn sites, scooped up Pornhub and grew it into the largest hub of pornography on the web. They consume the third-largest amount of bandwidth, with only Google and Netflix ahead of them. (Who said sex doesn't sell?) Pornhub

has an enormous catalogue, some of it professional, some it amateur, much of it pirated, and proves Rule 34 of the internet ("There is porn of it. No exceptions.") all by itself. The site attracts 100 million visitors a day, but it still has detractors, and they're not all puritans. (See HERE)

GoFundMe 2010

Online crowd funding has seen a few major players in the last couple of decades, including Kiva, which allows users to give microloans to overseas entrepreneurs and Kickstarter which connects inventors (and con artists) with potential customers, but no crowdfunding platform is more symbolic of our time than GoFundMe, which was established as a way to ask friends to help pay for major life events. Turns out the most pressing major life events are medical emergencies and the bills that follow. Earlier this year, the company's CEO said a third of the money raised on the site goes toward medical expenses. GoFundMe users set up more than a quarter of a million medical fundraisers each year and raise more than $650 million as they compete in a dystopian (opposite of utopian) competition to see whose ailments are viral enough to allow them to avoid a life in medical debt.

A computer programmer's wife asks him to pick up some groceries on his way home from work. He asks what she needs and she says to pick up a litre of milk and if they have eggs, get a dozen. When he returns home, his wife asks why he brought home 12 litres of milk and he replies that they did indeed have eggs.

Reasons the F-35 is nearly unstoppable in the sky.

The triumph of the F-35 is obscured by the way in which news is reported. Program coverage often highlights the latest development, good but more often bad, without capturing the steady progress made over 16 years since the development contract was first awarded, nor the high priority that three U.S. military services have continuously assigned the program through multiple presidencies. What follows is a concise review of the areas of accomplishment that collectively demonstrate the F-35 program has become a smashing success.

All those arm-chair no-alls who blasted the F-35 have now gone silent and the winner is the F-35. Apart from the US, very smart people from Australia, Denmark, Italy, Netherlands, Norway, Turkey and the UK as well as from Israel, Japan and South Korea have all decided that the F-35 is the best aircraft.

A performance by the F-35 at the 2017 Paris Air Show was a turning point for the world's most advanced multi-role fighter, demonstrating that even when fully loaded with combat gear, it can out-perform the tactical aircraft of every other country. Although prime contractor Lockheed Martin has always professed confidence the F-35 would prove itself, a dwindling collection of critics, the flat-earth mob, continued to attack the plane citing outdated or simply erroneous arguments.

Those idiots fail to grasp that F-35 is one of the greatest technological achievements of this generation, a program that will assure global air dominance for the U.S. and its allies through mid-century. It also will help assure that aerospace remains America's most dynamic export sector. F-35 will generate tens of billions of dollars in trade earnings and tens of thousands of jobs, from over a dozen foreign customers. The plane has never lost a competition in which it went head-to-head with other fighters.

Testing. In 2017 the F-35 program wrapped up the most comprehensive flight test program in aviation history. The three variants of the fighter being built for the Air Force, Navy and Marine Corps have undergone 8,000 flights to gauge their performance without identifying a single show-stopper. Each of the variants has met all its "signature" specifications for stealthiness, making F-35 by far the most survivable fighter being built anywhere. Sensor fusion, networked operations, and other features have been thoroughly tested and retested, assuring the planes will always see first and fire first in aerial engagements. Tests of the Navy version were the most successful at-sea trials the service has ever conducted.

Operations. The Marine Corps version of the F-35 has been operational for two years and the Air Force version for one year. F-35s have deployed to Japan (from which they recently engaged in exercises with South Korea's military) and Europe (where they participated in exercises across the continent). Israel, the only Middle Eastern country approved to buy F-35, is also operating the plane. Over 200 F-35s have been delivered, with the number expected to rise to 600 in 2020. Over 400 pilots and 4,000 maintainers have been trained at 12 operating bases. In recent Red Flag exercises, the Air Force variant achieved a kill ratio of better than 20-to-1 against adversary aircraft while being available over 90% of the time.

Cost. The Air Force version of F-35, the one being bought by most allies, costs $85 million in 2019. That's about what the latest version of legacy fighters like the F-16 cost, equivalent to roughly ten minutes of US federal spending at current rates. It is also less than what a 737 MAX, Boeing's smallest next-generation jetliner, lists for. The peak year for F-35 production is scheduled in 2026, at which point all the fighters for all three domestic military services will cost less than a single day's worth of US federal spending ($13.6 billion versus $17.5 billion). If current trends hold up, the planes could be even cheaper: the price-tag for the Air Force version of F-35 fell 12% over the last two production lots.

Demand. Washington has not wavered from its plan to buy 2,457 F-35s since development began in 2001. Obviously, that would not be the case if the program had encountered major problems. It is unusual for three services to stick with a plan through multiple presidencies covering 16 years. Equally striking, almost all of the original international partners have stuck with the program, and several new players have signed on -- Denmark, Israel, Japan and South Korea. Canada is the only country that has wavered and in all likelihood, it will return to the fold once it sees the advantages of buying a highly survivable fighter operated by most of its key allies. F-35 has emerged as the global gold standard of next-gen air power.

Pilots. The most telling testimonials to F-35 excellence come from the pilots who have flown the plane. The Navy reported after the first at-sea trials of the carrier version that "the aircraft demonstrated exceptional performance throughout its initial sea trials." More recently, a squadron commander who participated in last year's Northern Lightning exercise in the US told an in-house Air Force publication, "I couldn't ask for anything better. It's like fighting somebody with their hands tied behind their backs." Another pilot flying adversary aircraft in the exercise remarked, "We just can't see them like they can see us. It can feel like you are out there with a blindfold on." Pilots generally say F-35 is far superior to legacy fighters.

Other nations might have aircraft that have a stronger punch, a longer reach and superior situational awareness but whatever the other fellow's training might be, if he can't see his rival to land a punch he's down before the first round is over. That's what makes the F-35 a game-changing aircraft, the one plane that can keep enemies at bay for another generation. It isn't just the best air power option Australia has.

See HERE

On board rubbish – what do you do with it?

Naval ships generate a lot of rubbish, aircraft carriers, which carry a lot of people and a lot of aircraft generate a huge amount. But what do you do with it?

The new HMS Prince of Wales carrier of the Royal Navy is trialling a new system that if works, will probably become the norm. Extreme heat from a burner reaching temperatures of more than

1,000C breaks down the material generated by the 1,000 people on board. This includes food, sewage and excess oils which contribute to a total of upwards of nine tonnes every day. The system is called Pyrolysis

The waste (“gash” in RN parlance) is converted into fuel, which then sustains the plants, meaning the burner can be switched off. One of the junior sailors responsible for the plants' operations, said: "The plants’ waste reduction ratio will benefit the ship’s company with us having far less waste to dispose of during 'out all gash' – and enable us to store the waste far easier."

The Pyrolysis plant can dispose of most waste at the rate of 150kg per hour, but not metals or glass which is crushed. Prior to the installation of the plant, rubbish was manually stored in metal drums and unloaded whenever the ship was serviced.

The system is switched on with the initial flame coming from burning fuel, but once underway, the fuel source is switched off and the rubbish itself is its own fuel. 150kg of waste becomes 1½kg of grey-blackish ash, which is easily stored until the ship is serviced.

How much does it cost to fuel an airliner?

Have a look at THIS.

And at last – the Apple gun.

See HERE

The history of Spam?

The history of spam started in 1864, over a hundred years before the Internet, with a telegram sent en masse to a number of British politicians. In a prophetic sign of things to come, the telegram was an advertisement for teeth whitening.

The first example of an unsolicited email dates back to 1978 and the precursor to the Internet, ARPANET. This proto-Internet spam was an advertisement for a new model of computer from Digital Equipment Corporation. It worked, people bought the computers.

By the 1980s, people came together on regional online communities, called bulletin boards (BBSs), run by hobbyists on their home servers. On a typical BBS, users were able to share files, post notices, and exchange messages. During heated online exchanges, users would type the word “spam” over and over again to drown each other out. This was done in reference to a Monty Python sketch from 1970 in which a husband and wife eating at a working-class café find that almost everything on the menu contains Spam. As the wife argues with the waitress over the preponderance of Spam on the menu, a chorus of Vikings drowns out the conversation with a song about Spam.

The use of the word “spam” in this context, i.e. loud annoying messaging, caught on, to the chagrin of Hormel Foods, the maker of Spam.

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Over on Usenet, a precursor to the Internet that functions much like today's Internet forums, "spam" was used to refer to excessive multiple posting across multiple forums and threads. The earliest Usenet spam included a fundamentalist religious tract, a political rant about the Armenian Genocide, and an advertisement for green card legal services.

Spam didn't start in earnest until the rise of the Internet and instant email communication in the early 90s. Spam reached epidemic proportions with hundreds of billions of spam emails overwhelming our inboxes. In 1999, Melissa, the first virus that spread via macro-enabled Word documents attached to emails was let loose upon the digital world. It spread by ransacking victims' contact lists and spamming itself to everyone the victim knew. In the end, Melissa caused $80 million in damages, according to the FBI. Without any anti-spam legislation in place, professional spammers rose to prominence, including the self-proclaimed "Spam King" Sanford Wallace. True to his nickname, Wallace was at one time the biggest sender of spam emails and social media spam on sites like Myspace and Facebook.

It wasn't until the early 2000s that governments around the world started to get serious about regulating spam. Notably, all member countries of the European Union and the United Kingdom have laws in place that restrict spam. Likewise, in 2003 the United States put a set of laws in place cheekily called the CAN-SPAM Act (once again, Hormel just can't get a break). These laws, in the US and abroad, place restrictions on the content, sending behaviour and unsubscribe compliance of all email.

At the same time, top email providers Microsoft and Google worked hard to improve spam filtering technology. Bill Gates famously predicted spam would disappear by 2006. Under these laws a rogue's gallery of spammers, including the Spam King, were arrested, prosecuted and jailed for foisting penny stocks, fake watches and questionable drugs on us. In 2016 Sanford Wallace was convicted, sentenced to 30 months in prison, and ordered to pay hundreds of thousands in restitution for sending millions of spam messages on Facebook.

And yet spam is still with us. Sorry, Bill.

In spite of the best efforts of legislators, law enforcement and technology companies, we're still fighting the scourge of unwanted, malicious email and other digital communication. The fact of the matter is that the business of spam requires little effort on behalf of spammers, few spammers actually go to jail, and there's lots of money to be made. In a joint study on spam between University of California, Berkeley, and University of California, San Diego, researchers observed a zombie botnet in action and found the operators of the botnet sent out 350 million emails over the course of a month. Out of these hundreds of millions of emails the spammers netted 28 sales. That's a conversion rate of .00001 percent. That being said, if the spammers continued to send out spam at that rate, they would pull in 3.5 million dollars in the span of a year.

So, what, exactly, are the types of spam that continue to fill our inboxes to the brim and what can we do about it?

What are the types of spam?

There are several types of spam to consider. On one end of the spam spectrum, you have mostly benign marketing spam from unscrupulous sellers haranguing us with dubious get-rich-quick schemes, and various pills that haven't been approved by anybody. On the other end of the spam spectrum, you have the serious threats, cybercriminals attempting to break into your online accounts, steal your data, steal your money and spread malware. While marketing spam is annoying, it's not a significant threat. Emails of this type are mostly filtered out by your email software and whatever makes it past the filters is easy enough to identify as spam and flag for removal.

The latter group of threats is harder to combat and far more dangerous.

Advance-fee scams

First in our lineup of email threats are advance-fee scams. Also known as the Nigerian scam or 419 scam, because the scam originated in Nigeria (419 refers to the section of the Nigerian criminal code the scams violate). Despite lending its name to the infamous scam, only a small fraction of spam originates from Nigeria. The country ranks number 68 in top spam senders. The advance-fee scam involves a mysterious sender offering you a vast reward in exchange for a cash advance, usually as some sort of processing fee, required to unlock the larger sum. Once you wire the cash to the cybercriminal, the sender disappears with your money. There never was a princely fortune or secret inheritance to begin with.

Another variant of the advance-fee scam turns unsuspecting victims into money mules. Often described by scammers as "payroll management" jobs, victims' bank accounts are used to launder and transfer dirty money. In exchange, victims get to keep a portion of the ill-gotten gains for acting as the middleman. When the police come knocking, it's usually on the door of the unfortunate middleman as the criminal masterminds are nowhere to be found.

Scams like these seem fairly transparent, yet people fall for them every day due in large part to the deep bag of tricks scammers have at their disposal. These tricks are called social engineering. Social engineering refers to the methods scammers use to pressure victims into taking some sort of action. Social engineering often involves psychological manipulation, playing to the victim's greed, vanity, or empathy.

Phishing emails

Malwarebytes Labs, says of phishing emails: "Phishing is the simplest kind of cyberattack and, at the same time, the most dangerous and effective. That is because it attacks the most vulnerable and powerful computer on the planet: the human mind." Phishing emails trick victims into giving up sensitive information, e.g. website logins, and credit card info, by way of social

engineering and email spoofing. Spoofed emails mimic, or spoof, an email from a legitimate sender, demanding some sort of action. Well executed spoofs will contain familiar branding and content, and sound urgent, even threatening. Common phishing ploys include:

- A request for payment of an outstanding invoice.
- A request to reset your password or verify your account.
- Verification of purchases you never made.
- A request for updated billing information.

By tricking us into giving up valuable information, cybercriminals are able to hack the online services we use every day without any real technological savvy. To put it another way, why pick the lock when you can just steal the key?

Malspam

Malspam is any kind of malware spread via spam. Much like advance-fee and phishing emails, malspam relies on social engineering to trick recipients into taking some kind of action, often against our better judgment, like clicking a download link, or opening an attachment contained in the email that infects your computer with malware. In either case, these downloads and attachments often come in the form of Word, Powerpoint or PDF files with malicious code hidden in the scripts/macros (i.e. automated tasks). When the document is opened the scripts run, retrieving the malware payload from the command and control (C&C) servers run by the cybercriminals.

Malware payloads vary greatly. The malware payload may enslave your computer into a botnet for the purposes of sending out more spam. More often than not the payload will be a Trojan. The majority of malware attacks in 2018 for both businesses and consumers were identified as Trojans of some kind. Banking Trojans, for example, are designed to steal sensitive financial information off your computer and in an interesting twist, some Trojans, e.g. Emotet and TrickBot, are now being used as a delivery mechanism for other malware, like ransomware, adware, spyware, or cryptojackers.

Spam on mobile/Android

Have you ever received a robocall? That's call spam. What about a text message from an unknown sender attempting to sell something, maybe even containing a link to who knows what? That's text message spam. Welcome to the hellacious world of mobile spam.

Now that mobile devices are commonplace, and Internet calling (VOIP) is cheap, spammers have a whole new way to spew out unwanted communication. The Android userbase alone includes more than 2 billion users for cybercriminals to target. The most common mobile phone scams, as reported by USA Today, are pre-recorded scam messages purportedly from banks, credit card companies, cable companies, and debt collectors. Another robocall scam targeting the immigrants involves a pre-recorded message

claiming to be from the appropriate consulate, telling the recipient there's an important document for them. Naturally, retrieving the document costs money.

Unless coming from a charity, political campaign, healthcare provider or purely informational call from a business or service you use, robocalls are illegal. Ditto for text messages. (See HERE)

How can I stop spam?

Now that you're informed about spam, here are some tips on how to identify phishing emails and malspam and prevent yourself from becoming a victim.

Don't respond to spam. Our first tip for stopping spam is: stop responding to spam. Have you ever read a comically bad spam email and wondered "Who actually clicks or responds to these things?" Well, wonder no more. In a spam survey conducted by the Messaging, Malware and Mobile Anti-Abuse Working Group, 46% of respondents said they clicked or replied to spam out of curiosity, to unsubscribe, or to learn more about the products/services being offered. Don't be one of these people. By responding to spam you demonstrate to spammers that your email is valid and they will send you more spam.

The same advice applies to mobile phone spam. Just hang up. By pressing "one" to opt-out or engaging with scammers in any way, you're demonstrating that your phone number is valid and that you will respond. Moreover, by speaking, scammers can record your voice and use audio samples of you saying "yes" to authorize charges for things and services you don't want.

Turn your spam filter on. The email providers do the hard work when it comes to stopping spam. Most bulk email never even makes it past our email filters and into our inbox. Granted, legitimate emails sometimes make their way, erroneously, into the spam folder, but you can prevent this from happening in the future by flagging these emails as "not spam," and adding legitimate senders to your contacts list.

Turn macros off. Definitely don't enable macros by default and if someone emails you an attachment and the document asks you to "enable macros," click "no," especially if you don't know the sender. If you suspect it may be a legitimate attachment, double check with the sender, and confirm that they, indeed, sent you the file.

Learn how to spot phishing emails. Here are the five red flags for spotting a phishing email. If you see any of these, then you're probably looking at a phishing email.

The sender's address isn't correct. If it's a legitimate email the sender's address should match the domain for the company they claim to represent. In other words, emails from PayPal always come from example@paypal.com and emails from Microsoft always come from example@microsoft.com.

The sender doesn't seem to actually know who you are. Legitimate emails from companies and people you know will be addressed to you by name. Phishing emails often use generic salutations like "customer" or "friend."

Embedded links have unusual URLs. Vet the URL before clicking by hovering over it with your cursor. If the link looks suspicious, navigate to the website directly via your browser. Same for any call-to-action buttons. Hover over them with your mouse before clicking. If you're on a mobile device, navigate to the site directly or via the dedicated app. Text message spam often includes links to spoofed sites designed to capture your login.

Typos, bad grammar, and unusual syntax. Does it look like the email was translated back and forth through Google Translate several times? It probably was.

The email is too good to be true. Advance-fee scams work because they offer a huge reward in exchange for very little work. But if you take some time to actually think about the email, the content is beyond reason.

There are attachments. In the world of email communication and marketing, attachments are a big no-no, and businesses generally don't send emails with attachments. You can read more about phishing emails and how to spot them on the Malwarebytes Labs blog.

Use multi-factor authentication. With two-factor or multi-factor authentication, even if your username and password are compromised via a phishing attack, cybercriminals won't be able to get around the additional authentication requirements tied to your account. Additional authentication factors include secret questions or verification codes sent to your phone via text message.

Install cybersecurity. In the event that you click a bad link or download malware sent to you via spam, good cybersecurity software will recognize the malware and shut it down before it can do any damage to your system or network. With products for home and business, Malwarebytes has got you covered wherever technology takes you. Not to mention threat protection on the go, Malwarebytes for iOS blocks all unwanted calls and text messages and if you click a malicious link in a spam text, Malwarebytes will stop the bad site from loading.

Side note for Mac users—don't go thinking you can click links and open attachments with impunity. You too can be a victim of malware. Malwarebytes for Mac protects you from the growing threat of Mac malware.

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The Berlin Wall: Then and Now

On the 9th November 1989, 30 years ago now, the Berlin Wall came down - helping to end the decades of Cold War that existed between the West and the Soviet Union. Built by the Communist-controlled East in August 1961, the Berlin Wall was the physical barrier separating the two sides of Germany.

See HERE

As World War II came to an end in 1945, peace conferences at Yalta and Potsdam determined the fate of Germany's territories. They split the defeated nation into four "allied occupation zones": The eastern part of the country went to the Soviet Union, while the western part went to the United States, Great Britain and (eventually) France. Even though Berlin was located entirely within the Soviet part of the country, it sat about 100 miles from the border between the eastern and western occupation zones, the Yalta and Potsdam agreements split the city into similar sectors. The Soviets took the eastern half, while the other Allies took the western. This four-way occupation of Berlin began in June 1945.

The existence of West Berlin, a conspicuously capitalist city deep within communist East Germany, stuck like a bone in the Soviet throat and the Russians began manoeuvring to drive the United States, Britain and France out of the city for good. In 1948, a Soviet blockade of West Berlin aimed to starve the western Allies out of the city. Instead of retreating, however, the United States and its allies supplied their sectors of the city from the air. This effort, known as the Berlin Airlift, lasted for more than a year and delivered more than 2.3 million tons of food, fuel and other goods to West Berlin. The Soviets called off the blockade in 1949.

After a decade of relative calm, tensions flared again in 1958. For the next three years, due to the prospect of better economic conditions and the lack of political oppression in the West, there was an endless flow of refugees from east to west, many of them young skilled workers such as doctors, teachers and engineers. Summits, conferences and other negotiations to try and stop the flow came and went without resolution and the flood of refugees continued. In June 1961, some 19,000 people left the GDR through Berlin. The following month, 30,000 fled. In the first 11 days of August, 16,000 East Germans crossed the border into West Berlin, and on August 12 some 2,400 followed, the largest number of defectors ever to leave East Germany in a single day. By mid 1961, a sixth of the entire population had left, this was nearly three million people.

On August 13, 1961, the Communist government of the German Democratic Republic (GDR, or East Germany) began to build a barbed wire and concrete “Antifascistischer Schutzwall,” or “antifascist bulwark,” between East and West Berlin. The official purpose of this Berlin Wall was to keep Western “fascists” from entering East Germany and undermining the socialist state, but it primarily served the objective of stemming mass defections from East to West. It effectively created two incredibly different cities. West Berlin was brightly lit, modern and bustling. On the other hand, East Berlin was drab, colourless and decaying.

The Fall of the Wall.

A crowd in front of the Berlin Wall, with the East German border guards standing on the wall in front of the Brandenburg Gate in 1989

During the 28 year period from 1961 to 1989, despite the clear risk of crossing the Wall from East to West, many people attempted and often succeeded in their escape. The border guards had orders to shoot to kill, so anyone who tried to cross the Wall was in danger of being shot. A total of 140 people was killed while trying to cross.

Before the wall was built, Berliners on both sides of the city could move around fairly freely: They crossed the East-West border to work, to shop, to go to the theatre and the movies. Trains and subway lines carried passengers back and forth. After the wall was built, it became impossible to get from East to West Berlin except through one of three checkpoints, at Helmstedt, (Checkpoint Alpha), at Dreilinden, (Checkpoint Bravo) and in the centre of Berlin at Friedrichstrasse (Checkpoint Charlie). Eventually, the GDR built 12 checkpoints along the wall and at each of the checkpoints, East German soldiers screened diplomats and other officials before they were

allowed to enter or leave. Except under special circumstances, travellers from East and West Berlin were rarely allowed across the border.

The construction of the Berlin Wall did stop the flood of refugees from East to West and it did defuse the crisis over Berlin. Though he was not happy about it, President John F. Kennedy conceded that “a wall is a hell of a lot better than a war.”

Escape from East Germany was not impossible, however: From 1961 until the wall came down in 1989, more than 5,000 East Germans, including some 600 border guards, managed to cross the border by jumping out of windows adjacent to the wall, climbing over the barbed wire, flying in hot air balloons, crawling through the sewers and driving through unfortified parts of the wall at high speeds.

On November 9, 1989, as the Cold War began to thaw across Eastern Europe, the spokesman for East Berlin’s Communist Party announced a change in his city’s relations with the West. Starting at midnight that day, he said, citizens of the GDR were free to cross the country’s borders. East and West Berliners flocked to the wall, drinking beer and champagne and chanting “Tor auf!” (“Open the gate!”).

At midnight, they flooded through the checkpoints.

More than 2 million people from East Berlin visited West Berlin that weekend to participate in a celebration that was, one journalist wrote, “the greatest street party in the history of the world.” People used hammers and picks to knock away chunks of the wall, they became known as “mauerspechte,” or “wall woodpeckers” while cranes and bulldozers pulled down section after section. Soon the wall was gone and Berlin was united for the first time since 1945. “Only today,” one Berliner spray-painted on a piece of the wall, “is the war really over.”

The reunification of East and West Germany was made official on October 3, 1990, almost one year after the fall of the Berlin Wall.

To this day, the Berlin Wall remains one of the most powerful and enduring symbols of the Cold War.

Nowadays, 50,000 people are moving to Berlin every year. Since the wall fell in 1989, the population of East Berlin has grown by 500,000 to 4 million.

On Saturday, 9 November 2019, the 30th anniversary of the fall of the wall, a ceremony was held at the Berlin Wall Memorial, outside NATO headquarters in Brussels when representatives from across the Alliance gathered around the Berlin Wall Memorial to mark the anniversary. The memorial, made up of two blocks from the wall, acts as a "solemn reminder" of that terrible past.

Speaking at the ceremony, Germany's Ambassador to NATO, Hans-Dieter Lucas, said: "The human desire for freedom turned the division of Europe and the Cold War into things of the past. "On this special anniversary, we also remember all the victims of this war and the political system it stood for.

On the 22nd October, 1961, a quarrel between an East German border guard and an American official on his way to the opera in East Berlin very nearly led to what one observer called "a nuclear-age equivalent of the Wild West Showdown at the O.K. Corral." That day, American and Soviet tanks faced off at Checkpoint Charlie for 16 hours. Photographs of the confrontation are some of the most familiar and memorable images of the Cold War.

Men have 2 motivations: hunger and hanky panky and women can't tell them apart.
If you see a gleam in his eyes, make him a sandwich.

An Open Letter to Greta Thunberg.

FRONTPAGE MAG

You are not a moral leader. But I will tell you what you are.

Greta Thunberg:

You have declared yourself a leader and said that your generation will start a revolution. You have comported yourself as a credentialed adult and climate change activist who has fearlessly addressed politicians and world leaders. You have dropped out of school and declared that there isn't any reason to attend, or any reason for you to study since there will be no future for you to inherit. You have, rather than attend your classes, been leading Friday Climate Strikes for all students in your generation across the globe. Your attendance at oil pipelines has been striking. There, you unequivocally declare that all oil needs to remain in the ground where it belongs.

I shall, therefore, against the backdrop of your activism, address you as an adult rather than as a child.

In September of 2019 you crossed the Atlantic in a "zero carbon" racing yacht that had no toilet and electric light on board. You made an impassioned plea at the United Nations in which you claimed that, "we have stolen your dreams and our childhood with our empty words." You claimed that adults and world leaders come to young people for answers and explained in anger: "How

dare you!" You claimed that we are failing you and that young people are beginning to understand our betrayal. You further declared that if we continue to fail your generation: "We will never forgive you."

You have stated that you want us to panic, and to act as if our homes are on fire. You insist that rich countries must reduce to zero emissions immediately. In your speeches you attack economic growth and have stated that our current climate crisis is caused by "buying and building things." You call for climate justice and equity, without addressing the worst polluter on the planet - China; the country that is economically annexing much of Africa and Latin America. You dare not lecture Iran about its uranium projects -- because that's not part of the UN's agenda, is it?

You proclaim that we need to live within the planetary boundaries, to focus on equity and "take a few steps back" for the sake of all living species. You resent the hierarchical distinctions between human and animals and entertain no qualitative distinction between a monkey, a malaria-infested mosquito and a snarling hyena. You mouth slogans such as: "We have set in motion an irreversible chain reaction beyond control," and you advocate for universal veganism on the Ellen DeGeneres show. You do not buy new clothes and you don't want the rest of us to either. You want us all to stop flying in jet planes without giving us an alternative as to how we would re-transform our financial and trading systems, to say nothing of our personal enjoyment of the world, without regression to a primeval era. Few can afford to cross the Atlantic in a $6M zero carbon yacht financed by rich people who made their wealth by the very means you condemn as loathsome.

There are a few things that we, the rational adults of the world who are not bowing to you like guilt-ridden obsequious Babbitts need to say to you, Greta.

First, we did not rob you of your childhood or of your dreams. You are the legatee of a magnificent technological civilization which my generation and the one before it and several others preceding it all the way to the Industrial Revolution and the Renaissance, bequeathed to you. That growth-driven, capitalist technological civilization has created the conditions for you to harangue us over our betrayal. It is a civilization that eradicated diseases such as small pox from the word, and that lifted millions out of abject poverty in a universe you think is dying and decaying. It assured you a life expectancy that exceeded that of your ancestors. Most likely by focusing on economic growth which you demonize, and scientific advancement, that civilization will further enhance a robust quality of life and health for your descendants.

Here is a hard truth to ponder, Greta: if the great producers of this world whom you excoriate were to withdraw their productivity, wealth and talents and their minds from the world today, your generation would simply perish. Why? Because as children you have done nothing as yet, with your lives besides being born. This is what we expect of children until such time as they can be producers by learning from their elders. You are understandably social and ecological ballast. You are not yet cognitively advanced to replicate the structures of survival of which you are the beneficiaries.

Children are important instalments on the future. We have invested in you. It is you and your smug generation which think they have nothing to learn from the older ones who are failing themselves. Whom do you expect to employ the majority of you if you have neither the job credentials or life competency skills to navigate the world? The future unemployable-skipping-school-on-Friday obstreperous children?

The truth, as one anonymous blogger aptly put it, is that your generation is unable to work up to forty hours per week without being chronically depressed and anxious. Its members cannot even decide if they want to be a boy or a girl, or both, or neither, or a “they.” They cannot eat meat without crying. I might add that your generation needs “trigger warnings” and “safe spaces” as pre-conditions for learning in school. Its members have a pathological need to be coddled and protected from the challenging realities of life. Your generation is the biggest demander and consumer of carbon spewing technological gadgets and devices. An hour without any of them and too many of you succumb to paralysing lethargy. Your generation is the least curious and most insular set of individuals one has ever encountered. Your hubris extends so far that you think you have nothing to learn from your elders.

Yes, we have betrayed you: by capitulating the world of leadership to bored, attention-deficit children who spout bromides, platitudes and slogans that a rudderless and morally relativistic culture accepts because a significant number of its denizens have become intellectually bankrupt and morally lazy.

The logical endpoint of your ecological vision would see us living in primeval conditions eking out an existence in jungle swamps in which we would regard poisonous snakes and man-eating

tigers as our moral equals. We would have to adapt ourselves to nature rather than adapt nature to meet our needs, like all members of civilized civilizations do. Your vision would see us foraging for mushrooms and plants without knowing which were inimical to our digestive systems. Under your system we would swelter from heat, die from rampant plagues and starvation because there will be no air-conditioning units, no sophisticated plumbing and irrigations and sewer systems, no anti-bacterial soap made from animal matter, no pesticides and chemicals to sanitize our food and drinking supplies: just one primordial swamp of human putrefaction.

If civilization is left in the hands of your ecofascist supporters we will be living in grass huts, drinking animal feces infested water, and shrinking in fear from polar bears instead of killing them for food when they attack us.

Greta, living in complete harmony with nature is the death of creativity. Understand this. All great civilizations were forged in the crucibles of proper exploitation of the earth. Those who lived on land with oil and did nothing with it never had a right to it in the first place. Non-usage of God's resources is the cardinal sin because it results in the un-development of our human capabilities and makes us indistinguishable from beasts.

Your generation needs to be taught the morality of wealth creation, rather than only parasitically benefiting from it. The only revolution you will lead is one into nihilism and civilization regression. You need to learn about the moral case for fossil fuel. You owe it to yourself to understand how the harnessing of the vast store of concentrated energy in fossil fuels allowed mankind, for the first time in human history, to escape intractable constraints and energy limits that had left all but the very privileged in total poverty and depravity. Before the Industrial Revolution all societies were dependent on a very limited flow of solar energy captured in living plants for subsistence needs such as food, fuel and shelter.

But we, the creative enterprisers, will not go back to the Dark Ages. Your philosophy can be summed up as follows:

What was good for my anthropoid ancestors is good for me. Do not rock the boat, or even build one as that will require cutting down a tree. Do not disrupt nature. Do not dare to see the earth as rightfully belonging to us. We don't have the right to use our brains in a manner that can transform our needs into a material form. Let's conveniently forget that production is the application of reason to the problems of survival. Let's all diminish the grandeur of man and his luminous potential. Crush the Thomas Edisons of this world.

The apocalyptic world vision you hold has been a strip landing for those who have hated progress throughout history. Your apocalyptic predictions have been made for millennia and, we're still here. We will still be here long after you've grown up and we have forgiven you for skipping classes, thereby lowering the intelligence quotient of an entire generation.

Go away!

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Health and Life-Style

Veterans and Veterans Families Counselling Service (VVCS) can be reached 24 hours a day across Australia for crisis support and free and confidential counseling. Phone 1800 011 046.
VVCS is a service founded by Vietnam Veterans.

House plants might look nice, but they're not as super as you think

THE NEWDAILY

House plants are pretty, calming and they take in that naughty CO2 and pump out oxygen, don't they? For a long time, we thought they did, we thought they made our air cleaner. Unfortunately, scientists have dispelled that last claim.

House plants are the latest fad that have proliferated a popular, trendy culture. They're dangling from ceilings, sprawling their fronds across bay windows and cluttering (in a trendy way) interior-design plans in houses across Australia.

It's not a small business – people are willing, if not fighting to, fork out up to $300 for some of the more cult-status plants.

The indoor plant trend makes sense: They look nice, for those who live in apartments without prolific gardens it's a way to have some semblance of nature in your life, and they're meant to be good for developing your nurturing, responsible side. There's also a lot of talk about how they're good for your health, they help to clean the air, and boost oxygen levels. That's why you see so many companies building them into their work spaces – a vertical garden here, a smattering of Monteria there. Happy, healthy employees.

Science has squashed both these claims (to a degree) and revealed the intense density of indoor plants you actually need to make a difference to air quality. That magic number is 10 plants to every square foot. Which, if you visualise it, is a lot of plants stacked into not a lot of space. Even 10 bonsais would look out of place.

A study published recently in the Journal of Exposure Science and Environmental Epidemiology squashed the dreams of indoor green thumbs everywhere. To get its result, the research team pored over 12 studies on indoor plants and their supposed health benefits. The plants-create-more-oxygen claim is a pure myth because constant ventilation in really the secret and it re-generates the air a lot quicker, a lot better and a lot quicker than a forest of indoor plants can or does. To determine if indoor plants did help purify the air, and if they did how many did it take to make a noticeable difference, the study placed the plants into chambers and injected the chambers with a "volatile organic compound".

Then they'd sit and watch this compound decay, giving the kudos of the decay to the plant. What became apparent was that it was microbes that were taking care of the compound – not the plants. This has been a common misconception for some time. Plants are great, but they don't actually clean indoor air quickly enough to have an effect on the air quality of your home or office environment. The air purification myth can actually be traced back to NASA, which in 1989 released a study that claimed plants could be used to remove cancer-causing chemicals from the air. At the time, the space agency was researching how it could best clean and filter air on space stations. Since then, it has become lore that house plants are a super-cleaner of sorts.

This is certainly an example of how scientific findings can be misleading or misinterpreted over time, but it's also a great example of how scientific research should continually re-examine and question findings to get closer to the ground truth of understanding what's actually happening around us.

Australian study unlocks links between stroke recovery. Exercise!

Australian scientists have discovered the lengths that exercise can help patients who have suffered strokes recover – to the potential extent of regenerating damaged neurons in the brain. It's known in the medical field that exercise, particularly cardio, plays a part in recovery for stroke victims, but this is the first time a study has used MRI scans to precisely capture the benefits.

The study, funded by the Heart Foundation and carried out by the Florey Institute of Neuroscience and Mental Health, followed 35 Australians through their recovery two months after experiencing ischemic strokes, which is the most common form. Participants did one hour of exercise thrice weekly, for eight weeks, and were then given an MRI scan. The scan was repeated 12 months after the stroke occurred.

The results were visible not only in the scan results, but from the participants.

A Melbourne woman suffered a stroke three years ago, and said through the trial, she was able to build up her fitness from virtually zero before the incident. The 57-year-old says even though she lost sight in one eye from the stroke, she is now able to walk her dog and take her granddaughter on outings.

From a science findings perspective, researchers discovered the side of the brain damaged by the stroke had a 2.9 per cent growth in hippocampal volume, in comparison to a control group. The hippocampus area controls memory, emotion response, spatial processing and navigation. Florey Institute said the study monitored brain atrophy, or shrinkage, because it was an accurate predictor of cognitive problems after a stroke, especially if there was a reduction in the size of the hippocampus.

Exercise seems to have slowed or stopped the atrophy on the opposite side of the brain, while possibly leading to new neuron growth on the side of the lesions, with more research, MRI scans could help understand how exercise protects the brain after stroke and will help pinpoint the intensity and frequency that is needed to improve brain function after a stroke.

I might have a slight drinking problem.
My wife asked me to toast some bread for her,
I raised my can and said, “Here’s to bread”.

Does a vasectomy increase my risk of prostate cancer?

No, having a vasectomy doesn't increase your risk of prostate cancer. Researchers have conducted many studies on this subject. The best current evidence indicates no increased risk of prostate cancer after vasectomy. If you're concerned about your prostate cancer risk, talk to your doctor about possible symptoms and screening tests.

Humidifiers: Are they any good?

MAYO CLINIC

Humidifiers can ease problems caused by dry air but they do need regular maintenance. Here are a few tips to ensure your humidifier doesn't become a health hazard.

Dry sinuses, bloody noses and cracked lips — humidifiers can help soothe these familiar problems caused by dry indoor air. In addition, cool-mist humidifiers may help ease symptoms of a cold or other respiratory condition, but be cautious, although useful, humidifiers can actually make you sick if they aren't maintained properly or if humidity levels stay too high. If you use humidifiers, be sure to monitor humidity levels and keep your humidifier clean. Dirty humidifiers can breed mould or bacteria.

What are humidifiers?

Humidifiers are devices that emit water vapor or steam to increase moisture levels in the air (humidity). There are several types:

- Central humidifiers are built into home heating and air conditioning systems and are designed to humidify the whole house.
- Ultrasonic humidifiers produce a cool mist with ultrasonic vibration.
- Impeller humidifiers produce a cool mist with a rotating disk.
- Evaporators use a fan to blow air through a wet wick, filter or belt.
- Steam vaporizers use electricity to create steam that cools before leaving the machine. Avoid this type of humidifier if you have children; hot water inside this type of humidifier may cause burns if spilled.

Ideal humidity levels.

Humidity is the amount of water vapour in the air. The amount of humidity varies depending on the season, weather and where you live. Generally, humidity levels are higher in the summer and lower during winter months. Ideally, humidity in your home should be between 30% and 50%. Humidity that's too low or too high can cause problems.

- Low humidity can cause dry skin, irritate your nasal passages and throat and make your eyes itchy.
- High humidity can make your home feel stuffy and can cause condensation on walls, floors and other surfaces that triggers the growth of harmful bacteria, dust mites and moulds. These allergens can cause respiratory problems and trigger allergy and asthma flare-ups.

How to measure humidity

The best way to test humidity levels in your house is with a hygrometer. This device, which looks like a thermometer, measures the amount of moisture in the air. Hygrometers can be purchased at hardware stores and department stores.

Humidifiers, asthma and allergies.

If you or your child has asthma or allergies, talk to your doctor before using a humidifier. Increased humidity may ease breathing in children and adults who have asthma or allergies, especially during a respiratory infection such as a cold. But dirty mist or increased growth of allergens caused by high humidity can trigger or worsen asthma and allergy symptoms.

When the air's too damp: Dehumidifiers and air conditioners.

Just as air that's dry can be a problem, so can air that's too moist. When humidity gets too high, common during summer months, it's a good idea to take steps to reduce indoor moisture. There are two ways to reduce humidity:

- Use an air conditioner. Central or window-mounted air conditioning units dry the air, keeping indoor humidity at a comfortable and healthy level.
- Use a dehumidifier. These devices collect excess moisture from the air, lowering humidity levels. Dehumidifiers work like air conditioners, without the "cooling" effect.

Keep it clean: Dirty humidifiers and health problems

Dirty reservoirs and filters in humidifiers can quickly breed bacteria and mould. Dirty humidifiers can be especially problematic for people with asthma and allergies, but even in healthy people humidifiers have the potential to trigger flu-like symptoms or even lung infections when the contaminated mist or steam is released into the air. Evaporators and steam vaporizers may be less likely to release airborne allergens than may cool-mist humidifiers.

Tips for keeping your humidifier clean

To keep humidifiers free of harmful mould and bacteria, follow the guidelines recommended by the manufacturer. These tips for portable humidifiers also can help:

- Use distilled or demineralized water. Tap water contains minerals that can create deposits inside your humidifier that promote bacterial growth. When released into the air, these minerals often appear as white dust on your furniture. It's also possible for you to breathe in some minerals that are dispersed into the air. Distilled or demineralized water has a much lower mineral content than does tap water. In addition, use demineralization cartridges or filters if recommended by the manufacturer.
- Change humidifier water often. Don't allow film or deposits to develop inside your humidifiers. Empty the tanks, dry the inside surfaces and refill with clean water every day if possible, especially if using cool-mist or ultrasonic humidifiers.
- Clean humidifiers every 3 days. Remove any mineral deposits or film from the tank or other parts of the humidifier with a 3% hydrogen peroxide solution, which is available at pharmacies. Some manufacturers recommend using chlorine bleach or other disinfectants.
- Always rinse the tank after cleaning to keep harmful chemicals from becoming airborne and then inhaled.
- Change humidifier filters regularly. If the humidifier has a filter, change it at least as often as the manufacturer recommends — and more often if it's dirty. Also, regularly change the filter in your central air conditioning and heating system.
- Keep the area around humidifiers dry. If the area around a humidifier becomes damp or wet — including windows, carpeting, drapes or tablecloths — turn the humidifier down or reduce how frequently you use it.
- Prepare humidifiers for storage. Drain and clean humidifiers before storing them and then clean them again when you take them out of storage for use. Throw away all used cartridges, cassettes or filters.
- Consider replacing old humidifiers. Over time, humidifiers can build up deposits that are difficult or impossible to remove and encourage growth of bacteria.

Can vitamin C improve your mood?

The link between vitamin C and mood might seem surprising, but people who have vitamin C deficiency often feel fatigued or depressed. Studies of hospitalized patients who often have lower than normal vitamin C levels have found that their mood improved after they received vitamin C.

But even for people who aren't known to have low vitamin C levels, taking a vitamin C supplement might help mood. A study of high school students indicated that vitamin C lowered anxiety levels, and other studies have shown mood-elevating effects from taking vitamin C.

More research is needed, but in the meantime, eat plenty of fruits and vegetables rich in vitamin C, such as oranges and red capsicum. If you also take a supplement, try not to exceed the upper limit of 2,000 milligrams of vitamin C a day. As always, talk to your doctor before taking any supplement

My favourite exercise at the gym would probably be judging.

Weight loss: Gain control of emotional eating

Sometimes the strongest food cravings hit when you're at your weakest point emotionally. You may turn to food for comfort, consciously or unconsciously, when facing a difficult problem, feeling stressed or even feeling bored.

Emotional eating can sabotage your weight-loss efforts. It often leads to eating too much especially too much of high-calorie, sweet and fatty foods. The good news is that if you're prone to emotional eating, you can take steps to regain control of your eating habits and get back on track with your weight-loss goals.

How the mood-food-weight loss cycle works

Emotional eating is eating as a way to suppress or soothe negative emotions, such as stress, anger, fear, boredom, sadness and loneliness. Major life events or, more commonly, the hassles of daily life can trigger negative emotions that lead to emotional eating and disrupt your weight-loss efforts. These triggers might include:

- Relationship conflicts
- Work or other stressors
- Fatigue
- Financial pressures
- Health problems

Although some people eat less in the face of strong emotions, if you're in emotional distress you might turn to impulsive or binge eating, quickly consuming whatever's convenient without enjoyment.

In fact, your emotions can become so tied to your eating habits that you automatically reach for a treat whenever you're angry or stressed without thinking about what you're doing. Food also serves as a distraction. If you're worried about an upcoming event or stewing over a conflict, for instance, you may focus on eating comfort food instead of dealing with the painful situation.

Whatever emotions drive you to overeat, the end result is often the same. The effect is temporary, the emotions return and you likely then bear the additional burden of guilt about setting back your weight-loss goal. This can also lead to an unhealthy cycle, your emotions trigger you to overeat, you beat yourself up for getting off your weight-loss track, you feel bad and you overeat again.

Is drinking diet soft drink harmful?

Drinking a reasonable amount of diet soft drink a day, such as a can or two, isn't likely to hurt you. The artificial sweeteners and other chemicals currently used in diet drinks are safe for most people and there's no credible evidence that these ingredients cause cancer.

Some types of diet softies are even fortified with vitamins and minerals but diet softies aren't a health drink or a silver bullet for weight loss. Although switching from regular soft drinks to diet ones may save you calories, it's not yet clear if it's effective for preventing obesity and related health problems in the long term.

Healthier low-calorie choices abound, including water, skim milk, and unsweetened tea or coffee.

Are poinsettia plants poisonous?

Poinsettia plants are less toxic than once believed. In most cases, poinsettia exposure causes only discomfort, including:

- A mild, itchy rash. Skin contact with the sap of a poinsettia plant can cause a rash. If this happens, wash the affected area with soap and water. Apply a cool compress to ease itching.
- A mild stomach ache, vomiting or diarrhea. This can happen after eating part of a poinsettia plant. Severe signs and symptoms are unlikely. If you find a child eating a poinsettia plant, clear and rinse his or her mouth.
- Eye irritation. If the sap of a poinsettia plant comes in contact with the eyes, they can become red and irritated. If this happens, flush the eyes with water.
- Allergic reaction. Some people are more sensitive to poinsettia plants than are others. Reactions to poinsettia plants are more common among people who have latex allergies, since latex and poinsettia plants share several proteins. Also, if you're allergic to avocados, bananas, chestnuts, kiwis and passion fruits you might have a greater chance of being allergic to poinsettia plants. In case of a severe reaction, seek prompt medical attention.

I didn't make it to the gym today. That makes 5 years in a row now.

Arthur's Articles.

In my second instalment I intend to carry on where I left off in my first instalment from my book, "Grandad, you're a Legend" when I spoke of my false start to my attestation. "Great Coats on – Great Coats off' was just the beginning. I will pick up my story from my book, slightly edited for non-family General Exhibition.

Considering I wrote this part of my book some seventeen years ago, that section of my story and the original events still seem like they only happened yesterday. 'Attestation'! What an odd word? Yet it is one that the Royal Australian Air Force used back in 1960, and probably still does today, to mean 'the act of enlistment.' While I enjoyed almost twenty-six wonderful years in the RAAF, they were not always without frustration and confusion. Even my attestation fell into the category of frustration and confusion. (Refer my first article.)

Let me take you back to the very beginning.

The General Manager of the Royal Exchange Assurance company in Brisbane had placed me in a managerial career stream, with prospects of promotion. He called me into his office one day and questioned me about my future aspirations when I boldly told him I was waiting to be 'called' into Bible College. That sealed my fate in his insurance company as he immediately withdrew me from the career stream I was in and placed me in what was considered a dead-end job as 'the second' Counter Clerk.

[Footnote: Throughout my Air Force career, I assisted Chaplains and took Sunday services for those Chaplains who needed a 'day off' at several RAAF bases. I also preached in many local churches throughout Australia and overseas. While at my last posting in Victoria Barracks, Melbourne, I was co-head of Military Christian Fellowship when I finally responded to my ecclesiastical call and sought my discharge to enter the full-time ministry of the church.

After discharge, I managed several denominational Aged Care Facilities concurrent while pastoring a church in Ipswich, Queensland in my post Air Force career. On retirement, I have been Chaplain to the Sunshine Coast Vietnam Veterans of Australia Association since moving to the Sunshine Coast. For many years, I have also been the Chaplain to many commemorative services, funerals and memorial services arranged by the Caloundra RSL. In the denomination of the church I pastored in Ipswich, I am a Member-at-Large in the Fellowship of Congregational Churches where I assist the church at Goondiwindi in South Western Queensland.

If my former Insurance Company Manger does read this, it took me some twenty-seven years to finally fulfil the call into full-time ministry.]

Back to fifty-nine years ago. Realising that while I was honest about my hopes for the future but being so honest as an eighteen-year-old lad was probably not the smartest thing I could have done. I then had no future in the insurance industry, despite completing Stage One of the Insurance Institute examinations in my first two years in the industry. So, one lunch hour not long thereafter, I walked into the RAAF Recruiting Centre in Mary Street in Brisbane.

My desire since I was in the Air Training Corps (ATC) at High School, of several years' past, was to be in aircrew if I didn't achieve my goal of entering the Christian ministry. Exactly what category in aircrew, I didn't know. I took all the paraphernalia and brochures that the Recruiting Officer's assistant gave me, home to study. I hastily filled in the application form to join the prestigious Royal Australian Air Force.

My thoughts were filled with nothing else. I was so sure I would be accepted, that I am sure my work in my now demoted position of second counter clerk at the Royal Exchange Assurance, incorporated in England with Limited Liability in 1820, was carried out by sheer rote and lacked any enthusiasm whatsoever.

I should mention that I had found out in December of 1959 that I suffered from short sightedness and began to wear spectacles. The application to join the RAAF required a current photograph. Frantically searching through my limited collection of self-portraits, I chose a photograph of me in my Boys' Brigade uniform, sans spectacles, of course. After all, I was applying for a job in the military. Proudly displaying the two white stripes of Corporal in the Boys' Brigade, on my right arm. I was sure that this subtle announcement that I was non-commissioned officer material would surely swing the success of this application in my favour.

I was a late starter in Boys' Brigade. As an older boy, who showed an interest in being a leader in Life Boys, the junior echelon of the Boys Brigade, I rapidly moved through the ranks of Lance Corporal, followed quickly by the rank of Corporal. I attained the rank of Warrant Officer, sometime after the Air Force application went in.

A short while later, the Air Force acknowledged my application. I was called in to Mary Street Recruiting Centre to undergo an initial medical examination. I can still recall the euphoria as I glimpsed my long-held ambition beginning to come to fruition. My slowed, if not completely halted, career in the Insurance industry paled into insignificance. My more recent dreams and aspirations fondly awaiting the call into Bible College also waned and paled into the dimness. "The Air Force wants me! Hang on, Air Force, here I come!"

On arrival in the Recruiting Office in Mary Street, I spent the customary time sitting around with other hopefuls. We participated in all the preliminary tests. I took the bottle into the men's toilet and provided the first of many years of my personal urine specimens to the Medical Orderly. I was measured; I was weighed; and my eyesight was also tested. Even before the Orderly checked my vision, with or without glasses, he announced that I would never be medically fit for aircrew as I wore glasses. My heart sank. My flying career was over before it even began! No amount of logical argument that I wouldn't be flying an aeroplane, succeeded with that all-knowing Medical Orderly. I had applied for entry as a Signaller. Exactly what that entailed, I wasn't sure. I knew the result, after a year's training, was that I would be qualified to fly as aircrew and wear a coveted 'S' brevet. What else did one need to know?

I was taken into a room with all the other hopefuls, and we began a barrage of psychological tests. I remember, I took them in my stride and lapped up the tests. Then we were asked to wait for our individual interviews with the Recruiting Officer. The next few hours, (or were they only minutes?) seemed like an eternity. Finally, my turn came to meet the man whose duty it was to decide my future. I was told very abruptly that I was medically unfit for aircrew; no further debate on that topic! Timidly I asked, "What else have you got?" for I was fairly set at this stage to give up civilian life and join the Air Force, in whatever position I could join, no matter what! No questions asked!

As my civilian occupation was 'Clerk', the Recruiting Officer ran through the many variations of Clerk employed in the RAAF; Clerk Financial Accounting; Clerk General; Clerk Administrative; Clerk - Medical; Clerk Equipment; and just plain Clerk. All sub-categories other than 'Clerk' required further training after basic recruit course. The thought ran through my head that to accept any of these clerical positions would be to exchange one occasionally boring career in the insurance industry for a similar (possibly) boring career in the Air Force. At least, in the Air Force, I'd have the glamour of the uniform and the possibility to see the world, and probably a bit more of Australia. Enticing? But not convincing! I probed further, "What else have you got?"

Television had just been introduced to Queensland the year before. Most homes had not attained the status of owning a TV. Television was new. If a friend had a set, their circle of friends grew overnight. Many a night was passed standing on the footpath outside one of the major electrical retail stores in the City of Brisbane, viewing this new phenomena and taking in all the exciting westerns like 'Rawhide' and 'Ponderosa' and comedy shows such as 'I love Lucy' and 'The Jackie Gleeson Show'.

With this as a backdrop, the Recruiting Officer said, "We have limited vacancies for Radio Technician," and expounded the virtues of learning to undertake radio repairs on the eve of this exciting new advent of television. Somehow that made sense to me. Little did I know then what I now know that Recruiters have quotas to fill for all up-coming courses. On this day, the closing date for Radio training must have been looming and the Recruiter must have noticed the glimmer of interest in my eye and poured the tap on, so to speak, expounding the many advantages of being a Radio Trainee. "The course will be held at the School of Radio, RAAF Base Laverton. You will really enjoy it," he assured me. Coincidentally, it

is the same school I would have gone to if my original application for Signaller continued its pathway through the system.

The Recruiting Officer changed my application from Aircrew Trainee (Signaller) to 'Radio Mechanic – Trainee' and shuffled me out of his office to ask any further questions of his aide. I recall asking the fresh recruiting Aircraftsman, "Where is this Laverton where I would do my technical training?" The AC, a 'waiting for training' AC, turned to a map of Australia and after cross referencing all the given information found 'Laverton' right in the middle of Western Australia and confidently announced to me that is where my radio training would take place, in the middle of WA, in the middle of nowhere. Without question from this learned informant, I headed for home, secure in the knowledge that I didn't get what I asked for, but did I get second best. I also looked forward to seeing the interior of Western Australia!

The next step in this saga of 'Attestation' should have warned me of what was to be part of military life for the next almost twenty-six years. Misinformation and confusion; The Royal run around; 'Great Coats on! Great coats off' syndrome! Not long after my big day with the Recruiter, I received a letter in the mail telling me my application was successful and to report to the Recruiting Office on 20th of August 1960. What excitement! I was in the Air Force! I hastily resigned from the Royal Exchange Assurance. Number Two, Front-Office Counter Clerk was again the worry of the General Manager of the Royal Exchange Assurance, not mine.

I told you about the first mix-up when three hopefuls attended Mary Street Recruiting Centre with luggage, ready for swearing in, in my last column. But eventually, all was sorted out. My Attestation Date was set for 24th August 1960. Again, I set off to Brisbane with my battered old suitcase, which in those days, I called a port, before I travelled broadly and understood that port was something one drank, not carried their luggage in, or a berth to tie up a ship. The next twenty-five and a half years was to be one long learning experience.

At 2.00 pm on the 24th August in the year of our Lord, 1960, I lined up with five other aspirant recruits. Allan was coming in as a direct tradesman. He was a middle–aged spray painter. He had a brother who was already in the RAAF. Ray was from Redcliffe and he was coming in, to train at Wagga Wagga for one of the technical trades; Airframe, Engines Armament, Electrical, Instruments or Transport Fitter. He wouldn't know which direction his life would take him until he completed his basic technical training, which depended on how he achieved the metal filing test, along with which trade was in short supply, would reveal his future mustering.

The other two, (both named Peter,) were already radio tradesmen with the Postmaster General's Department. The PMG was the forerunner of Telstra. The two Peters had only to complete the equipment-specific part of their Radio Course at Radio School and would graduate long before I ever started. We all held a small bible in our right hand and raising the bible slightly in the air, we repeated words after a recruiting office staff member, which was construed to be out Oath of

Allegiance to Her Majesty, the Queen of England, in the days before she became Queen of Australia as well.

Eureka! I was in the Royal Australian Air Force. I repeated aloud my service number - A 19871. Aircraftsman (Recruit) Arthur William Fry.

In the next edition, I'll take you with me on my train journey from the Mary Street Recruiting Centre to RAAF Base Rathmines, for my basic recruit course and my introduction to the 'real' Air Force to which I had 'attested' the next six years of my life. {But…didn't he say he was in the RAAF for almost twenty-six years?)

Memories of RAAF People Who Influenced Me

This quarter, I'd like to introduce a new segment, mentioning people who have greatly influenced me during my Air Force career. In this edition, I'd like to remember Clive King, an Air Force Chaplain who rose to the rank of Principal Air Chaplain. Clive was, and is, a clergyman who I had the privilege of serving with and assisting him in the Chapels at Point Cook and at Amberley.

In 1976, we were both serving at Base Squadron, Point Cook when I had the unfortunate experience of spending several weeks in hospital, firstly at No. 6 RAAF Hospital at Laverton, then Heidelberg Repatriation Hospital on the other side of Melbourne. You could be forgiven if you thought you were on a chess board at Point Cook, for Base Squadron's Commanding Officer was a Bishop, our Chaplain was a King, and our Officers' Mess Cook was a Knight. I guess I was just a 'Pawn' in the middle of all things and threated Headquarters Point Cook as my Castle! Every day of the week, Clive would drive my wife, Annette, over to see me in Heidelberg while I was in Intensive Care and then in the general ward. On the days Clive was unavailable to make the journey, Base Radio Officer at Point Cook, 'Jumbo' Jordan would take Annette across busy Melbourne to visit me.

I will never forget how Clive and 'Jumbo' made that difficult time in our lives so much better by their kindness and care, and deep concern for their fellow RAAF members. Clive and his wife, Chris, became good friends of the Fry family both at Point Cook and Amberley, where we spent many happy occasions at each other's homes. Clive and Chris were guests at our surprise twenty-fifth Wedding Anniversary, now thirty years ago, secretly organised by our son, Ash, and our son-in-law, Grant Couchman, a 'framie' at Amberley. They had secretly travelled all over Australia to make a video for the occasion, made with our friends from previous RAAF postings, who couldn't come to Ipswich for that milestone event.

The King and Fry families on holiday from Point Cook at Ipswich, Christmas 1978. Chris is second from the left at rear; Clive at the rear; Annette is between Chris and Clive. Their daughters, Kathy and Fiona, are on the right. The rest are the Fry children and Annette's mother.

Clive and Chris have lived in Turramurra in Sydney for many years in retirement. It has been our privilege to visit them on a few occasions. We keep in touch regularly, via the internet and Clive told me recently that he is slowing down from his local parish work where he spends his retirement as he did in the Air Force, ably caring for others.

Clive will never know how grateful we were and are, for his support and care during a difficult time in our lives. Once 'medically repaired', I returned to my new posting at No. 1 Flying Training School at Point Cook as the Admin / Air Force Law instructor, for three memorable years. After my hospitalization, I enjoyed another ten years of rewarding RAAF life, and some tremendous, (read, 'exotic',) overseas postings! [More on that later!]

Thank you, Clive King. Thank you, 'Jumbo' Jordan.

Once I saw this guy on a bridge about to jump. I said, "Don't do it!" He said, "Nobody loves me." I said, "God loves you. Do you believe in God?" He said, "Yes." I said, "Are you a Christian or a Jew?" He said, "A Christian." I said, "Me, too! Protestant or Catholic?" He said, "Protestant." I said, "Me, too! What franchise?" He said, "Baptist." I said, "Me, too! Northern Baptist or Southern Baptist?" He said, "Northern Baptist." I said, "Me, too! Northern Conservative Baptist or Northern Liberal Baptist?" He said, "Northern Conservative Baptist." I said, "Me, too! Northern Conservative Baptist Queensland Region, or Northern Conservative Baptist NSW Region?" He said, "Northern Conservative Baptist Queensland Region." I said, "Me, too!" Northern Conservative Baptist Queensland Region Council of 1879, or Northern Conservative Baptist North Queensland Region Council of 1912?" He said, "Northern Conservative Baptist North Queensland Region Council of 1912." I said, "Die, heretic!" and pushed him over.

The Great Ocean Road

The Great Ocean Road is one of Australia's most scenic drives. Winding its way along 243 kilometres of Victoria's rugged south-west coast, it attracts millions of visitors each year. But what many do not realise is that the road was built as a permanent memorial to those who died during the First World War, making it the largest war memorial in the world.

Carved from wild and windswept cliffs overlooking the Southern Ocean, the Great Ocean road was built by 3,000 returned servicemen fresh from the trenches of the Western Front in memory of their fallen comrades. "It was just an idea that was floated by a couple of men," said Dr Meleah Hampton, an historian at the Australian War Memorial. "They had long wanted a road to connect all of these coastal towns in southern Victoria so they floated it as an idea for using the manpower of these returned servicemen and then they decided: 'If we are going to do it, let's make it a memorial.'

It was a huge endeavour.

At the time of the First World War, the remote south-west coast of Victoria was accessible only by sea or rough tracks through dense bush. The whole focus has been on sending men away to fight, and one day they would have 350,000 men back from overseas and as time went by it dawned on people that these men were going to have to integrate back into society. What were they going to do with them? How were they going to avoid civil unrest? How were they going to avoid having dissatisfied men roaming the streets? and how were they going to avoid all sorts of other social problems?

People start turning their thoughts to how they are going to manage this and the Great Ocean Road was born out of that situation of fear and worry about what civil Australian society was going to look like after the war."

The Memorial Arch, spanning the Great ocean Road.

The chairman of the Country Roads Board in Victoria, William Calder, proposed the repatriation and re-employment of returned soldiers working on roads in sparsely populated areas in the Western District. The men who are coming home were just a little bit worried too so the AIF put in place things like education programs and there were discussions about what their options would be.

A plan for what was described as the 'South Coast Road' was formed, starting at Barwon Heads, near Geelong, it would follow the coast around Cape Otway, and end up near Warrnambool.

As they are putting forward the idea, Australians were launching the battle of Amiens (August 1918) and sadly it was realised that there would be fewer men to come home. The idea of building the road was put on the back burner until Geelong mayor, Alderman Howard Hitchcock, who first saw its potential as a tourist attraction for the region, brought the plans to fruition. He formed the Great Ocean Road Trust and set about raising the money to finance the project. He saw it not only as a way of employing returned soldiers, but of creating a lasting monument to those who had died during the war.

The Great Ocean Road Trust managed to secure £81,000 in capital (about $7.3Mil today) from private subscription and borrowing, with Hitchcock himself contributing £3,000. Money would be repaid by charging drivers a toll until the debt was cleared and the road would then be gifted to the state, connecting isolated settlements on the coast and becoming a vital transport link for the timber industry and tourism. Survey work began in August 1918, but the difficult terrain, dense wilderness and bad weather hampered the project.

Construction work officially began in September 1919, but progress was slow with workers achieving around three kilometres a month as most of the work was done by hand. Sometimes there were hundreds of men working on it, and sometimes there are just 10 or 20.

For their efforts, the returned soldiers were paid ten shillings and sixpence per day (about $47.50 today), significantly more than the six shillings they received in the Army, making the project a popular one. Through rugged terrain, wild weather and steep rocky cliffs, the soldiers worked for eight hours per day, and slept ‘rough’ in the bush, sleeping out in old army tents in tent cities that moved along with the road. Construction was done by hand using picks and shovels as well as explosives, wheelbarrows, and horse-drawn carts. The work was at times extremely dangerous, with numerous workers killed on the job; the final sections along the steep coastal mountains being the most difficult to work on.

The survey team would go in ahead to survey the next bit of the road to be built and the men who were building it would come in behind them. There are stories of the men going forward in carts with explosive detonators on their laps so that they wouldn’t jiggle around too much on the road.

On 18 March 1922, the first section of the road, from Eastern View (where the ANZAC soldier sculpture can be viewed today) to Lorne, was officially opened with due pomp and ceremony. It would be another ten years before the section from Lorne to Apollo Bay was finished, officially marking its completion. The road was officially opened in November 1932 with Victoria’s

Lieutenant-Governor Sir William Irvine holding a ceremony near Lorne's Grand Pacific Hotel. They managed to put together 30 odd cars for the opening and in 1932 hardly anybody had cars, so that was a big deal in itself.

At the time, The Age newspaper reported that: "In the face of almost insurmountable odds, the Great Ocean Road has materialised from a dream or 'wild-cat scheme', as many dubbed it, into concrete reality."

The Geelong mayor, Howard Hitchcock, who was the really important driver of the whole project, died of heart disease on 22 August 1932, just before it was opened. His car was driven behind the governor's in the procession along the road during the opening ceremony. A memorial was constructed in his name on the road at Mount Defiance, near Lorne, and he is still affectionately considered the Father of the Road.

Not long after the opening a toll was put in place to recoup construction costs for the road. Visitors were charged two shillings ($9 today) for cars, and 10 shillings ($45 today) for wagons with more than two horses, payable as they passed through Eastern View where the memorial arch was erected. The toll was abolished when the trust handed the road over as a gift to the State Government in 1936, with the deed for the road presented to the Victorian Premier at a ceremony at the Cathedral Rock toll gate. It was a really dangerous road for quite a long time, there weren't a lot of places to turn out, passing was really difficult, and it was often a one car road, but that's because it was built by men with picks and shovels on the edge of cliffs overlooking the sea.

In 1962, the road was deemed by the Tourist Development Authority to be one of the world's great scenic roads and in 2011, it was added to the Australian National Heritage List.

19 September 2019 marked 100 years from the day construction commenced on the Great Ocean Road.

Dear Mother-in-law, "Don't lecture me how to handle my children. I am living with one of yours and he needs a lot of improvement!"

6 RAR Mascot takes his D.

Sgt Ridgleigh Blue 3rd, 6RAR's faithful mascot for the past 9 years, has decided enough is enough and has finally taken his D at a ceremony held at Gallipoli Barracks in Brisbane on Wednesday 27th November, 2019.

About 600 troops from 6RAR manned the roadway and formed a guard of honour in front of the 6RAR Memorial Grove awaiting the arrival of Sgt Ridgleigh Blue 3rd who was possibly finalising his clearances.

6th Battalion, Royal Australian Regiment (6 RAR) is a mechanised infantry battalion. It was originally raised in Brisbane on the 6th June 1965 and has since then served in a number of overseas deployments and conflicts including South Vietnam, East Timor, Iraq and Afghanistan. During the Vietnam War the battalion earned a US Presidential Unit Citation when members from 'D' Company participated in the Battle of Long Tan on 18–19 August 1966. The battalion is currently based at Gallipoli Barracks in Brisbane and forms part of the 7th Brigade.

6 RAR operates the M113 armoured personnel carrier of which Army has about 430. Designed and built back in 1962, and after under-going several mods, the vehicle is now starting to show its age and will be gradually replaced with the new Infantry Fighting Vehicle – starting from 2024.

After keeping the troops standing in the hot sun for some time, Sgt Ridgleigh Blue 3rd (SRB3) finally made his appearance and inspected the Parade which had been called to attention in his honour.

Also on parade this day was Private Ridgleigh Blue 4th (PRB4). Some weeks prior to SRB3's retirement, Army had called for applicants to take on the responsible role of Regimental Mascot and after interviewing numerous applicants, PBR4 was selected and enlisted into today's Army.

Still only a raw recruit, PRB4 will undergo several weeks of intense training before officially undertaking his duties.

In the meantime, SRB3 had finally reached the end of the Guard of Honour and was starting to show signs of the strain of having to climb the slight incline in the roadway. It seems SRB3 has spent the past few years parked at the back door to the Mess and these days finds it difficult in completing the mandatory fortnightly run around the oval. The fact that he'd put on a few pounds and due to his advanced age, convinced SRB3 that it was time to hang up the uniform and look for an easier life.

While inspecting the Guard, SRB3 reflected back on his wonderful career. As a young irresponsible pup, he was accepted into the Army as a raw recruit back in June 2010, then after completing his recruit training, he was enlisted into the permanent Army as a Private in 2011. Following years of hard work, rigorous parade duties and completing junior leader courses, he quickly climbed the ranks and was eventually promoted to the rank of Sergeant.

SRB3 had big paws to fill. 6RAR has had a roving 4 pawed Mascot since 1975 and SRB3 was the 7th such individual to hold that revered position. Many of the soldiers currently serving with 6RAR have known him since he was first enlisted and he will most certainly be missed. He was always on hand to help the occasional soldier finish the unwanted portion of his lunch and was a welcome distraction during many cold nights when he would accompany the guard on his patrols.

But it was time.

Major Bob Varcoe (that's SqnLdr in the real money), who is the 2IC of 6RAR, was on hand to officially accept SRB3's discharge with Major Anna-Lise Brink, Army Public Affairs, recording the event for posterity.

After he was ceremoniously discharged from his exalted position, the now Mr Blue, with his supervisor Pte Lee Larbalestier, boarded one of the Regiment's people movers and was given a victorious lap of the base. Once on board the machine, Mr Blue had his final look around and knew he wouldn't miss all this, no more would he have the world's most uncomfortable seats on which to sit with the smell of diesel, uncomfortable engine noise and insufferable heat attacking all his senses, from now he knew he was destined to spend the rest of his days retiring at a friend's farm with lots of cow dung in which to roll and having to lap up open air transport in the back of a ute.

After his victory lap, Mr Blue was escorted to his donga to pack his belongings and to panic the area in readiness for the new occupant.

After he had cleaned up the donga, in readiness for inspection, Mr Blue met up with his replacement, Pte Ridgleigh Blue 4th where secrets were passed on where to get the juiciest left overs, where and when to get a pat and how to avoid a bath for as long as possible. Mr Blue was then escorted from the Base.

It eventually dawned on Pte Ridgleigh Blue 4th, who was posing with his partner, Pte Jarred Little, that he was now the top dog, and was he glad to see the back of Mr Blue.

Pic: Pte William Plowman

Good health is merely the slowest possible rate at which one can die.

Thank you.

Over the past few years a lot of Vietnam Vets in SE Queensland have become good pals with Thai and Diamond Dang, two lovely people who got out of Vietnam the hard way just before it all went pear shape back in the 70's. Apart from being very well educated and holding down very responsible positions, both are very talented musicians and can each play a number of instruments as well as also being good singers. For some years now Thai and Diamond, along with several of their lovely lady friends, have been very generous and entertained the RAAF Vietnam Vet troops at an-after march event on ANZAC Day.

About 12 months ago, Thai was diagnosed with cancer and was gravely ill for some time. He spent some months in hospital and in convalescence where it was thought he was close to shaking hands with St Peter, he got to the door but luckily they wouldn't let him in. After painful bone marrow transplants and many weeks of chemotherapy which played havoc with his system, he was finally given the all clear. Thankfully, he's now fit and well and kicking goals once again.

Having recently received the all clear, this generous couple decided to invite staff from the Princess Alexandra and Royal Hospitals, who were instrumental in Thai's "repair and maintenance", to a "Thank You" dinner which was held on Friday night the 29th Nov at the Landmark Restaurant in the Sunnybank Plaza, south of Brisbane. They also invited several Vietnam Vets along too – we were lucky enough to be included.

Thai – showing off his new head of hair.

Trev Benneworth, Thai Dang and John McDougall.

Some of the Vietnam Vets who were invited to Thai's thank you evening with some of the lovely ladies. I always say, the only reason God gave you two hands was to hold onto two girls.

John McDougall, the RTFV-35 Sqn Association President, presented Thai and Diamond with a small Squadron plaque in appreciation of the wonderful generosity they and their lovely friends have shown the Association over the years in providing the entertainment at the Association's get togethers after the ANZAC Day march.

Kim Dung and Ngan Dai, two of the lovely Vietnamese ladies who helped brighten up the evening.

It was a fun evening, the girls performed traditional dances, the music was great, the food was excellent, the service could not be bettered and Thai and Diamond made sure everyone had a good time.

One such event was the bamboo dance. We'd never seen it before and watched as the girls made it look so easy (see HERE) – then John McDougall had a go (see HERE) – all we can say is:- "bring back the girls".

3 Sqn Plaque Dedication.

On Saturday the 30th November, 3 Sqn Association members got together on the Sunshine Coast to dedicate a Sqn Plaque on the Memorial Wall in the magnificent gardens at the Caloundra RSL.

Arthur Fry, the Chaplain for the Vietnam Vets Association on the Sunshine Coast conducted the ceremony and FlLt Isaac Lawless, EngO (below) from 3 Sqn at Williamtown performed the unveiling of the plaque.


ROYAL AUSTRALIAN AIR FORCE
3 SQUADRON
AUSTRALIAN FLYING CORPS
1916-19
FRANCE
WESTERN FRONT
AMIENS
SOMME
HAMEL
RAAF
1940-45
EGYPT - CYRENAICA
PALESTINE - SYRIA
TRIPOLITINIA - MALTA
TUNISIA - SICILY - ITALY
1958-84
MALAYA - SINGAPORE
2016-18
IRAQ-SYRIA

K

After the ceremony, everyone retired to the Club for lunch and a few quiet drinks to celebrate the event.

Arthur and Annette Fry

Graham Sutcliffe, Leslie and Scott King.

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Watsons Bay, NSW.

Recently I had the good fortune to spend the better part of a week in the Harbour-side Sydney suburb of Watsons Bay. For those days I was forced to endure the vista below but by adopting a stoic approach I was able to endure it without suffering too much pain.

As well as being one of the most beautiful suburbs in Australia, Watsons Bay has a very special place in our nation's history. The first European landfall in Sydney Harbour occurred in Watsons Bay on the 21st January 1788, when Captain Phillip and his party came ashore at South Head and camped overnight at Camp Cove (above), on their way to select the site for what is now Sydney. Camp Cove had a freshwater spring behind the beach so proved a suitable place for a night's camp.

South Head was a site of return visits by the officers of the First Fleet, as it marked not only the entrance to the Harbour but the most accessible site from which they could observe the ocean and coast down to Botany Bay. In January 1790, a Captain Hunter and others from the HMS Sirius, the flagship of the First Fleet, went to South Head to erect a flagstaff which would serve as a landmark for ships arriving at the heads, as well as serving as a means of communicating their arrival to the new settlement at Sydney Cove. A signal station (below) took over the job in 1838 of notifying the city and local pilots of the arrival of ships. Watsons Bay was named after Robert Watson who was employed as a Signal Master.

For the Colony's first 50 years, the signal station was a basic lookout hut, a flagpole and a signal staff for semaphore flag signals. A new signal house was built in 1841 and was added to over the years until the station went out of official use in 1992.

To the south of the signal station stands Macquarie Lighthouse, which was built in 1816 and later replaced by a near identical building. After the famous 1857 wrecking of the Dunbar on the rocks below The Gap and 9 weeks later with the loss of the Catherine Adamson, on North Head, the distinctive red and white striped Hornby Light (above),

painted to distinguish it from Macquarie Light, was also constructed. Power for the light was originally provided by kerosene, then gas then after the Military took over control in 1933, it was converted into an automated electric light.

Macquarie Lighthouse. (Click the pic for further information)

Following the end of the Napoleonic war in 1815, many more convicts were sent to New South Wales, with over 1000 arriving in 1818. The impending arrival of ships transporting convicts and an increase in the volume of shipping led to the commencement of a series of building projects in Sydney. Governor Macquarie gave instructions that a lighthouse, the first in Australia, be constructed at the entrance to Port Jackson on South Head. The foundation stone was laid on 11 July 1816.

The lighthouse sat in an area compounded by four stone retaining walls with originally two corner lodges intended for the "keepers of the Signals". The construction of the tower was probably one of the most difficult constructions undertaken in the colony to date. The colony had a shortage of quality building materials and skilled labour which proved to make the construction very difficult. The lighthouse tower was essentially completed by December 1817 but the lantern was yet to be completed as they were waiting the arrival of the plate glass from England.

The lighthouse was operational permanently from 1818 but shortcomings in the construction of the tower became evident early on. The soft sandstone proved short-lived and even as early as 1823 it started crumbling. Large steel bands were placed to keep the structure together and by 1822 it was deemed necessary to carry out emergency structural repairs as some stones had fallen from the arches during that year. Further repairs were undertaken in 1830 and a verandah was added on the western face of the building. In 1873 it was agreed that the light cast by the Macquarie Tower was not sufficiently strong for its important location and that new, more powerful lighting technology should be used, however, the lantern on the Macquarie Tower was too small to accommodate the new apparatus. By 1878 the NSW Government decided a new tower was

needed and construction started in 1880, just 4 metres (13 ft) away from the original structure and was officially lit in 1883.

James Barnet was the architect responsible for the project and his design was clearly based on the original. The technology used in this lighthouse (it was one of the first electrically powered lighthouses in the world and also the most powerful) and could be seen from 25 nautical miles out at sea. As such, a higher level of expertise in the maintenance was required as well as a larger number of staff. This led to the construction in 1881 of two semi-detached cottages for the assistants to the Head Keeper. In 1885 new quarters were built for the Engineer and his assistant.

By 1965 the existing garage to the east of the Head Keeper's Quarters had been constructed and in 1970 the 1885 Barnet-designed Engineer and Assistant's Quarters were demolished to make way for the existing row of four townhouses. These originally accommodated the Workshop Supervisor and the Mechanics (Maritime Aids). The road access on the southern side of the site was also constructed during this time.

The station was fully automated in 1976 but the residences remained occupied by staff. In 1980 the Commonwealth Department of Construction carried out a series of works to return the Head Keeper's Quarters to its 1899 form in anticipation of it opening as a museum; however the decision to set up a museum was never taken. In 1989 all staff associated with the Commonwealth Department of Shipping and Transport left the site and a plaque was erected on the site. The Commonwealth leased the Assistant Keepers' Quarters in 1991 and the Head Keeper's Quarters in 1994 as private residences, both for 125 years. The townhouses are now leased as residences on a short-term basis and the lighthouse is leased to the Australian Maritime Safety Authority.

The spectacular grounds were transferred to the management of the Sydney Harbour Federation Trust in 2001 and are now enjoyed by hundreds of people each day.

In 2004, the head keeper's cottage (on the south side) was offered for sale at a price of A$1.95 million.

D

In June 1838 the NSW Government invited tenders from persons willing to undertake the Mason's work required in erecting a new Signal House at South Head. This was to the design of Colonial Architect Mortimer Lewis, who had bought and developed a property at nearby Watsons Bay in 1837.

The new signal house (above and below) was a stone building, represented by the two lower floors of the tower that survives today. The two-level building's foundation was cut 3 metres into the rock above which was built an octagonal building. To complete the renovation project, another tender in January 1841 was invited from persons willing to undertake the erection of a Flag Staff, together with certain repairs to the Semaphore.

E

Adjacent staff quarters, still occupied, were built from the 1850s. The system of semaphore flags giving details of arriving ships, was replaced in January 1858 using the first electric telegraph line in NSW, which connected the Signal Station with the city. In 1890 the building was raised to its present height of four levels with a signal lamp room above. The fourth floor provides the Signal Station staff with outlooks on all sides, and a door to an outside balcony with balustrade around the building.

The floor, set 85 metres about sea level, has visibility for up to 18 nautical miles. From this fourth-floor observation room is access to the roof space in which is a large signal lamp. In 1892, the Signal House was manned by 4 staff (only one less than at the nearby Macquarie Lighthouse) who lived in the adjacent buildings. The staff included a signal master, an assistant signal master, a telegraph operator and a messenger.

The primary role of the Signal Station remained to observe and report ship arrivals to the city of Sydney and to record shipping movements. The register began in November 1797 and by 1998 it was recording 2800 shipping movements each year. A second function was to advise pilots of vessels arriving so they could go out to meet them. In much of the 19th century the flag announcing a ship was the signal for freelance pilots to race and compete for providing pilotage services. In the Second World War the site was part of the military defences and was responsible for monitoring all vessels approaching Sydney Harbour.

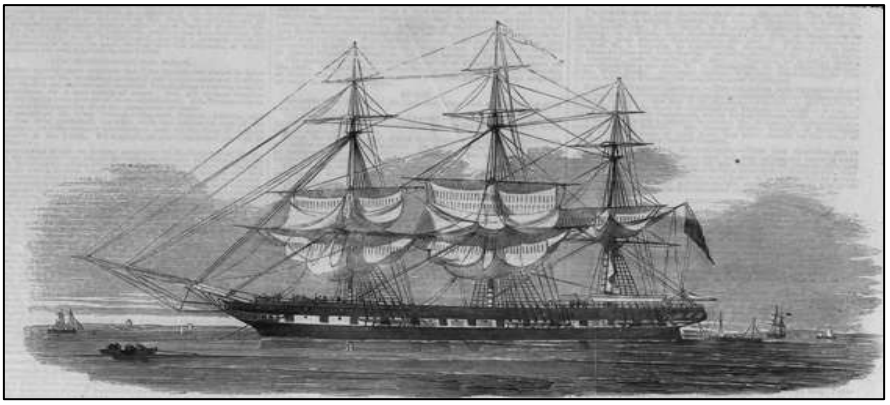
Over the years, different agencies of the NSW Government took on responsibility for the Signal Station. From 1936 the responsible body was the Maritime Services Board. Ship based radio communication reduced the importance of visual observation, but the Signal Station remained to supplement and confirm this and was especially important for smaller vessels. The MSB finally ceased to operate the Station on the 23rd March 1992, relying on their main operation centre at Millers Point together with closed circuit cameras for visual observation. Since that date it has remained in permanent use initially by volunteers from both the Royal Volunteer Coastal Patrol and the Australian Volunteer Coast Guard Association, but now from just the latter. They man radios and maintain visual contact every day, typically for 120 hours a week for the benefit of small and recreational boats. The site has thus maintained its role for over two centuries and from the same building for most of that time.

On 20 August 1857 the wooden ship Dunbar was wrecked on the rocks immediately below the Signal Station with the loss of all but one of her 121 passengers and crew. The loss had a major impact on Sydney. The wreck in 1857 is still the worst peacetime disaster to have occurred in New South Wales and is remembered each year by memorial services held at St Stephens Church, Newtown, where many Dunbar victims were buried in a mass grave.

The ship's Admiralty style anchor was raised and is now on permanent display on the cliffs. Click the pic to read the inscription on the wall.

F

The doomed clipper Dunbar arrived off Sydney Heads at night on Thursday 20 August 1857 after 81 days at sea. Heavy rain impaired vision, obscuring the cliffs at the entrance to Port Jackson. The Captain had made a number of visits to Port Jackson but on squaring up for the run into port, he may have believed they were overshooting the entrance at North Head and tried to make a quick turn in, however, when the shout "breakers ahead!" was heard, the Dunbar was still south of the entrance almost under the Macquarie Lighthouse. The ship broached and was driven by the swell heavily into the towering black cliffs. Another theory has the officers mistaking "The Gap" for the entrance to the harbour when tacking towards the Heads.



The Dunbar was a well-known vessel that catered for wealthy travellers between Britain and Sydney. The awful scenes that greeted Sydney's population drove home the dangers of long distance sea travel. They witnessed the macabre spectacle of lifeless bodies being flung up against the South Head cliffs. As if in mockery, sharks fought off those trying to recover the dead.

In any event, the impact brought down the topmasts while mounting seas stove in the lifeboats. Lying on its side against the cliffs, the ship began to break up almost immediately. One crewman, James Johnson, found himself hurled onto the rocks where he managed to gain a finger hold. Scrambling higher, he became the sole survivor looking down on a sea of bodies.

Dawn gradually unveiled the enormity of the tragedy. The death toll staggered the population. James Johnson clung to his precarious hold on the rock ledge until the morning of the 22nd when he was noticed from the cliff top. Some 20,000 people lined George Street for the funeral procession on Monday the 24th August. Banks and offices closed, every ship in harbour flew their ensigns at half mast, minute guns were fired and seven hearses and over one hundred carriages slowly moved by. The later loss of the Catherine Adamson just 9 weeks later prompted construction of the red and white Hornby Lighthouse on the tip of South Head, to mark the actual entrance.

The arrival of a French expedition to Botany Bay almost simultaneous to the arrival of the first fleet in January 1788 was a timely reminder that the colony of New South Wales, being the most isolated outpost of the British Empire, was always going to be vulnerable to any military action which might be taken against it. In a world where the countries of Europe were jostling for superiority and control of world trade, Britain had no friends as such, least of all the French with whom the relation was at best unfriendly. From the early days of colonial Sydney, its Governors saw the need to defend Sydney from an invasion by sea. By the city's centennial year, Sydney's defence network had been enlarged to include coastal defences with development reaching its zenith during World War II. Most fortifications of all eras were hastily built, as much to ease the people's minds that something was being done to defend them rather than to establish an efficient defence system. They were under gunned, poorly designed and often outdated by the time they were finished.

Even the fortifications built during World War II were put up quickly and have deteriorated quickly. It is estimated that of about one hundred anti-aircraft and searchlight positions, less than half a dozen remain. Almost none of the hundreds of kilometres of barbed wire laid during the war survives. Only a few air-raid shelters in back yards are known to still exist. The remnants of Sydney's defence system will perhaps never be used again as modern methods of warfare have made them obsolete.

Fortifications were built in 1893 near Macquarie Lighthouse with others at North Bondi, Clovelly, Henry Head and Bare Island (Botany Bay) as part of a coastal defence update. All the fortifications housed 22-tonne, 9.2 inch breech loading disappearing guns housed in below ground cavities with concrete walls ten metres in diameter. The barrels of each gun weighed 22 tonnes. The Signal Hill disappearing gun was housed in the centre of three gun pits. It was last fired in 1933 and removed in 1937 when it was replaced by two 6-inch Mk. II guns placed in each of the outer pits. These were removed after World War II. The barrel of the disappearing gun is on display at the Artillery Museum at North Head.

Two levels of rooms were constructed under the gun emplacement in 1915. These were interconnected to bunkers and observation boxes by tunnels also built at the time. (Click the pic at right to see through the door)

There are also a number of tunnels and bunkers located beneath HMAS Watson.

The original Outer Battery, which is the earliest of the fortifications on South Head near the Hornby light and old lighthouse keeper's residences, were built in 1859. They are the only

fortifications erected on South Head at that time and included a tunnel lined with brick, later covered with concrete.

The cobble-stoned roadway near the top of the steps above Camp Cove is a remnant of the original road constructed in 1871 along which military hardware was transported to the various installation points on South Head. The Inner Battery was built in 1873 and consisted of a series of gunpits and numerous lookout points on the headland from Green Point and Lady Bay. Five guns were aimed across Watsons Bay. A new Outer Battery was erected beyond the Hornby light and facing the ocean and a series of tunnels to connect the inner and outer batteries were cut.

In 1914, the guns were briefly mobilised, but never fired in anger and more bunkers were erected. One has a hand painted 1915 with an upwards pointed arrow (the defence department symbol) above it. During World War II, a new series of tunnels were built linking HMAS Watson to a wharf used to offload military supplies at Camp Cove. These tunnels are quite deep and rather labyrinthine, their entrances today are blocked by steel doors. At the same time, a series of new observation bunkers were cut deep into the cliff face.

These include one which was particularly well placed for viewing the Lady Bay nudist beach.

The view today, looking back into the harbour from the gun emplacements is spectacular.

Over the years there had been frequent recommendations for the fortification of South Head to help defend Sydney Harbour from attack; but fewer actual construction of fortifications and even fewer installations of actual artillery were actually built - until the Second World War. In 1804 Governor King suggested, in order to fortify the harbour, it would be necessary to have a battery of twelve eighteen-pounders on the inner South Head, one side to face the east. The military road built by Governor Macquarie to Outer South Head in 1811 would allow the transport of men and equipment, if required, but no permanent garrison was established. Numerous nineteenth century reports on the defence needs of Sydney Harbour made recommendations that included the fortification of South Head and gun emplacements at Inner South Head in particular, but action on these was slow. Reports recommended the building of a fort, the need for an observation tower, the extension of the military road to the Hornby Light and the installation of a boom across the harbour from Inner South Head.

Some construction of fortifications at South Head may have started by 1841, but fortifications were only completed in 1854, accelerated by the threats of the Crimean War. Then defence priorities were reassessed and it seems no artillery was installed at that time except for a road which had existed from the 1850s from Watsons Bay to Inner South Head. Following the departure of British troops from the colony in 1870, work resumed on fortifications at South Head in 1871 and by 1874 there was actual artillery in place, three 10-inch, two 9-inch and five 80-pounder guns, supplemented in 1878 by torpedo firing stations at Green Point south of Camp Cove. Around 1880 a cobblestone road was constructed from Camp Cove to take equipment landed there by boat up to the fortifications above. By 1887 there was an operating room for Sydney's defences at South Head. At the southern end of Camp Cove stands the house built by

Russian scientist Nicolai Miklouho-Maclay between 1879 and 1881 as the base for a marine biological research

Despite the excellent location for such a venture the house was taken over in 1885 for military purposes and became the property of the Commonwealth of Australia in 1908. It was mainly used as officers' residential quarters until 2001, after which it was handed to the Sydney Harbour Federation Trust and since has been used a private residence. At Federation there was a large but ageing array of artillery established as Sydney's defences, but by 1911 this was rationalised and with greater emphasis on South Head, which still had 8 of the 20 guns in position and two more not yet mounted. Though manned in the Great War, they were given little strategic priority. The military acted to close South Head to fishermen and the School of Artillery near Gap Bluff from about 1895 to 1938 had its own practice batteries.

The military training establishment HMAS Watson, lying between Inner South Head and the Gap Bluff, was established in 1945, incorporating the Naval Radar Communications Centre at Gap Bluff.

HMAS Watson is now Australia's major maritime warfare training base.

The Army's School of Artillery/Gunnery was relocated on the headland from Middle Head in 1894–95, both for training and for practice. The buildings used for training were extended in the late 1930s but the practice battery was made non-operational in 1938. In 1941 the training centre was moved back to Middle Head and the buildings were used for other military purposes. The Navy's Radar Communications Centre had extensive buildings at Gap Bluff and national servicemen were accommodated on the site during the Vietnam War. After military use ceased, the site was handed over to National Parks in 1982. Surviving buildings include the former Officers' Mess, Artillery Cottage, toilet block and Armoury.

The former Officers Mess building, front and back, now in rundown condition.

L

Trainee gunners from Australia and New Zealand attended the School to learn the principles and practice of moving, mounting and firing large guns.

The oldest building on the site, the Artillery Cottage (below), is currently used as a care-taker's residence. Built in 1895 it stored ammunition for the Gap Bluff practice battery.

Some of the School's first graduate gunners served in World War 1, at Gallipoli and in France while the site's last graduates served in World War 2, both overseas and along the Australian coastline. All that remains of the large barracks complex, which once covered the site, are concrete footings, the buttressed retaining wall at the rear of the site and the toilet block.

M

The old Armoury building (above) is now a function centre.

The original toilet block is all that is left of the accommodation and administrative buildings that once dotted the site. Originally for Officers one side, men the other, it then became men one side women the other and if a window was put in the wall it would become “The Loo with a View” as it has a billion dollar outlook.

Part of the immaculately kept grounds on which the Artillery School once stood. “The Loo with a View” is on the left with the Officer’s Mess just visible in the background, just to the left of the roadway.

Just a small distance further north along the point lies the Navy’s HMAS Watson.

O

HMAS Watson is the Navy's premier maritime warfare training establishment and in 2010 it celebrated its 65th anniversary as a commissioned Naval base. Situated on the South Head of Port Jackson, Watson's role is to prepare RAN officers and sailors to fight and win at sea.

South Head was immediately recognised as an important site for the young colony and, as early as the first year of settlement, a signal gun from Sirius was installed at South Head in order to indicate the arrival of any seagoing vessels. The gun, along with Sirius' anchor, has been displayed at Macquarie Place in Sydney's Central Business District since 1907. Notwithstanding this interest, the signal station and a look-out post, established in January 1790, were the extent of the defences at South Head for the first half of the nineteenth century.

South Head's maritime connections grew over the course of the nineteenth century as many of the colony's pilots as well as the pilot ship, Captain Cook, were based at Watson's Bay, and wharves and navigational aids were constructed. The area also became home to fishmongers, charter companies and ferry services.

The Sydney Lifeboat Service was established in 1858 in the wake of the Dunbar and Catherine Adamson disasters. Watson's Bay became home to the Port Jackson lifeboat, Lady Carrington, in 1880 which was replaced in August 1907 by the 37-foot Alice Rawson (right) which was based at Gibson's Beach, directly in front of the Watsons Bay Hotel and where Doyle's seafood restaurant sits today (below).

South Head remained largely unaffected, from a defence perspective, by the outbreak of World War I in 1914. Indeed, the defences of the area remained largely unchanged until the outbreak of World War II when further gun emplacements were installed at various points around the Bay and the wharf at Watson's Bay was extended to accommodate an increasing number of warships.

On 16 February 1939, the RAN's Anti-Submarine School was established at the Edgecliff Depot on nearby Rushcutters Bay, an area which became an integral part of Watson's story in the following decades. First commissioned as HMAS Penguin (II), the depot became HMAS Rushcutter on 1 August 1940. The need for anti-submarine training had been identified well before the outbreak of hostilities in September 1939, and the school was fully prepared for a war training program.

Officers' courses consisted of instruction in electrics, the theory of ASDIC (an abbreviation of Allied Submarine Detection Investigation Committee and later known as SONAR, itself an abbreviation of Sound Navigation and Ranging). Anti Submarine (A/S) training continued after WWII at a reduced rate and allowed the amalgamation of the Torpedo, Mine and Anti-Submarine Schools into the Torpedo and Anti-Submarine (TAS) School in 1948.

The RAN first became a large, and important, resident at Watson's Bay in 1942 when the Radio Direction Finding (RDF) School was established there. The adaptation of radar for naval purposes necessitated the training of RAN personnel as operators and technicians, as well as the provision of radar sets, spare parts and stores for personnel and ships in the Pacific area. Preparations to provide radar training in the RAN began in August 1941, and after brief periods at Rushcutter and aboard HMAS Australia (II), the RDF School was formally established at South Head on 1 July 1942.

The RDF School occupied buildings at Gap Bluff that had previously been part of the School of Artillery. The original establishment consisted of an office block and classrooms. A power house and operations block was completed in August 1942 along with the School's first actual radar sets. The majority of staff were RAN members with radio or radar qualifications and many of the original complement were members of the Women's Royal Australian Naval Service (WRANS). The RAAF also provided eleven officers and men to assist both with instruction and the fitting and maintenance of the equipment.

Initially there was no on-board accommodation for sailors at the RDF School, who were either accommodated at HMAS Penguin or were provided with an allowance to live elsewhere. This proved to be very problematic as sailors had to be transported to South Head each day and were subject to the vagaries of the weather and wartime public transport. The provision of on-site accommodation towards the end of the war proved to be immediately beneficial.

Left: An officers' cabin block at HMAS Watson, circa 1959. **Right:** An example of the very spartan officers' cabins in 1959. They were draughty, damp and very uncomfortable.

On the 14th March 1945, the South Head facility was commissioned as HMAS Watson, named not only after Watson's Bay but also to commemorate Sir Robert Watson-Watt, one of the inventors of radar. With commissioning came approval for further construction including messes, sleeping quarters and classrooms. With the influx of personnel that came with the arrival of the BPF Watson was often filled to capacity, and even after the war it remained an important Commonwealth training establishment. More than 100 RNZN sailors received radar training at Watson in the period up until 1953.

More than 2200 RAN officers and men were trained at the School during the course of the war.

After the war, Watson also became the primary training facility for Action Information Organisation (AIO) teams. The AIO can be described as the tactical brains of a ship, for it is here that engagements are plotted and tactical decisions made. Without adequate simulation facilities, trainees initially visited ships of the Fleet to gain practical experience. This situation changed when the Action Information Training Centre (AITC) opened at Watson in May 1952. Designed to provide warfare officers and sailors with tactical training and experience under conditions close to those found at sea, the AITC became one of the primary training tools for AIO teams.

Expansion continued as construction for the Torpedo and Anti-Submarine (TAS) School began in 1954 and the School itself moved from Rushcutter to Watson two years later bringing with it the need for more administration, accommodation and amenities blocks. When the TAS Branch moved to Watson the administrative section of the Clearance Diving Branch came with it. Clearance Divers became, and are today recognised as, the RAN's elite combat unit and face some of the toughest training offered in the Australian Defence Force.

Watson also became the training centre for one of the most important, and one of the most overlooked, aspects of any defence force: cooking. The School of Advanced Cookery was located at Watson for over a decade and conducted courses and lectures for seamen cooks to advance in their area of expertise. The cooks held regular public and industry demonstrations and were a popular attraction at Watson Open Days and Navy Weeks. The School also conducted trials on new equipment and ingredients, from powdered eggs to deep fryers and microwave ovens, to assess their suitability for the Navy. If, as Napoleon once said, an army marches on its stomach, then likewise, a navy sails on its stomach and the contribution that the School of Advanced Cookery has made to the RAN should not be underestimated. The school was closed in May 1966 and moved to HMAS Cerberus.

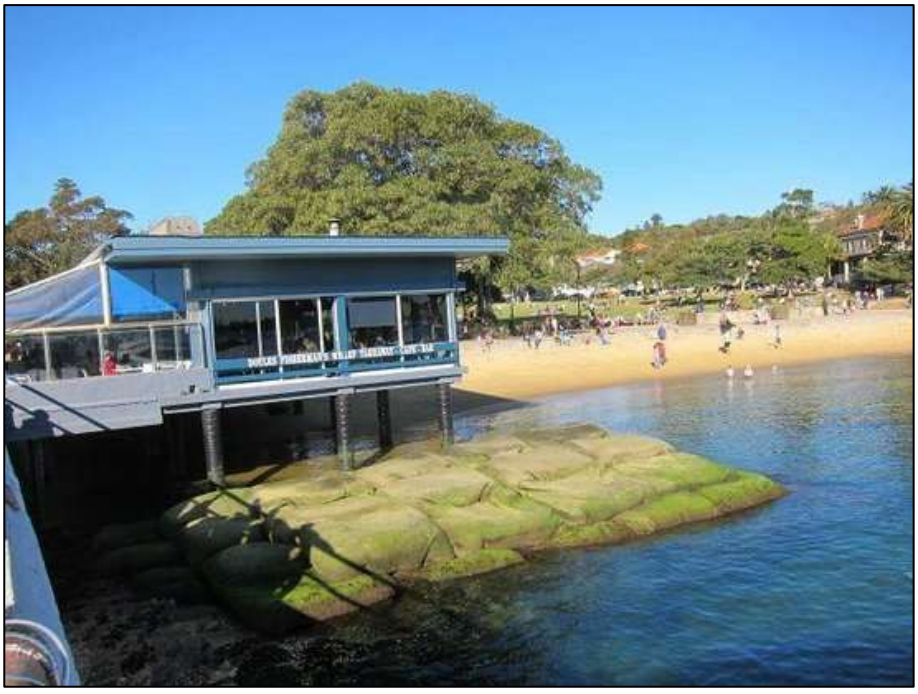
By the end of the 1950s, Watson possessed some of the most modern facilities in the RAN and they were proudly put on display when Watson opened Navy Week in October 1959. Watson continued to develop into the new decade with a tender for a new Wardroom accepted in December 1960 providing accommodation and associated facilities for both senior and junior officers.

The inter-denominational Chapel of St. George the Martyr was completed in 1961

With significant upgrades to the training facilities having been carried out over the previous decades, much-needed upgrades to living accommodation were conducted throughout the 1990s. A group of dilapidated but heritage listed buildings on the base were refurbished as six new married quarters and occupied on 1 February 1991. The Wardroom also underwent renovations in 1993 while renovations to the junior officers' accommodation were completed in January 1994, just in time for the arrival of new Australian Defence Force Academy graduates. The junior sailors' bar, canteen and credit union also underwent significant refurbishments early in 1994. The Watson Health Centre was also extended and refurbished in 1994-95, and offices were refurbished for the Naval Reserve Cadet Logistics Support Cell.

Senior sailors accommodation at HMAS Watson.

Today HMAS Watson has deservedly earned its reputation as the RAN's premier warfare training establishment. Its state-of-the-art facilities are, today, spread across nine departments and Watson is internationally recognised as offering some of the finest naval warfare training anywhere in the world. Watson now provides basic and advanced training for Junior and Senior Sailors in the Combat System Category and Junior Seaman Officers in ship handling, navigation and tactics.



Because of its extraordinary physical beauty sightseers have always flocked to Watsons Bay, with a regular ferry service beginning in the 1870s, leading to the establishment of a number of hotels as well as the tea rooms which later became Doyle's Restaurant. Once the place to eat and to be seen, Doyle's has lost a lot of its shine and is now just another fish and chipper which is hardly ever open.

One place that is definitely worth a stop-over is the Watsons Bay Hotel. Established back in 1883, and once owned by the Doyle family, it was sold for $30M back in 2012 and on a fine day you would have to go a long way to beat an afternoon in the beer garden, with a cold one or two, looking out over the bay with the ferries coming and going.

We loved it.

T

As lovely as it is, Watsons Bay had a reputation as a well-known place for suicides in Australia. The tall cliffs have made it a location for those wishing to end their lives. Between 2008 and 2011 numerous measures have been implemented to dissuade those at risk of suicide, these include security cameras to monitor the area, several purpose-built Lifeline counselling phone booths, and information boards from the Black Dog Institute and Beyondblue. An inward-leaning fence has also been erected to deter people from jumping.

On the afternoon of 20 April 1936, noted Australian diarist Meta Truscott recorded how she and her uncle, Christopher Dunne, witnessed a suicide at The Gap. By chance, the pair shared a bench with a well-dressed, middle-aged man who was later identified as William Albert Swivell. As the three watched a ship sail through the Sydney Heads, her uncle asked the man if he knew its name, to which Swivell replied, "The Nieuw Holland." Soon afterwards, the smartly-dressed man stood up and walked away; he climbed to the top of the cliff and jumped to his death.

In June 1995, a 24-year-old model, Caroline Byrne, fell to her death at The Gap. Due to the notoriety of the area, police did not initially suspect foul play. However, in 2008, her then-boyfriend was convicted of pushing her over the edge. He was later acquitted of murder in February 2012. In November 2007, Charmaine Dragun, a 29-year-old newsreader who worked for 10 News First, jumped from The Gap after battling depression and anorexia.

In 2009, Don Ritchie, a former Second World War Naval veteran and retired insurance agent, was awarded a Medal of the Order of Australia for preventing suicides at The Gap. From 1964, Ritchie saved 164 people from jumping from the cliffs by crossing the road from his property and engaging them in conversation, often beginning with the words, "Can I help you in some way?" Afterwards Ritchie would invite them back to his home for a cup of tea and a chat. Some would return years later to thank him for his efforts in talking them out of their decision. Ritchie, who On

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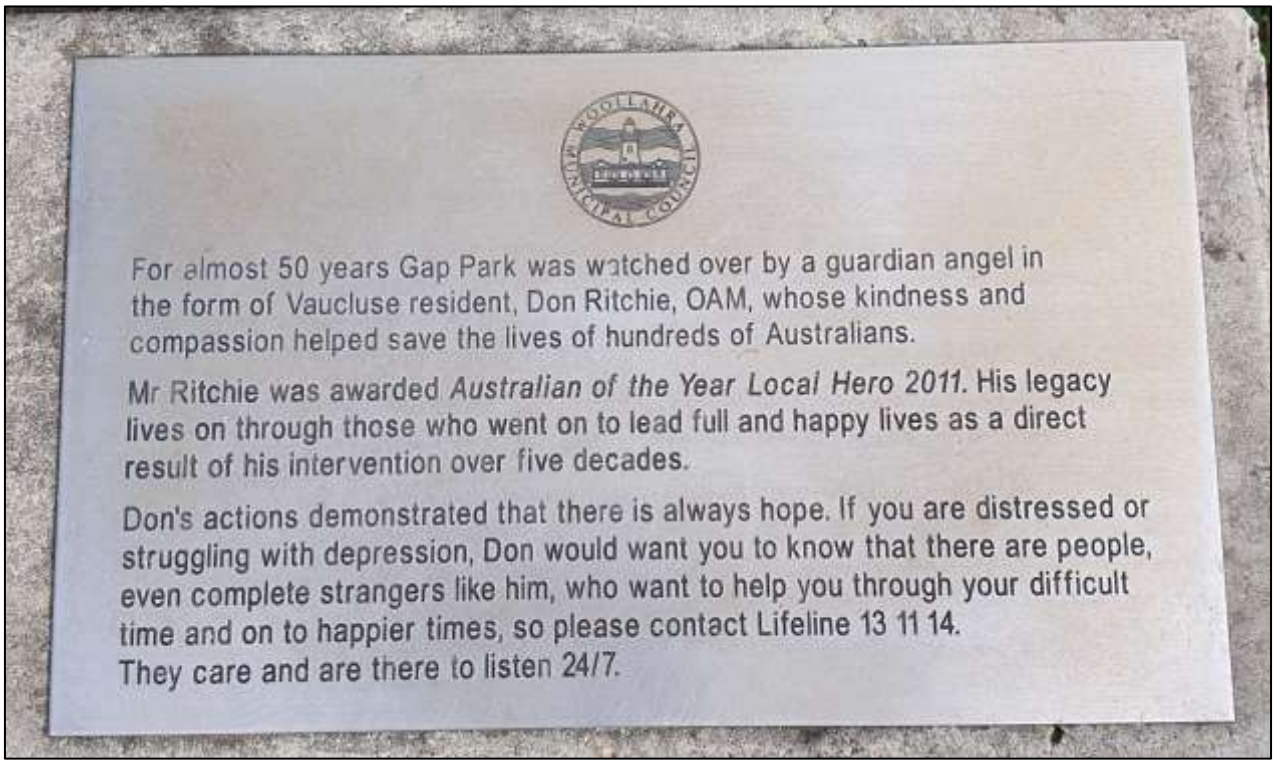
A plaque was installed on the pathway in his honour.



The cliff areas around Watsons Bay, with the old Army Officers Mess building top left..

W

X

RAAF Aircrew Commemorative Day

On Sunday morning 3rd November, 2019, a group of men and women gathered at the Queensland Air Museum at Caloundra to commemorate the RAAF aircrew men and women who had lost their lives while defending our nation.

You can click most of these pics to get the HD version which you can download.

The morning was hosted by the Vietnam Veterans Association, Sunshine Coast Branch and was initially held to honour the two 2 Squadron men, Pilot Officer Robert Carver (Nav) and Flying Officer Michael Herbert (Pilot), who lost their lives while on a mission over Vietnam back on the 3rd November, 1970. Their Canberra (A84-231) was lost while heading back to Phan Rang after completing a bombing mission in the Danang area. The reason why the aircraft was lost is still unknown, it was flying at 20,000ft, well above the range of anti-aircraft guns and there were no known North Vietnamese missile sites in the area.

The bodies of Robert Carver and Michael Herbert remained lost in the Vietnamese jungle for 39 years until in July 2009 the ADF found the crash site. The remains of the two men were then returned to Australia.

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

The numbers of those attending were down a little from last year, possibly due to the forecast weather. Rain was originally forecast but the National Guessing Service got it a bit wrong, the bad weather didn't eventuate and the day ended up fine and beaut.

That old "Depot Doggie", Mal Sayers, the Secretary of the VVAASC, was the MC for the morning.

Mal first introduced Cameron Elmes, the President of the Queensland Air Museum (QAM) who welcomed everyone to the ceremony, but unfortunately, he wasn't all that well and had to leave early. Mal then introduced Mick Howe (below), the President of the VVAASC who reminded everyone of the reason behind the event. Mick served in Vietnam from May 1965 to June 1966 with the Army.

C

Mick spoke of that heroic and wonderful woman, Valerie Andre (right), a veteran of the French resistance, a neurosurgeon, an aviator and the first female member of the military to achieve the rank of General Officer as Physician General.

Valerie was born in April 1922 in Strasbourg, France. With an early interest in medicine, Valerie André received a doctorate from the University of Paris Faculty of Medicine in 1948 and already a qualified parachutist and pilot, joined the military and went to Indochina (Vietnam) with the rank of captain. France had become involved in their war in Indochina in 1946. Assigned to the hospital at My Tho, she was directly transferred to the staff of the French women's infirmary in Saigon. Her skills were quickly recognized and she was soon working as an assistant neurosurgeon at the Coste Military Hospital. While in Indochina, she realized that the most difficult part of her duties was retrieving the wounded, who were often trapped in the jungle. She returned to France to learn how to pilot a helicopter, then flew one to Indochina.

In 1950, after returning to Indochina, she was to fly over 129 helicopter missions into the jungle in a Hiller 360, rescuing 165 soldiers and on two occasions parachute jumped into the jungle to treat wounded soldiers who needed immediate surgery. As a pilot and surgeon, she would fly to an assigned combat area and, once there, triage casualties. Sometimes, she would do the surgery on site and would heal both the French and the Vietnamese. The Hiller's limited engine power sometimes presented a challenge. The engine's 178 horsepower had to lift the aircraft, one pilot and one or two casualties. "We were happy when we had to carry skinny ones!" she said. Locals gave her nicknames. One was "The woman who comes down from the sky." The other one was "Quekat" — Vietnamese for "Mrs. Ventilator."

In 1952, she became CO of the helicopter squadron at the Gialam air base in Tonkin province with the rank of Lieutenant-Colonel. She left Vietnam in 1953 to serve as a research physician in aviation medicine, a position she held for the next five years. In 1976 she was promoted to the rank of Médecin General, thus becoming a general officer, the first female general in the history of France. In 1983 she became the founding member of the French National Air and Space Academy.

Now 97 years old, Valerie lives in Paris and is credited with pioneering the use of the helicopter in medical evacuations. Over the years she had flown a total of 3200 hours. Among other decorations, Valérie André was awarded the U.S. Legion of Merit.

Truly a remarkable women.

D

Arthur Fry, the Honorary Padre for the VVAASC, led everyone in prayer for those that had paid the ultimate sacrifice. Arthur read out the names of the Airmen from the 3 services who had lost their lives while serving in Vietnam.

In all, a terrible total of 521 people lost their lives while serving in Vietnam and of that total, 5 were members of the Navy's Helicopter Flight Vietnam. Members of Australia's Fleet Air Arm served with the US Army's 135th Assault Helicopter Company based at Vung Tau and with 9 Squadron, also at Vung tau. The first Naval contingent of pilots and support personnel arrived in Vietnam on the 16th October, 1967. These personnel were quickly integrated into the 135th which was designated as an Experimental Military Unit or EMU. On the 22nd February, 1968 Navy suffered its first fatality when LCDR Patrick John Vickers (right) died as a result of wounds received when his aircraft was hit by ground fire.

The co-pilot immediately flew the helicopter to Blackhorse, landing on the hospital pad within five minutes, but notwithstanding this prompt action, LCDR Vickers died without regaining consciousness. Blackhorse Base Camp was home to the US Army's Armoured Cavalry Regiment and was about 30 klm north of Nui Dat.

Other Navy Aviation personnel who lost their lives while serving in vietnam are:

Anthony Casadio	21st August 1968		O'Brien Phillips	21st August 1968
Antony Huelin	3rd January, 1969		Noel Shipp	31st May 1969

Throughout their service in Vietnam, members of the RAN Fleet Air Arm provided tactical airlift and gunship support to Australian and allied forces.

Mall then called on those that wished to lay a wreath to so do.

Annette Fry, representing the Partners of Veterans Association (PVA).

F

“Billy” Bunter representing Legacy

Brianna McEvoy, representing children of Vietnam Veterans.

G

Gail Myers representing the WRAAF.

Jake" Jacobson, representing Wallaby Airlines – 35 Sqn.

H

Mick Howe, representing the VVAASC.

Peter Crowder, representing the Aircrew Association.

I

Mal Sayers representing the QAM.

John Dunne – representing 9 Sqn.

J

After the wreath laying, everyone stood for the Last Post.

Everyone was then invited over to the hangar for refreshments and to look over the vast display of aircraft.

Back in June 2018, the RAAF handed over keys to Orion A9-760 to the QAM at a ceremony held at Maroochydore airport. The Orion was flown into Maroochydore Airport from Edinburgh where

it was partially dismantled before being transported to QAM by road. The airport at Caloundra was not suitable for an Orion operation.

It was finally delivered to QAM early this year and now the huge task of putting it back together begins.

This particular aircraft is particularly famous for its role in the rescue of yachtsmen Thierry Dubois and Tony Bullimore who were competing in the Vendee Globe singe-handed around the world race in 1997. A9-760 was the first Orion to join the search and its crew made the first sighting of the missing yachtsmen.

L

Just some of the huge number of aircraft on display – if you've never been, put it on the list.

Crissi and Steve Wessels.

M

"Jake" Jacobson and Bree McEvoy

N

John Laming.

Aeroplanes and other stuff.

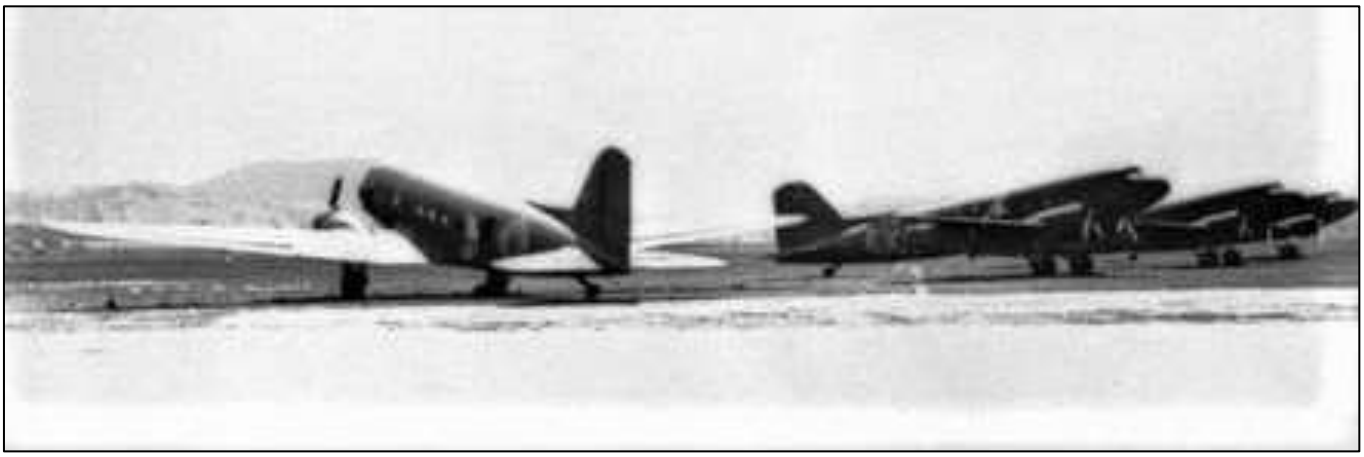
Paddy Heffernan.

On the 30th of January 1994, Australia lost one of its true pioneers of military aviation, when AirCdre. Patrick (Paddy) George Heffernan, O.B.E., A.F.C, passed away. Paddy's background covers some 90 aircraft types from the DeHavilland Moth to the early jets and included fighters and heavy bombers both in England and in Australia. It includes test pilot training at Martlesham Heath. He was a leader who had a very clear vision of what was required and how to achieve it. As part of this he knew the difference between a space and a shovel and on occasions told his 'betters' of this difference, the result being that his career may have suffered accordingly.

He had the clear understanding of the significance and place of history. This was demonstrated by his role in the preparation of the history of the RAAF for 1921-39 and of the RAAF Academy. The following article was written by Paddy and appeared in the late Trevor Boughton's "Man and Aerial Machines", magazines.

My Favourite Aircraft.

Let's start with the Dakota. I first flew one in December 1 when I took over No. 8 Squadron at Canberra which was then equipped with four DC-3's that the Air Force' had 'obtained' from Australian National Airways. Clarrie Scott was the then senior captain of A.N.A. My conversion was to be seated in the left hand seat, while he was in the right hand seat, and then told "You've got it! You have been flying Blenheims and things like that and you have five to six hundred hours on twins. So off you go!' At the end of the first circuit he suggested that I should go solo but I declined as I knew that I had not mastered the effect of the short nose on take-off.



Apart from the very short nose in front of me, the Dak responded just like any other twin engined aircraft. You had to be careful when you applied the power. You applied it fairly gradually and Clarrie's advice was to stand on the brakes until you had about half power, then release the brakes and increase to full power but at the same time keeping the tail down until you had rudder control. This was about 60 mph in those days. Having become airborne and doing a few turns and a couple of dummy landings on a nice flat cloud, I found it acted just like any other aircraft.

Clarrie then said "Have you ever spun a Dak?" "Good God no!" "I'll show you." He promptly stalled it and did about three turns of a spin. I watched the wings wrinkle and crumple, and things like that, and Clarrie said "You see. it works like an ordinary aeroplane! "Well, I think after about three and half hours of this so called dual, Clarrie said "O.K. You have got her." He hopped out and I proceeded to carry on doing my normal aircraft duties as a squadron pilot with the Dakota.

I was caught out once, I suppose I then had about 25-30 hrs. on the type. when I was coming back to Canberra after attending Eastern Area in Sydney. It was fast becoming dark as we flew towards Canberra and my second dickie didn't know anything about where the switches for the lights were. Luckily, just at dusk, by playing around with a variety of switches I managed to turn some headlights and cockpit lights on. I called up Canberra to put the Chance Light out, a magnificent portable flood and I found no difficulty in making my first night landing in the Dak

I never tried to do a three pointer until I had far more hours up but Keith Virtue, who was the acknowledged expert on Dakota's at the time used to do three pointers without any trouble at all. He would land off a side slipping turn and when just about on ground, he would pull the yoke back and the old Dak would sit down just like a chook on a nest. The best way to keep a Dakota on the ground, was the moment you landed was to pull the flaps up; nothing on God's Earth except a plug of dynamite would move a Dakota up after that.

Let me give you some idea of the stupidity that existed about the Dakota. Just before we went to Malaya in 1950 “Jumpy Joe” Swinburne managed to prang one taking off. He was practising an engine failure on take-off. So then the Chief of Air Staff (the late Sir George Jones - right) issued an order banning asymmetric flight under 3,000 feet. That was the silliest order ever issued by anybody in authority in the Air Force. Once you had a Dak up to 1,000 feet it would keep going ad infinitum on one engine provided you were not overloaded beyond 26,000 lbs. If the engine quit at the point of rotation on take-off it became a bit tricky to decide whether you tried to become airborne or stayed on the ground.

Anyway, we got up to Malaya safely. Because our Daks were so immaculate, our stewards dressed in white overalls and served morning tea on stainless steel trays and things like that, the R.A.F. V.I.P.’s decided they wanted to fly with us. Their V I P pilot standards required asymmetric flight had to be practiced on take-off. So our blokes didn’t know what to do and they approached me for help. As the A.O.C., No. 90 Composite Wing, I wrote to the Chief of Air Staff pointing out that we were becoming demoralised at getting skyjacked by the R.A.F. about being frightened about single engine performance and so on. The answer back didn’t help at all! It hinted that the Chief of Air Staff did not take very kindly to Grp. Capt. Heffernan’s comments. I then visited Air Mshl Frank Fogarty but his pithy observations didn’t help either!

Any rate, I was just about to write another letter when the message arrived that indicated when we were flying R.A.F. VIP’s, we were to comply with their standards. So our blokes were happy and this is what CO.’s were there for –to take the kicks in the backside from those above and to protect the rest of the mob.

Anybody that ever complained about a Dak just didn’t know what to do with it. That was the whole thing! I used to take one up to Ballarat when they were doing the Ground Controlled Approach landings when that was in vogue. You could come flying through incredible Ballarat clag and muck and stuff like that and so long as you knew you had a good operator in the van, he could put you down on the end of the strip, within 10 or 20 yards of where you wanted to go. I think I finished up with 800 hrs. on them. They remained one of my favourite types right through my Air Force career. I almost wept when I said good bye to my last Dakota.

The Beaufighter was a much maligned aircraft and people were scared stiff of it mainly because they would not fly it as a Beaufighter. You had two thumping great Hercules engines up the front end and a very squat short fuselage. So consequently, the moment you applied the power the torque took over and the thing started to swing. So the drill to take-off in a Beaufighter was to keep the tail on the ground until you had rudder control and then you went off like a cockroach - you sought of sprang into the air. After that it was no trouble at all.

Single engine flying in a Beaufighter presented few problems owing to the tremendous power of the Hercules XVII engines but on the other hand on one they would keep going hour after hour with no trouble at all.

I don't think there is much one could comment on the Beaufighter. What put the scare into a lot of people was when a fellow by the name of Gulliver was taking off from Labuan and allowed the thing to swing into a line of Kittyhawks or Mustangs and wrote himself, the Beau and everybody off in a cloud of smoke. I was Director of Training and had to recall the whole squadron back to Narromine and put them through a quick conversion course under the watchful eyes of Johnny Hubble who finished up as an Air Vice MshI. D.S.O., A.F.C. etc.

The day I chose to go to Narromine it was blowing about 100 m.p.h. but I managed to land on the grass in front of the flagpole, opened up the lid, put on my brass bonnet, scrambled over the edge and said "Why isn't there any flying going on?" "Oh it is too windy sir!" I said 'Get out there and get airborne. If I can land on this bit of grass, surely you fellows can. You've got operational training on Beaufighters!" So consequently when the Mustangs flew up to Iwakuni they had a Beaufighter escort and there was not one spot of trouble from then on with Beaus.

You had to take each aircraft as you found it. In other words the Dakota and the Beaufighter, although both had similar features such as short noses, they still had to be flown as a Dakota and as a Beaufighter respectively.

The Liberator wasn't too bad but wasn't highly regarded owing to a very poor asymmetric performance.

The Mustang was another favourite of mine and when I was A.O.C. at Townsville, the only other competitor for the Mustang there was Sgt. John Laming who finished up as a SqnLdr. A.F.C. It used to a amuse me, the phone would ring and Jack would say 'Sir, do you want the Mustang to-day?" "No thanks very much, you can have it. You break it though and God help you!" It was a beautiful aircraft and when you opened the throttle fully to get 65 lbs. of boost, you really got a clip in the back. You had to use that power when you were target towing. That used to be one of my favourite occupations, when I had nothing better to do, to tow a target for the gunners in the old Lincolns but after about half an hour of this even my stomach gave up the ghost and I would call it quits for the day and hand over to Jack Laming."

Who cleans up after a war.

wwiiafterwwii
WWII EQUIPMENT USED AFTER THE WAR

Wars are very wasteful and costly things, they are an enormous and horrendous waste in human life and an equally enormous waste of resources and equipment. Countries at war churn out unmeasurable amounts of stuff from the smallest bullet to the mightiest battle-ship, but what happens to it all. There are no A class items in war, everything becomes C class the minute it hits the battlefield. It's written off immediately. A lot is either lost, pinched, written off, destroyed or just left beside the road as the troops back-peddle – but it doesn't just rust away, recycling is alive and well and a lot of countries go through the stuff that is left by the other side and if some of that stuff is useful, it's gathered up by the winning team, taken back to the shed, cleaned up and re-used.

During World War 2, Germany, which was running short of raw materials, had a policy of gathering everything from handguns to fighter aircraft all of which were taken back to points called Sammelstelle (*Collection Points*) and then shipped back from the front lines for disposition.

A notable figure during WWII regarding captured weapons was a Major Alfred Becker, commander of the 200th Assault Gun Battalion of the German 21st Panzer Division. After the 1940 fall of France, Becker was alarmed at the fate of Allied weapons. Quality captured gear was being taken as personal or unit trophies, junked, or just pushed into rivers to clear roads. On his own time, Becker established a central office for cataloguing, collecting, and modifying Allied weapons. He designed no fewer than 25 different adaptations of Allied vehicles, including French hulls with Czechoslovak guns, Dutch trucks towing French guns, British hulls with German guns, and so on.

One of Becker's creations (below) was a Czechoslovak Škoda A6 anti-tank gun inside a German enclosure set on a French Renault R35 tank hull. After Germany invaded the USSR, use of captured Soviet weapons became widespread.

As the war progressed, all of the major armies had repair and recovery units specializing in getting salvageable equipment off the battlefield. The Soviet and American armies became very adept at this, in both cases not only were there specialized recovery units but some were specialized in taking equipment off "hot" battlefields, even stripping or towing vehicles under the cover of darkness.

In China, civilian scavenger corps were allowed to follow units; in exchange for

turning over militarily valuable things like guns or truck parts, they could keep whatever else they found.

When World War II drew to a close in 1945, all combatants had a massive surplus of military vehicles on their hands. The United States alone had manufactured approximately 294,000 aircraft for the war and many that had survived the war were not worth the expense of transportation back to the States. They were just dumped or destroyed in their theatre of operation.

Of the planes that did return, many were stripped of valuable components and melted down for their aluminium.

A pair of US Army M1 wrecker trucks right the tipped-over wreckage of a Panzer IV during a battlefield clean-up. Once the destroyed German tank was right-side up, it could be towed or dragged away by other vehicles.

Surplus US Army vehicles sit in storage at a US facility.

Surplus motorcycles in England are bundled in groups of five to be sold as scrap

At Kingman Air Force Base in Arizona, an estimated 5,500 aircraft were stored and scrapped in 1945 and 1946.

Americans were so eager to get their hands on cheap surplus Jeeps that auto companies urged the government to leave them overseas, fearing they would cut into new car sales.

While many vehicles were sold for metal and parts, others were repurposed for civilian use. Tanks and half-tracks were disarmed and reformatted as tractors and bulldozers.

Unused Navy ships were held in reserve, disassembled for parts, scuttled to form artificial reefs, and even used as targets for nuclear tests in the Pacific Ocean.

Surrendered Japanese aircraft were to be immediately destroyed by the fastest possible method, usually by burning. In 1945 there was a serious concern that rogue Japanese pilots could fly final kamikaze missions against occupation forces. Prior to demolition, the Japanese were supposed to paint green crosses over the rising sun roundel and/or remove the plane's propeller; both instructions were obeyed to varying degrees. It was decided (with some exceptions) against ferrying Japanese planes around; instead they would be destroyed where they stood. This was not easy; in the territories occupied by the USA (the home islands and southern half of Korea) there were about 300 facilities ranging from grass strips to major airbases. The US Army's 637th Tank Destroyer Battalion was very prolific, destroying about 1,500 Japanese aircraft in Honshu in the first half-month of the occupation. Its methods were to hose parked planes down from a commandeered Japanese fueling truck driven past, or, to run over the planes with their tracked vehicles. Other units used infantry flamethrowers.

The photo at right shows 200+ Japanese aircraft being burned by the US Marine Corps in late 1945 at Omura airbase in western Kyushu. The Japanese imperial army had planned to make this facility a centre-point in the planned defence of the home islands (operation "Ketsugo") and it was well-stocked with warplanes.

As time went on and it became clear that the occupation was not going to be opposed, the policy was relaxed and aircraft were dismantled in a way more useful to civilian recycling instead of brute burning.

One Japanese warplane the USA was interested in was the Aichi B7A2 “Grace”, a high-performance carrier-based attack plane. The “Grace” outclassed it’s US Navy contemporaries and was actually faster than a “Zero” fighter. Only 114 were built during WWII and only two Japanese carriers (IJN Taiho and IJN Shinano) had flight decks that could handle the “Grace”. Both were sunk before any could be stationed aboard, so the B7A2 was never used in its intended role and rarely encountered during WWII. This plane was transported to Maryland after Japan’s surrender for further study in 1946. The US Navy’s abandonment of horizontal torpedo attacks, and the dawn of the jet age, made the study irrelevant.

The Kawasaki Ki-48 “Lily” was one of the imperial army’s better tactical bombers. This example, collected in occupied Japan in October 1945, was briefly studied by the American military. The Ki-9 “Spruce” biplane ahead of it was burned immediately.

This field of abandoned Japanese warplanes in the Dutch East Indies was bombed by the Netherlands air force in 1946. A small but not trivial number of Japanese personnel allied themselves with Indonesian separatists at the end of WWII, including some pilots.

The nose of a Siebel Si-204 transport remains at the former Luftwaffe base at Stade, occupied Germany, in August 1946. The base was being used by the RAF at the time.

As Allied personnel levels dropped, the pace of clean-up slowed in late 1946 and 1947.

At a collection point in Czechoslovakia, several Bf-109 fighters sit nose-down with a Ar-96 trainer and a Junkers W.34. Western Czechoslovakia had been one of the Luftwaffe's last refuges in May 1945 and the country was littered with aircraft wrecks. The Junkers is interesting; it had served in the pre-WWII Czechoslovak air force and was then impounded by the Luftwaffe in 1938. The wings have been stripped off.

Aichi E13A "Jake" seaplanes at RAF Seletar (below) near Sembawang, Singapore after Japan's 1945 surrender. This was a very critical base to Britain and clearing the airfield was more important than the aluminium scrap value, so the Japanese planes were bulldozed into a pile out of the way.

Two years later, with the Japanese aircraft gone, a Vultee Vengeance lies abandoned in a ditch at RAF Seletar. The UK was discarding so many WWII-era types so rapidly that there was a glut to scrap them, and often some ended up like this.

When planes were shot down in WWII, the wreckage had to land somewhere. This B-24 Liberator's wreckage still remained near Reims, France in 1947. Some of these downed planes, especially in remote areas such as Indochina, PNG or the Soviet arctic, were still there in the 1950s.

Cleaning up aircraft after and during the war was only a small portion of the problem. There were millions of mines laid in the waterways of the world, millions of mines laid on land, huge numbers of unexploded bombs, as well as countless tons of stored explosives in sheds everywhere. The Royal Navy alone laid over 100,000 mines in the sea in a stretch from Scotland to Iceland. Overall

it was estimated that 600,000 sea mines had been laid in the European theatre. These had all to be cleaned up.

The Völker Radiogerät (People's Radio Set) was manufactured by Huth-Apparatebau in occupied Germany under Allied supervision during the late 1940s. It was a cheap civilian radio receiver that recycled components of WWII German military radios.

The cleaning up of chemical weapons was usually a problem. The quickest and cheapest method at the time, and most problematic today, was done by the Royal Navy which carried out a mass dumping of bulk storage tanks of German chemical weapons into the North Sea. There were five main dumping areas: one in the deep North Sea; one in the Belts south of Norway; the "main" east site which was in the deep eastern Baltic Sea roughly equidistant from East Prussia, Sweden, and Latvia; the other east site off Denmark's Bornholm island; and finally a shallow-water site in the Baltic near Kiel.

The two North Sea dumping sites were done mainly by the Royal Navy in the summers of 1945 and 1946. For the most part, the material dumped was bulk-storage containers of chemical weapons not yet loaded into shells or bombs and also any form of Germany's new nerve agents. Tabun (GA), sarin (GB), and soman (GD) nerve gas was maybe Germany's best kept secret; the Allies did not even know of them until the Soviet army overran a stockpile in early 1945. Tabun and soman are ultra-lethal and behave much differently than mustard gas (HD) or phosgene (CG). Less samples taken for copying, the western allies dumped as much of this as possible into the sea as fast as possible. Today, the deep North Sea site is, apparently, not an issue but the Norwegian and Danish governments are both concerned about the Belts dump site, which is in less than 2,000′ deep water. Most of the dumping there was by scuttling barges or inoperable cargo ships; of the 36 known craft the Norwegians consider 15 to be a risk.

A much more serious problem has been the two east sites, which were used almost exclusively by the USSR after Germany's surrender. About 40,000 tons of chemical weapons (with 15,000 tons of the actual chemicals) were dumped there between 1945-1949. At sea the chemical weapons were either hand-dumped one by one, hand-dumped by the pallet, or loaded onto wrecked German ships which were then scuttled at the dump sites. All of the methods had issues. En route, sometimes chemical weapons were jettisoned by the crew to lighten the ship during storms. A number of the decrepit scuttling candidates sank altogether en route. At the dump sites, hand-dumping was labour-intensive, while dumping whole wooden crates caused a "slow sink" where ordnance would drift laterally on the way down instead of quickly going to the bottom.

As the Soviet program went on, they increasingly routed dumps to the Bornholm site as too many ships were foundering on the way to the main eastern location. The Bornholm site received many more tons than had been planned. There are strong currents in this area and German chemical weapons have been found as close as 10 miles off Sweden and 40 miles off Poland, meanwhile on Bornholm itself, chemical weapons sometimes actually wash ashore.

Throughout the Cold War, there were usually three of four instances a year of Baltic fishermen snagging dumped chemical weapons in these sites. This changed between 1989-1992 when there were 160 incidents in 36 months.

The situation in the Far East in 1945 was quite different. Japan's chemical stockpile was smaller and less sophisticated than Germany's; on the other hand, (along with Italy) Japan was one of two nations to use chemical weapons during WWII and by far and away the most prolific user. Japanese use of chemical weapons against China is well-documented and estimated to have cost China 10,000 casualties.

After the Emperor's 15 August 1945 surrender announcement, orders were issued to forces on the Asian mainland to destroy in situ any and all chemical weapons in their possession. Some units in Manchukuo possessing chemical rounds were already in motion due to the Soviet attack. None were properly destroyed, many were thrown into Manchuria's Nen river, others were buried wherever the possessing unit happened to be at the time. This led to a scattershot effect as small quantities (sometimes one or two individual shells) was buried along the side of a road, in a culvert, or wherever. By intent, none of the locations were marked.

When China's building boom started in the 1980s this increasingly caused problems as workers in formerly rural areas struck long-buried chemical weapons. Due to the haphazard way Japan's chemical warfare effort ended, these ranged in quantity from lone individual mortar rounds, to a find of 193 artillery shells and four 44 gallon drums in one location.

War doesn't end when the guns go silent, sometimes the clean-up can take longer than the war itself.

A man walks into the records office and asks to change his name. The clerk is not keen on helping but asks the man's name and the man replies "My name is Adolf Stinkfoot." The clerk is sympathetic and decides to allow the man to change his unfortunate name. "What do you want to change it to?" asks the clerk, the man replies "Maurice Stinkfoot."

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How Spitfire pilots really ‘rammed’ a V1 Bomb out of the sky

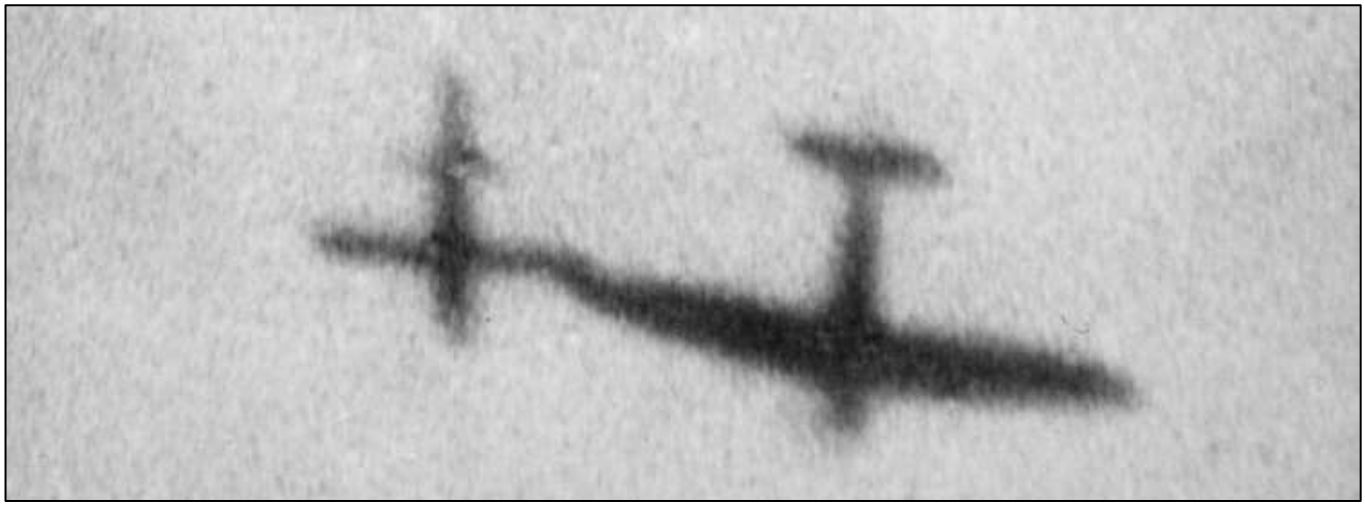
A Royal Air Force Wing Commander has described how Second World War Spitfire pilots might have used their airborne skills to tip V1 Flying Bombs out of the sky to bring them down. The tactic has become the subject of urban legend, with many social media commentators discussing if the method is simply a myth, or whether pilots really did use this risky tactic to bring down the feared bombs that were also known as buzz bombs or doodlebugs and which were the early forerunners for modern drones or cruise missiles.

Wing Commander Nick Robson, of the RAF Air Command said: "This was not a routine action. "It was innovation of the highest degree of skill from our pilots of the 1940s. The bumping action was a last resort. The idea was to get the wing of the plane as close to the missile as possible.”

Spitfires often scrambled to intercept a V1 when one was detected in the airspace. It is thought that some pilots would not shoot down a flying bomb but instead use the tip of their aircraft’s wing to bump the wing of the V1 – throwing its gyroscope off kilter and in effect ramming the flying bomb out of the sky, forcing it to nosedive to the ground. Pilots are said to have used the tipping method in a bid to save their limited ammunition or as a last resort once they had expended all their ammunition while still airborne. The tactic is also thought to have mitigated some of the risks involved in shooting down a highly explosive flying object, as V1s were packed with 1,000kg of Amatol-39, a mixture of TNT and ammonium nitrate, and pilots often had to fly in close to them to take a shot, especially as the pulse-jet-propelled doodlebugs flew at speeds of up to 400mph.

Spitfires reached speeds of about 369mph which meant that pilots had to target a V1 by diving from higher altitudes, about 5000ft, to build up enough speed to allow them to close in on their target at ranges as close as several hundred yards which meant that debris from an exploding doodlebug sometimes shattered through a pilot’s fuselage. If a pilot could dive in and gain enough speed to fly alongside, the tipping method is thought to have saved them from any blast risks, albeit that the tactic posed enough danger in itself.

The ‘wing tipping’ tactic is said to have involved impressive levels of skill in flying given the risks of things going wrong, including misjudging distances and risking a collision if wings hit each other with an unintended impact. However the skill of the Second World War pilots ensured that the wing of a Spitfire did not need to actually ‘hit’ a V1 wing – but instead used an ingenious method of using airflow to throw the flying bomb off course.



The V1 is what we would call today a ‘drone’ – a pilotless missile – that came off the rails, it was pointed towards London, probably from northern France and it was just fired. It was literally fire and forget. The problem back then was shooting it down from the ground was very difficult – they were very fast and also very difficult to see, so they had to find a way around it. Because of the difference in air pressure above and below the wing – as an aircraft gets closer it is actually touching the wing. The different air pressure (wingtip vortexes) at the tip of the aircraft would be enough to cause a disturbance in the aerodynamics around the V1’s wing which was then enough to knock it off course, disrupt the gyroscopes and then get it to crash into the ground.

A passenger train is fully loaded and a German soldier, on leave, shares a compartment with an old lady, a beautiful young French woman and a young French man. The train enters a tunnel, and no one can see anything. A kiss is heard, then a hollow slap. When the train comes out of the tunnel, the German has a horrible black eye. The German soldier thinks. 'The French man gets the kiss and I get the blame!' 'Well done, my girl!' thinks the old lady. 'You stood up to that brute!' The beautiful woman is puzzled. 'Why would that German kiss that old lady?' The Frenchman, meanwhile, thinks 'How clever I am! I kiss the back of my hand, hit the German and no one suspects me!'

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The mighty Bushmaster.

ASPI AUSTRALIAN STRATEGIC POLICY INSTITUTE

When David Nicolson and his fellow soldiers in Combat Team Alpha from the Royal Australian Regiment's 2nd Battalion served in a remote outpost in Afghanistan's Mirabad Valley, there was a standing joke in the unit that 'Mates don't let mates drive Route Whale'.

The rough dirt road ran through the valley, which, in 2011, was Taliban territory and a major insurgent supply corridor. Route Whale was strewn with so many improvised bombs that it was rare for a convoy to make it home without finding one, or being hit by one. The combat team was part of Australia's Mentoring Task Force 3 helping train members of the Afghan National Army, which was tasked with blocking the flow of weapons and other supplies to Taliban fighters.

Nicolson recalls a stiflingly hot afternoon when the Australians were tired after a full day of patrolling on foot and climbed aboard three Bushmaster troop carriers. They passed through a small village that was normally full of people, but this time there was no one in sight. That raised anxiety levels.

Abruptly, a petrol bomb was thrown at the last of the Bushmasters and narrowly missed the gunner in his hatch at the rear of the vehicle. A massive directionally focused bomb blasted out

of a wall, lifting the 15-tonne lead vehicle onto two wheels. It was poised for a time and then slammed back down.

This was the third time Nicolson had been in a vehicle hit by an improvised explosive device. ‘You black out for a second or two’, he recalled, ‘then you’re dizzy, you feel sick and sometimes you spew. Dust is everywhere. In your eyes, nose and mouth, you have that smell and taste of explosives. Your adrenaline is in overdrive. ‘While your body is going through all of this, your training kicks in and you’re making sure that you’re OK, the boys in the back are OK and casualty and damage reports are going out. You’re eyeballing the area for signs that this is a complex ambush, for signs of the enemy, the triggerman and lookouts.’

Darkness was descending as the soldiers in the stricken Bushmaster headed back to the patrol base. They moved slowly, with the front tyres shredded by shrapnel and the steering badly damaged. The bomb had demolished the external cargo bins and scarred the vehicle’s bulletproof windows, but the ‘Bushie’ was still drivable.

Before he completed his nine-month posting, Nicolson encountered a fourth bomb. He survived that, too. Altogether he survived four Bushmaster bombings on Route Whale in southern Afghanistan in 2011.

Nicolson emerged from Afghanistan with a great affection for the Australian-designed and built Bushmaster, but, like many of the soldiers whose lives were saved by the nuggety vehicle, he had little appreciation of just how hard key figures had to work to bring it into production.

The policy seeds that ultimately produced the Bushmaster were planted in the Hawke government's 1987 defence white paper, The defence of Australia, which raised the possibility of small groups of foreign troops landing in the country's north and identified the need for ADF ground forces to be given the mobility and speed to find and deal with them. That spurred the decision to obtain a large number of lightly armoured and versatile troop carriers.

It was assessed that such raiders would arrive lightly equipped and aim to capture materials to build bombs, which were later to become ubiquitous in Iraq and Afghanistan as IEDs.

The Bushmaster's DNA contained echoes of wars past and campaigns on continents far away. Drawing on South African and Rhodesian experiments with landmine-blast-deflecting V-shaped hulls, it was conceived as a lightly armoured truck. Australian troops on peacekeeping missions in the Middle East and in nations such as Namibia and Cambodia saw both the devastating impact of landmines on the occupants of soft-skinned vehicles like 4WDs and the effectiveness of vehicles designed to defend against them. The peacekeepers brought home with them insights that, much later, informed the Australian defence organisation's planning for the Bushmaster project.

It took a long time for the army to come to love 'this massive thing' that wasn't intended to be a fighting vehicle and was originally sold to government as a simple off-the-shelf acquisition. Instead it became a complex development project that pushed industry and Defence into new and more productive relationships. Even after its early operational success in Iraq and Afghanistan, the Bushmaster was to be haunted by its association in many army minds with the 'Defence of Australia' strategy as well as with big cuts to the service's size, funding and role in the years after Vietnam. Some argued that anything with four wheels and no tracks was a truck and was not to be taken seriously; anyway, the tyres of this 'armoured Winnebago' would be chopped to pieces by rocky terrain.

Matters got so bad at one point that, in December 2001, the team charged with overseeing such programs, the Defence Capability and Investment Committee, wrote to Defence Minister Robert Hill recommending that the project be abandoned. Hill shared the committee's concerns about the project running late and well over budget but says he was persuaded by the Chief of Army, Lieutenant General Peter Cosgrove, to keep it going because troops in future wars would need a high level of protection. Ultimately, the Bushmaster faced a reality very different from what was envisaged, not a conflict fought on the red soil of northern Australia but a series of brutal battles and running fights in Iraq and Afghanistan.

Events created a desperate need for such a vehicle. Tragedies in Iraq and Afghanistan showed the vulnerability of troops, even the most capable special forces, when operating soft-skinned vehicles against insurgents with the technical know-how to build IEDs and the tactical skill to employ them well. There was nothing else readily available on the world market. US troops in Iraq were welding additional steel plates onto their own poorly protected vehicles. The Bushmaster's capability wasn't fully appreciated until it was in action and by then it was seen to be a defining reason why so many Australian soldiers survived IED blasts while British and American lives were lost.

After bombings in Afghanistan, troops sent back technical reports and 'tiger teams' of engineers and scientists were sent to the war zone to examine the damage and to find ways to strengthen the vehicle. The manufacturer, Thales, was able to improve Bushmasters on the production line and in the operational area.

A cheaper, off-the-shelf vehicle from overseas would not have given Australia the flexibility to adapt to changing enemy tactics in Afghanistan. Indeed, the way industry, the army, Defence scientists and others worked so quickly and effectively together to harden the Bushmaster against ever more devastating IEDs is a model of the 'fundamental input to capability' idea that promotes innovative work between Defence and industry.

Ultimately, the Bushmaster proved itself a lifesaver in combat and vindicated those who had faith in it.

You can see an interesting video HERE titled "The Bushmaster, from concept to combat".

A little old lady was going up and down the halls in nursing home. As she walked , she would flip up the hem of her nightgown and say,"Supersex." She walked up to elderly man in a wheelchair. Flipping her gown at him, she said, "Supersex." He sat silently for a moment or two and finally answered," I'll take the soup"

161 Reconnaissance Association Memorial Service

Bob McInnes Memorial Garden Caloundra RSL Sub-Branch
03 December 2019

In South Vietnam during the evening of 03 December 1969, an Australian Army Pilatus Porter, number A14-686, of 161 (Independent) Reconnaissance Flight, was shot down by enemy ground fire and destroyed in the consequent fire on the edge of the Binh Ba Rubber Plantation close to Nui Dat. Killed in action (KIA) in this tragic enemy action were the pilot, Captain Barry Creig Donald, DSM, and his co-pilot Second Lieutenant Alan Douglas Jellie. Both were members of the Australian Army Aviation Corps (AAAvnC).

The 50th Anniversary Memorial Service in Caloundra, was initiated by Geoff Longland. Geoff was a rotary wing pilot serving in 161 (Indep) Recce Flt at the time A14-686 was shot down. The Memorial Service was conducted by 161 Reconnaissance Association and its purpose was to respectfully commemorate with family, friends and colleagues the 50th Anniversary of the death of Capt Donald, DSM and 2Lt Jellie, KIA in A14-686.

The Pilatus Porter PT6 Aircraft was an eight seater, high wing monoplane of all metal construction with a conventional (tail wheel) undercarriage. It was powered by a 550 shaft horse power Pratt and Whitney PT6 turbine engine fitted with a constant speed propeller unit with reverse pitch capability. The aircraft was fitted with a full instrument panel, radio compass and other aids which permit limited operations by night and in bad weather. Special role fittings include two wing stations for external carriage of stores, an internal cargo hatch and automatic radio rebroadcast facilities. The rear cabin seats were readily removable for the carriage of cargo.

Basic aircraft characteristics included the following:

Basic Weight	3,100 lbs	Max all-up-weight	4,850 lbs
Max cruise speed	118 knots	Minimum cruise speed	70 knots
Range	300 nautical miles	Fuel	JP1 or Avtur
Normal Range	180 mins	Economic range	210 mins

Only six of the 19 Pilatus Porters that the Australian Army owned were deployed to South Vietnam with 161 (Indep) Recce Flt. The first three aircraft to be sent to Vietnam travelled to Vietnam aboard HMAS Sydney and they arrived at Vung Tau on 28 November 1969. Accompanying the aircraft on their journey were two new members of the Flight, Lt Damien Aird (Fixed Wing Pilot) and Cpl John Crawford (Engine Fitter).

The transfer of the first aircraft (A14-680) from HMAS Sydney to Nui Dat did not go without problems. The transfer involved lifting the Porter off the ship using a "special jig" and a US Army Chinook and delivering the Porter to the Flight at Nui Dat, however, the rotor wash caused by the Chinooks main rotors down onto the tail-plane of the Porter was so great that the rear "tie down lifting bar", at the rear of the Porters tail-plane, tore through the skin section of the tail-plane and caused considerable damage to the aircraft.

Although there was obvious concerns of causing further damage to the Porter and possibly the Chinook the task was completed and the aircraft was delivered to Nui Dat however, the damage caused to the Porter kept the aircraft grounded for a month.

The other two aircraft were off loaded onto barges from the ship onto the wharfs at Vung Tau and then towed to the Vung Tau Airfield where they were reassembled by members of 161 (Indep) Recce Flt. The aircraft were subsequently flown forward to Nui Dat. Both aircraft had to have acceptance servicings and as soon as they were cleared for flight they began familiarisation flying in the local area.

Unfortunately disaster struck after only a few days when A14-686 was shot down and destroyed on 03 December.

Barry Donald (right) was the pilot of the aircraft and Alan Jellie (helicopter pilot) was his passenger. The aircraft had been flown through the day and was on the first night flying familiarisation flight of a Porter, in Vietnam. As they were returning to Nui Dat at approx 2200hr, they received ground fire as they flew over the Bhin Ba Rubber Plantation. The aircraft crash landed at the edge of the rubber plantation after clipping some rubber trees, both pilots were killed. The aircraft was extensively damaged from the crash and a fire that had broken out in the aircraft.

Capt Barry Donald enlisted in the ARA on 13 February 1958. As a fixed wing pilot, he served in Vietnam from 26 August 1968 until 17 December 1968 and from 10 June 1969 until sadly KIA on 03 December 1969. Captain Donald also served in Malaya, Vietnam, PNG and the UK. For distinguished leadership in warlike operations, he was posthumously awarded the Distinguished Service Medal. He flew a total of 898 hours in Vietnam. From 17 December 1968 until 10 June 1969 he completed type training on the Porter at 1 Aviation Regiment, RAAF Amberley before returning to Vietnam where he assumed the role of FW Section QFI and check captain.

2Lt Alan Jellie enlisted in the ARA on 29 June 1967. As a rotary wing pilot, 2Lt Alan Jellie served in Vietnam from 10 March 1969 until sadly he was KIA on 03 December 1969 in the same tragedy that took the life of Captain Donald. In Vietnam he flew more than 895 hours.

Delivery of Pilatus Porters to 16 Army Light Aircraft Squadron, RAAF Amberley began in March 1968. The Porter replaced the ageing Cessna 180s that had been operated by 161 in Vietnam since September 1965. During the seven years the unit operated in Vietnam, 16 ALA flew a total of 72,569 hours in more than 87,991 sorties in a range of rotary (Sioux and Kiowa) and fixed wing (Cessna 180, Pilatus Porter, and Bird Dog) aircraft. (See HERE).

Some aircraft were delivered to Vietnam in the back of a Herc.

The Memorial Service at Caloundra was attended by approximately 60 people while others watched from the carpark. In attendance were family members and friends of both the Donald and Jellie Families as well as members of the 161 Recce Assn and 16 Army Light Aircraft Squadron which developed into 16 Aviation Squadron then 1st Aviation Regiment and supporting Units before beginning a relocation from RAAF Amberley to the Army Aviation Centre at Oakey during June 1969.

Chaplain Arthur Fry, a former member of 16 ALA Sqn, officiated and spoke of his memories of flying with then Lt Donald on Exercise Longshot, a Tri-Service exercise which was held during September and October 1964 in the Tianjara area south west of Jervis Bay.
The Memorial Service was closed by the Master of Ceremonies, Frank Benfield OAM, treasurer of the 161 Recce Assn. He thanked everyone for attending, and expressed the Assn's gratitude to:

- the Caloundra RSL Sub-Branch for hosting the Memorial Service in the beautiful Bob McInnes Memorial Gardens;
- Caloundra RSL Sub-Branch Secretary, Ms Heather Christie and members for setting up the site, for maintaining the Bob McInnes Memorial Gardens and for accepting the 161 Recce Assn's request to place a Plaque on the Gardens' Memorial Wall commemorating the 50th Anniversary Memorial Service for Capt Donald and 2Lt Jellie, KIA on 03 December 1969;
- Chaplain Arthur Fry for his spiritual input and anecdotes of service with the late Capt Barry Donald.
- The Bugler, Brendan Hucknall, who is a Senior Instrumental Music Teacher based at Meridan State College on the Sunshine Coast.

With the decision made that all Australian military forces were to be withdrawn from Vietnam, 161 (Indep) Recce Flt began preparing the move from Nui Dat to Vung Tau and this task was completed on 05 October 1971. The Flight remained fully operational in support of 1ATF throughout the move. A plan to fly the Porters home to Australia had been approved, however that approval was withdrawn in October and alternate means of getting the four aircraft home had to be found. Unfortunately, there were not many options available for the return of the aircraft because all available space on Australian ships/aircraft had been allocated to other units.

Space for the Porters to be transported back to Australia was subsequently found on a Japanese Freighter.

On 1 Jan 72, the RAEME element of the Flight towed the four Porters from Vung Tau airfield down to Do Long Pier, where they were loaded aboard the "Harima Maru" for the trip home to Australia. On arrival back in Australia the four Porters were absorbed into the Army Aviations Fleet of Porters and were subsequently dispersed throughout the units which operated the Porters.

The Pilatus Porters remained in service with the Australian Army Aviation Corps until 17 October 1992, when the aircraft were officially retired from service and were listed for sale. During the life of the Porter with the Australian Army, seven aircraft were destroyed. This left 12 aircraft available for disposal in 1992. Ten (10) aircraft were sold. Six of those aircraft sold were purchased by Pilatus Switzerland in early 1993, dismantled and shipped overseas. Four aircraft were purchased for service in Australia, however one of these aircraft was resold to a buyer from Canada. The remaining two Porters were retained in military markings for preservation in Australia. A14-690 was allocated to the Australian War Memorial in Canberra for eventual static display while A14-652, the first Australian Army Porter, was allocated to the Museum of Australian Army Flying (MAAF) at Oakey to be retained in flying condition. In addition, A14-704 which was being held by the MAAF after it crashed in 1990, is being retained as a static display at the MAAF.

This little old lady having completed her shopping was resting on a bench seat. On her shoulder perched a budgie. The little old lady sighted this strapping young man coming through the check out. As he exited, the old lady cackled and said, "If you can recognise what sort of bird this is upon my shoulder, I'm yours". The young man looked at the little old lady, then at the bird, then back at the little old lady and said, "An Emu". "Close enough" said the little old lady

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DVA Issues

APOD Defence discounts.

DVA has joined with Australian Partners of Defence (APOD), an organisation which "makes it easy for businesses and organisations to offer discounts to veterans and their families".

To make use of their service you must register, you do that by going to their web site https://apod.com.au/signup-new-account and filling in the form. There are two classes of membership, if you are a holder of a Veteran Card (Gold, White or orange) your membership is free, if not, it will cost you $4.95 per month.

Good luck

We found it a bit complicated, you seem to be jumping all over the place. To obtain a discount you first buy an APOD Gift Card redeemable at the firm from which you wish to buy, then front up to that firm and use the card to make your purchase.

The discounts you are eligible for can be found HERE. It will ask you to allow it to know your current position then it will show you local discounts. Savings are normally 2.5%, ie: on a $50 purchase you save $1.25, some will think this worthwhile, others, well !!!

Veterans Card and Lapel Pin.

The Australian Defence Veterans' Covenant serves to recognise and acknowledge the unique nature of military service and the contribution of veterans and their families. The Covenant is supported by the Veteran Card, Lapel Pin and Oath. There will be two versions of the Lapel Pin, one for veterans and one for eligible Reservists. The Covenant provides the opportunity for Australians to identify veterans when they are not in uniform or wearing their medals and offer respect to them and their family.

Employers, businesses, local community groups and the broader Australian public are able to commit their support for the Covenant. The Covenant provides the framework that enables veterans and their families to better connect with their community.

Issue of the Lapel Pin is NOT automatic, you must apply for it. DVA say the reason for this is, based on demographic projections, they estimate there are currently 631,800 living veterans of which only 183,655 are DVA clients. For the remaining 450,000 plus veterans any information that the Department of Defence may have will be in paper records and likely to be out of date and not usable. Secondly, they understand that some veterans and reservists will, for whatever reason, not want a Lapel Pin or Oath. They want to avoid causing any distress so have chosen to send out the pin and Oath only to veterans and reservists who apply to receive them.

Here's how to apply:

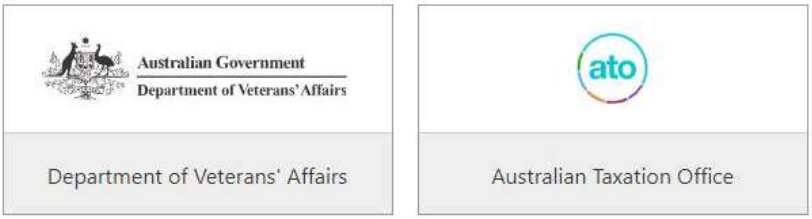
Who is eligible?

1. Veterans who have served in the permanent ADF are eligible to apply for all components of the Covenant including the Veteran Card, Lapel Pin and Oath.
2. Reservists who have served one day of Continuous Full-Time Service (CFTS), have engaged in Disaster Relief Service, Border Protection Service, or involved in a serious service-related training accident, are eligible to apply for all components of the Covenant including the Veteran Card, Lapel Pin and Oath. Reservists not included in the above are eligible to apply for the Lapel Pin and Oath.

More……

How to apply.

If you have access to the internet and have a myGov account, and you added the Dept Veterans' Affairs to your account, click on the DVA site, this will open the window below which will show you what you can do on this site:



Sometimes the best thing about my job is that the chair spins.

Things you can do	MyService	MyAccount
New Features		
Apply for the Australian Defence Veterans' Covenant	✓	—
Claim for incapacity payments	✓	—
Computer based decision making for claims	✓	—
Claims		
Access free mental health treatment	✓	—
Access support for a service-related condition or injury	✓	—
Claim for education assistance	✓	—
Apply for recognition of eligible service	✓	—
Claim for permanent impairment compensation	—	✓

Select **Go to MyService** (MyAccount will disappear shortly so don't use it). You will see a box titled **Request the Veterans' Covenant** (if you don't see it you have either already applied or you're not eligible). Fill in the form and send it.

If you have internet access but do not yet have a myGov account, it's a bit of a job but you only have to do it once and it's definitely worth having, you can see how to get one HERE.

myGov gives you access to the following departments:

Australian JobSearch	Australian Tax Office
Centrelink	Child Support
Dept Veterans' Affairs	Medicare
My Aged Care	My Health Record
National Disability Insurance Scheme	National Redress Scheme

If you don't have access to the internet, you can ring DVA on 1800 838 372 or visit one of their Veterans' Access Network (VAN) offices.

C

You'll find the list of VAN Offices and their whereabouts HERE.

Veteran Card.

The Veteran Card is a re-design of the existing DVA Health Cards (Gold, White and Orange). There is no change to DVA services and benefits – card holders can continue to use their existing DVA Health Card to gain access to health services and benefits. You do not have to apply for the new Veteran Card as all existing DVA Health Cards will gradually be replaced with the new look Card, either when their current card expires or as part of the card replacement program, whichever occurs first.

The Oath

The Oath is a declaration on behalf of the Australian people recognising the valuable contribution that current and former members of the Australian Defence Force (ADF) and their families make and have made for our country. It is not intended to replace the Ode that is traditionally recited on Anzac Day and Remembrance Day but is an additional commitment of respect to Australia's veterans and may be recited at special community commemorative events.

You can see an example of the Oath HERE

Simpler access to Medical Treatment for Veterans

Veterans who currently have to pay for their medical treatment upfront and wait to be reimbursed will only need to present their Department of Veterans' Affairs (DVA) health card to pay for their treatment under changes to the Military Rehabilitation and Compensation Act 2004 (MRCA) passed through Parliament on the 5th December.

Minister for Veterans and Defence Personnel Darren Chester said around 4000 MRCA veterans and their families would benefit from the change, which is part of DVA's transformation program to make processes faster and easier for veterans and their families to gain access to the support they need.

"Veterans with conditions covered under the MRCA will now, like other DVA clients, only have to present their DVA health card at the time of their medical treatment for accepted conditions and payments will be then made directly to health providers electronically through the Medicare system," Mr Chester said. "Importantly, this change ensures all veterans can gain access to medical treatment without worrying about claim forms, or being out-of-pocket while waiting for reimbursement—reducing financial pressure on veterans and their families."

The Department of Defence's arrangements for the delivery of health services to Australian Defence Force (ADF) personnel now includes a provision that allows DVA to use these arrangements so veterans can access mental health services in the community. "I have worked together with Members and Senators with a lived experience of the ADF, in particular Senator Rex Patrick, to eliminate barriers in accessing mental health care for all veterans, regardless of the Act they are covered by. I thank the Senator for his passionate interest in looking after his fellow veterans," Mr Chester said.

"This arrangement provides more options for veterans to access mental health services, including where a veteran transitioning from the ADF requires continuity of care, or where a veteran is having difficulty accessing services due to their geographic location."

Open Arms.

Open Arms, formerly known as VVCS and founded by Australia's Vietnam veterans, is Australia's leading provider of high-quality mental health assessment and clinical counselling services for Australian veterans and their families. They are focused on meeting client needs through a combination of proven clinical practices and new and emerging evidence-based approaches.

The Vietnam War was a difficult chapter in Australia's history. For those who served, the experience forged strong bonds and a commitment to look out for each other. This deep sense of mateship led Vietnam veterans to lobby for a specialised counselling and

support service for veterans and their families. The result was the Vietnam Veterans' Counselling Service (VVCS) which was established by the Australian Government in 1982.

Since then, access to VVCS has been extended to veterans of all conflicts, their families, and other members of the ADF and ex-service community. In 2007 the service was renamed VVCS – Veterans and Veterans Families Counselling Service. Eligibility has further expanded and, in 2018, VVCS became Open Arms.

Open Arms provides free and confidential counselling to anyone who has served at least one day in the ADF. This includes the families of the ex-serviceman/woman.

If you're a current serving Army, Navy or Air Force member, Open Arms can provide individual, couple and family counselling to help improve your resilience, as well as your mental health and wellbeing.

Open Arms counsellors have practical, first-hand experience dealing with many issues related to service life, including:

- Adjusting to the normal pace of life after deployment
- Grief and trauma counselling
- Substance issues
- Depression, anxiety and PTSD.

They can also help work through family and relationship issues to build strong and healthy relationships while you are serving. All current serving ADF members can either self-refer, or be referred through your ADF medical officer or Defence psychologist. If you self-refer, Open Arms counselling is confidential. If you are referred by your ADF medical officer or Defence psychologist, they will be included in your care plan and provided with updates.

If you have transitioned from full-time service in the Army, Navy or Air Force you can request support from Open Arms, even if you are still part of the reserves. Open Arms can provide individual, couples and family counselling. Group programs are also available and can help improve your mental health and wellbeing.

All Open Arms counsellors are trained to assist them in understanding the demands of military service. Some have military experience and know what you might be going through.

Open Arms can help you work though a range of issues, including:

- Difficulty adjusting to the tempo of normal life
- Challenges transitioning to civilian life after leaving the ADF
- Difficulties with relationships
- Managing anger
- Depression and anxiety
- Substance and alcohol misuse
- Past trauma and PTSD.

Sometimes, you may not be able to put your finger on what's going on. You might just feel that something isn't quite right. That's OK. Open Arms counselling or group programs can help you make sense of what you're feeling.

For free support, 24 hours a day, call Open Arms on 1800 011 046.

Kookaburra Kids – supporting ADF children

Kookaburra Kids is a non-government organisation that supports 8–18 year old children of current and former Australian Defence Force members who may be affected by mental ill-health.

The program delivers evidence-based, age-appropriate prevention and early intervention mental health services using a peer-based social and activity-based format. The children attend camps and other organised activities designed to encourage thought leadership, friendship and camaraderie.

The aim of the program is to empower the children to build resilience and the life-long knowledge, skills and abilities they need to reach their potential.

The Kookaburra Kids Program began in 2017 and is now expanding across Australia, with camps and other activities being rolled out in South Australia and Western Australia from 2020.

Visit kookaburrakids.org.au or call 1300 566 525 for more information, including how to enrol in the program.

Funding boost for Saluting Their Service grants.

Commemorative projects will benefit from increased funding for the Saluting Their Service (STS) Commemorative Grants Program.

The Minister for Veterans and Defence Personnel Darren Chester has announced another $10 million for the STS Program, bringing the total funding to $14 million over the next four years.

While projects and activities relating to all wars, conflicts and peace operations are eligible, those that commemorate the Second World War and later conflicts are encouraged. Apply now for projects for Victory in the Pacific Day 2020, on 15 August. This is a significant opportunity to commemorate veterans living in our communities who served during the Second World War.

There are two categories of grants available:

- **Saluting Their Service** – Community Grants (STS-CG): Grants up to a maximum of $10,000 for local, community-based projects and activities.
- **Saluting Their Service** – Major Grants (STS-MG): Grants between $10,001 and $150,000 for major commemorative projects that are significant from a national, state, territory, or regional perspective.

Applications close on 31 March 2020. For more information, visit the Community Grants Hub or GrantConnect.

Community Grants.

Some time ago, the various DVA Grants Schemes, which worked perfectly well for years and which were administered by DVA, were taken from DVA and had handed to the Department of Education and bundled into one huge conglomerate which was called the “Community Grants hub. (See HERE)

They very quickly stuffed it.

A system which used to take a few months from application to (if) success when administered by DVA now takes at least a year, if you’re lucky.

But!!

There is hope, there are changes afoot, it seems someone is listening. From now all applications from DVA people or which are DVA related will now go initially to DVA people for initial assessment and if successful will then be passed onto the “Hub” for final approval and payment. Hopefully, this should speed things up, it probably won’t get back to where it used to be, but it will be a lot better than the way it is now.

You wonder who the bright spark was who decided to make the change in the first place.

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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 Dogma of Climate Change.

(Dogma = a principle or set of principles laid down by an authority as incontrovertibly true.)

If “Anthropogenic Climate Change” is an ecological thing, based on scientific research, why does opinion on the topic nearly always follow political lines. Why do those who tend towards the left of the political debate lead the march for the unabashed belief in the concept while those on the right question it. If, as those on the left declare there is unquestionable scientific proof that mankind is poisoning mother earth with his/her horrific generation of that disastrous CO2 gas, why do those on the right oppose the idea? Surely if a thing was scientifically proven beyond all reasonable doubt, the vast majority of people on both sides of the political fence would believe it – but they don’t.

Makes you wonder whether “Climate Change’ is actually nothing more than just an expensive political game.

Both sides trot out irrefutable facts to prove their point and both sides then trot out irrefutable facts to disprove the others irrefutable facts. It's our opinion that the left seems to play the man more than does the right, while the right plays the ball more so than does the left. If the right puts forward an argument, the left immediately and brutally attacks the messenger in an attempt to disprove the message whereas the right will mostly argue facts ignoring the opposition's personnel.

The media play a big part in the discussion, the left leaning media, like our ABC and Fairfax, trumpet Climate Change as though it's a given and never put forth an opposing argument, whereas the right leaning media, most commercial TV channels and the Sydney Telegraph associated press argue the opposite.

Both sides religiously believe in their opinion, but common sense tells us, one of them has to be wrong, we're either on the road to impending doom or we're not.

Why the different points of view?

Patrick T. Brown, an Assistant Professor in the Department of Meteorology and Climate Science at San Jose State University, California has an idea, he says:

"Research into scientific questions is nearly always influenced by political attitudes. The Left rather self-servingly, say 'our side is logical and correct, so what exactly makes the people who disagree with us so biased and ideologically motivated?' Meanwhile those on the Right incorrectly assume that the Left's position is therefore informed by dispassionate logic. Rather than thinking about the political divide on global warming as the result of dogma versus logic, a better explanation is that people tend to embrace conclusions, scientific or otherwise, that support themes, ideologies, and narratives that are pre-existing components of their worldview. It just so happens that the themes, ideologies, and narratives associated with human-caused global warming and its proposed solutions align well with the political predispositions of the Left and create tension with those of the Right.

The definitional distinction between the political Right and the political Left originated during the French Revolution and relates most fundamentally to the desirability and perceived validity of social hierarchies. Those on the Right see hierarchies as natural, meritocratic, and justified, while those on the Left see hierarchies primarily as a product of chance and exploitation. A secondary distinction, at least contemporarily in the West, is that those on the Right tend to emphasize individualism at the expense of collectivism and those on the Left prefer the reverse.

There are several aspects of the contemporary global warming narrative that align well with an anti-hierarchy, collectivist worldview. This makes the issue gratifying to the sensibilities of the Left and offensive to the sensibilities of the Right.

The most fundamental of these themes is the degree to which humanity itself can be placed at the top of the hierarchy of life on the planet. Those on the Right are more likely to privilege the interests of humanity over the interests of other species or the "interests" of the planet as a whole (to the degree that there is such a thing). On the other hand, those on the Left are more likely to

emphasize a kind of pan-species egalitarianism and care for our shared environment, even if that means implementing policies that run counter to humans' short-term interests.

Within humanity, there are at least two additional ways in which narratives about hierarchies influence thinking on global warming. One of these concerns attitudes towards developed versus developing countries. Firstly, the blame for global warming falls disproportionately on developed countries (in terms of historical greenhouse gas emissions) and proposed solutions therefore often call on developed countries to bear the brunt of the cost of reducing emissions going forward. (Additionally, it is argued that developed countries have the luxury of being able to afford increases in the cost of energy.) Overall, the solutions proposed for global warming imply that wealthy countries owe a debt to the rest of humanity that should be paid due at once.

Those on the Right are more likely to see the wealth of developed countries as rightfully earned by their own industriousness, while those on the Left are more likely to view the disproportionate wealth as fundamentally unjust and likely caused by exploitation. The idea that wealthy countries must therefore be penalized and made to subsidize poor countries is one that aligns well with the Left's views about rebalancing unfairness. An accentuating factor is the Right's tendency to favour national autonomy and therefore to oppose global governance and especially international redistribution.

Hierarchy narratives also help to determine political positions on the wealth of corporations and individuals. On the Right, oil and gas companies (as well as electric utilities that utilize fossil fuels) are held to be a product of innovation and a source of wealth creation; the smartest and most deserving people and organizations found the most efficient ways to transform idle fossil fuel resources into the power that runs society and, consequently, have greatly enhanced human wellbeing. For conservatives, it is therefore fundamentally unjust to blame those corporations and individuals that have done so much for human progress. The counter-narrative from the Left is that greedy corporations and individuals exploited natural resources for their own gain at the expense of the planet and the general public. They therefore support policies that blame and punish the fossil fuel industry in the name of cosmic justice and atonement.

Global warming is a tragedy of the commons, in which logical agents act in ways that run counter to the long-term interests of the group. These types of "collective-action problems" usually call for top-down government intervention at the expense of individual action and responsibility. Furthermore, the long-term nature of global warming demands acquiescence to collective action across generations. This natural alignment of the global warming problem with collectivist themes makes the issue much more palatable to the Left than the Right.

In addition to these fundamental ideological issues, there are a number of circumstantial characteristics that contribute to polarization regarding global warming.

For instance, in the US, Al Gore was one of the political figures most responsible for bringing global warming into the national consciousness. Once a former vice president and presidential

nominee became a flag-bearer for the environmentalist movement, it only increased the perception that this is a partisan issue.

There is also the longstanding claim by those on the Right that the global warming issue is a Trojan Horse intended to bring about all manner of unrelated changes desired by the Left.

So, it should really not be particularly mysterious that opinions on global warming tend to divide along political lines. It is not because one side cleaves to dispassionate logic while the other remains obstinately wedded to political dogmatism. It is simply that the problem and its proposed solutions align more comfortably with the dogma of one side than the other. That does not mean, however, that the Left is equally out-of-step with the science of global warming as the Right. It really is the case that the Right is more likely to deny the most well-established aspects of the science.

If sceptical conservatives are to be convinced, the Left must learn to reframe the issue in a way that is more palatable to their worldview.

No matter which side of the fence you sit, THIS is worth watching as is THIS.

But THIS and THIS and THIS are also interesting.

And Andrew Bolt has something to say too - see HERE

You know it's hot in Australis when:
You learn that a seat belt buckle makes a good branding iron

Our subs – again!

Robert Gottliebsen
News Pty Limited

Very rarely in journalism do you come across a potential disaster that could jeopardise the nation for a generation.

I have access to information that has made me realise that the proposed submarine project is not a normal mistake that can be managed — it's a national disaster.

I invite the three most senior members of the cabinet, Scott Morrison, Josh Frydenberg and Mathias Cormann (I know and respect all three), to read what I have discovered and then use non-defence people to check me out. I do not believe my whistle-blower is wrong because he or she is acting in the national interest, particularly in the light of the recent events at NATO and in Turkey.

But to convey the sheer magnitude of this disaster I have to take you back to the Turnbull government's decision to go with the French submarine plan. Former PM Tony Abbott had a nodding agreement with the Japanese Prime Minister to buy the Japanese submarine. However, down the line staff in the Japanese submarine operation did not want to do such a deal and so undermined the efforts of those at the top. The Japanese ceased to be a contender. The Germans became hot favourites and offered Australia an industrial network to support their vessel.

But the French brilliantly presented a most exciting and tantalising concept — Australia would join them to develop a new submarine and together we would be regional leaders in submarine development. The negotiation was brilliantly masterminded by the French. They concluded legendary and tough head of the French Naval Group industrial operation Herve Guillou was the wrong person to push the deal through the Australian defence establishment. So, Marie-Pierre de Bailliencourt was made his deputy and was given the job of selling the deal to Australians. She did the job superbly.

When the deal was concluded, Guillou took control and de Bailliencourt went elsewhere.

I have now discovered that the deal the French and Guillou put on the table was very different to that proposed by de Bailliencourt.

Defence officials may dispute this but, in essence, under the new deal the French do most of the designing and if we don't like it we pay for the alteration. This was graphically illustrated when we wanted different lighting to that proposed by the French. Different lighting could be arranged by the French, but Australia would pay. The idea of an exciting joint development has been trashed.

But it gets much worse.

Our defence systems are linked to or are at least compatible to the US. The US defence and security people have never trusted the French since US defence secrets were leaked to Russia during the reign of de Gaulle. That distrust grew in the decades that followed and intensified when the base design of the Australian submarine was leaked before the deal. The Americans demanded that it only supply its combat system to the project if the US had a separate deal with Australia.

And so, the submarine development is two deals — one for the basic design between Australia and France and one for the combat system between Australia and the US. And the French will have restricted access to the combat system in the submarine they are designing. It might have worked had the original French proposal of a true partnership been carried out, but it is a hopeless arrangement when it is basically a French project. And remember, this is a high-risk new technology submarine, so with two "warring" suppliers there will be an endless blame game.

Australia might have hoped that, over time, the US distrust of France would fade. Last week's NATO clash between presidents Donald Trump and Emmanuel Macron showed the distrust is getting worse, not better. And the US is very sensitive to its technology, which was illustrated when Turkey bought anti-missile systems from Russia. The US immediately cancelled its Joint Strike Fighter deal with Turkey.

The Australian government announced in 2016 that it would be paying $50bn, inflation protected, for the submarines. By 2018 that had blown out to $90bn. At that time, with help, I estimated that the final costs over the life of the submarines, including maintenance etc, would be about $220bn.

I expected that defence chiefs would deny such an incredibly high estimate. Two years later they have now confirmed my estimate, which makes me suspect the real costs are much higher. Given the looming chaos I have described, we could be looking at $400bn- $500bn, although that is speculation.

In the original deal the first submarine would be operational in 2034, but the contract is already six months late and I am told the real delay is about 18 months to two years. Given what is ahead, I think 2040 is an optimistic estimate for the first operational submarine.

In the next 15 or 20 years there will be incredible developments in warfare and technology. Already we may have missed the lithium battery the French offered the Dutch. Frydenberg is right to be proud of his budget surplus. But he is sitting on a $220bn disaster.

Frydenberg, Morrison and Cormann can escape the contract with what in comparison to $220bn is a token break-free .

And there are better options.

Hot water comes out of both taps

Arson, mischief and recklessness: 87 per cent of our bush-fires are man-made

The Sydney Morning Herald

There are, on average, 62,000 fires in Australia every year. Only a very small number strike far from populated areas and satellite studies tell us that lightning is responsible for only 13 per cent. Not so the current fires threatening to engulf Queensland and NSW. There were no lightning strikes on most of the days when the fires first started in September. Although there have been since, these fires – joining up to create a new form of mega-fire – are almost all man-made.

A 2015 satellite analysis of 113,000 fires from 1997-2009 confirmed what we had known for some time – 40 per cent of fires are deliberately lit, another 47 per cent accidental. This generally matches previous data published a decade earlier that about half of all fires were suspected or deliberate arson, and 37 per cent accidental. Combined, they reach the same conclusion: 87 per cent are man-made.

The cycles of the seasons are changing beyond that which can be explained by known forces, both ancient and modern. Every lethal wildfire since 1857 has happened at the height of summer. Until now! The size of these fires has never been seen in Australia's history this side of summer, and certainly not starting as early as September.
Seasonal changes, in part due to climate change on top of natural oscillations causing the drought and westerly winds, have some origins in man-made emissions. More directly, however, the source of ignition is human. It's not lost on police, emergency services and firefighters at the front line that most of these fires were lit deliberately, or accidentally through recklessness, nor that they are unprecedented in their timing and ferocity. Since September, it has been a constant pattern that a few days after the fires roar through we have the first police reports that arson or recklessness was involved.

The mix of people lighting fires always follow the same age and gender profiles: whether accidental or deliberate, half are children, a minority elderly, and the most dangerous are those aged between 30 and 60. Ninety per cent are male. The psychosexual pyromaniac has long been relegated to dusty tomes from 1904 to the1950s. At least among those caught, the profile emerges of an odd, unintelligent person from a chaotic family, marginalised at the fringes of society and deeply involved in many types of crime, not only fire.

It seems about 10,000 arsonists lurk from the top of Queensland to the southern-most tip of Victoria, but not all are active and some light fires during winter. The most dangerous light fires on the hottest days, generally closer to communities and during other blazes, suggesting more malicious motives. Only a tiny minority will gaze with wonder at the destruction they have wrought, deeply fascinated and empowered. Others get caught up with the excitement of chaos and behave like impulsive idiots.

As for children, they are not always malicious. Children and youths follow the age-crime curve where delinquency peaks in their late teens. Fire is just one of many misbehaviours. The great majority grow out of it. Four overlapping subgroups include: accidental fire-play getting out of control; victims of child abuse – including sexual abuse – and neglect; children with autism and developmental disorders; and conduct disorder from a younger age, which can be genuinely dangerous.

Whereas the first three groups can be helped and stopped, the last is more problematic. These children are more likely to continue lighting fires for a lifetime, emerging as psychopaths in adulthood. This tends to match the finding that only 10 per cent of convicted arsonists will go on to light fires again after prison. They are the recidivists, more fascinated by fire, more prone to giving in to dangerous urges when in crisis, more impulsive, less empathic – the hallmarks of a psychopath.

Some research suggests only a very small percentage of arsonists are ever caught, which has several implications. One is that we have a biased profile of who they really are. Whereas the children and the dopey get caught, the more cunning would be less represented in our samples. More ominous, many more than 10,000 arsonists might be active.

One of the few prospective studies of almost 3000 fire lighters in South Australia alone found as many as 14 per cent of people in a community sample lit fires. This level is much higher than actual convictions would suggest. Further to this, community sampling suggests females represent 20 per cent of those fire lighters, even though convictions of females are only half this figure. If this trend continues into adulthood, it suggests we have a biased view of the typical arsonist to begin with. Those we haven't caught yet are still hiding, but we know enough to recognise them and, one day, maybe stop them.

In the thick of a deadly crisis, it beggars belief that some people would seek to make it worse. But we should be careful who we demonise. Not all children mean to do harm. Careful handling of them will reduce, not exacerbate, their problems and allow caregivers to refer them before the first match is struck. Emergency services and communities on the front line will shine a light on the very best of humanity; others will disgrace themselves through idiocy or malice. Amid the chaos of confronting fires, the psychopath forever looms – not only the criminals who light fires in the forests and grasslands but perhaps also, figuratively, the people who profit from planetary destruction and ignore the urgent warnings of 23 emergency commissioners to prepare.

When the flames abate, we can have a sensible national dialogue about the prevention of wildfires, handling arson, and maybe even climate change.

The temperature drops below 32 degrees C and you feel chilly.

Looking, Looking!

Nigel Blake,

Greg Purdy is trying to find a contact address for Nigel Blake former RADTECHG who left the RAAF from Richmond around 1980. I have some of his personal possessions that I have been "minding" for him all these years and I would like to send them to him before I get too old to remember who Nigel was. I would be very happy for him to contact me if he responds to any notice you may be able to put in the next magazine.

If you can help, let us know and we'll pass on the info to Greg.

You learn it only takes two fingers to steer a car.

Pregnancy Problems in the US Navy

Thanks for your magazine - it's always a great read, however, when reading one of the articles, I noted a worrying statement.

Please note that I am not politically aligned here, just a concerned individual who doesn't like seeing the truth subtly misrepresented for political gain.

While the article on pregnancy in the navy was of interest, I was concerned to see the source. The Daily Caller, in conjunction with another right wing group, Judicial Watch.

The Daily Caller is a decidedly right-wing publication started by one of the far-right commenters on Fox News, Tucker Carlson. The evidence of this is plentiful - here are some of the many sites that point this out.

And no, these are not politically aligned sites.

https://www.mediamatters.org/networks-and-outlets/daily-caller

https://archives.cjr.org/feature/the_great_right_hype.php

https://www.politifact.com/personalities/daily-caller/statements/byruling/false/

https://rationalwiki.org/wiki/The_Daily_Caller

This made sense when I saw some of the clear anti-women-in-service smears and Obama-bashing included without any citations (e.g. "The Obama administration understated the pregnancy problem throughout its eight years and even suppressed some data about the impact…") - where is there any evidence that they did this? And claiming that 75-100 page reports being summarised (ie. and executive summary) somehow indicates important data was removed seems a bit … stretching the truth?

I'm not saying that anything there is not true (although bias is heavy), however, on the balance of evidence - the source, the track record of political bias by the source, and the total lack of quotes or citations supporting the claims - there is no evidence presented that in fact the Obama administration did any such thing as "understate the pregnancy problem" or that the "brief two or three-page summaries" excluded anything (or even that they don't continue to do this now under the current administration). Further, statements like ""...some women get pregnant simply to avoid deployment. We all know that happens. Women do it to avoid deployment," Eden told The DCNF" - is an example of anecdotal journalism to push a pretty anti-female, anti-women in service, conservative viewpoint. How many women DELIBERATELY get pregnant to avoid deployment? 1:1000? I have never met a woman in my 20 years service who deliberately got pregnant to avoid being deployed. I knew of ONE who was actually quite upset at finding out she was pregnant and MISSING a deployment, although also happy because she and her husband had been trying for 3 years to get pregnant when it finally happened.

The statement is inflammatory and unbalanced. How many MEN, as a percentage, fake illness, or self harm, to avoid deployment? Are the percentages of PROVEN deployment-dodging similar? I'd suspect "Most likely" is the answer.

Again, thanks for your publication. I'm just interested in keeping political opinions (unless supported by actual, non-cherry picked evidence) out of our stories.

Cheers,

Terry Hill
ex-SIGSOP/T (1/89 SIGSOP RADS)

You develop a fear of car door handles

Sick Parade

Pete DeJonge

Pete hasn't been travelling too well lately, he's been getting the occasional wobbles and finding it hard to stay upright, though anyone who remembers Pete from uniform days would think that was normal, but unfortunately not this time.

A couple of times he was forced to spend a few nights in Greenslopes Hospital in Brisbane where a million tests were done on his thoroughly abused body and where he spent most of the day chatting up the lovely nurses. Eventually the consensus report revealed his worn out, poor old heart was operating on only 20% of its capability and his systolic blood pressure (the one that is normally 100+) was down to as low as 60 – not good.

Pete's on tablets to try and rectify the problem and we all hope they do, they will recall him for a further bunch of tests in the New Year and hopefully there's a heap of improvement.

We'll keep you posted.

Perhaps he could do with a little Waukesha beside the bed to keep things humming.

News and Reunions

14 Appy reunion 24-26 March 2020

Arrangements for the BIG 60th in Caloundra on the 24/25/26th Mar 2020 are being finalised. It is now time for payment. The cost is $75.00 per person. An Attendance/Payment form is attached. Could you please return this ASAP and make payment ASAP as well. The organisers had to make a reasonable deposit by the 16 December.

The Reunion Dinner (25 Mar) will be held at Caloundra RSL Club. 19 West Terrace

The dinner will be Buffet style with Canapes on arrival. Drinks at your own expense.

The Format for the Mar 2020 Mid-week reunion is as follows:

Tue 24th
Night Register, Meet and Greet at RSL Club. Casual Dress

Cost: Pay Your Own Way. This will start at 1600 hrs (4.00pm) in the sub-branch bar area. Drinks in this area are at sub-branch prices which are cheaper than outside in the main bar area. This

bar is open until 18.30 (6.30pm) Light meals are available from the bistro bar at reasonable prices alternatively you can eat in the Restaurant.

Wed 25th Day
Your leisure time.

Wed 25th Night
Reunion Dinner at RSL Club. Semi Formal / Smart Casual Dress.
Cost: $75 per head (includes hire of venue). This includes Pre dinner Antipasto's / Canapes', Buffet Dinner, Dessert and Tea/Coffee. Drinks at your expense.

Thurs 26th Day
Morning Tea/Brunch at the Power Boat Club (Pay your own way).

All timings will be confirmed and advised later.

If you want any further info, contact Dags (Geoff) Dorward (07) 5439 7421 / 0418 409 633 tulip60@bigpond.com Or Nick (John) Winter (02) 6254 7225 tulip@bigpond.com

Click HERE to download the form. When completed, email to tulip60@bigpond.com

Officer:	"Soldier, do you have change for $10?"
Soldier:	"Sure, mate."
Officer:	"That's no way to address an officer! Now let's try it again! Do you have change for $10?"
Soldier:	"No, SIR!"

DFRDB – not good news.

The Commonwealth Ombudsman, Mr Michael Manthorpe, recently released a report on the historic administration of the Defence Force Retirement and Death Benefits (DFRDB) scheme, the compulsory Australian Defence Force retirement scheme that began operating in 1973 and closed to new members in 1991. The Ombudsman's investigation followed an approach from the Minister for Veterans and Defence Personnel, the Hon Darren Chester MP, earlier this year, which in turn arose from complaints that scheme members had been misled about its operation.

At law, eligible ADF members were required to make a choice between a defined pension for life, or a lump sum upon retirement together with a

lower pension for life. The second option is often referred to as 'commuting' part of the pension in exchange for the lump sum. Most members did, and still do, choose to commute.
'Many members complained they were told that if they commuted, their pension would subsequently increase to the higher rate when they reached a defined life expectancy age,' Mr Manthorpe said. 'This was false and created an expectation of a more generous long term outcome than the law provided.'

The Ombudsman found that many members were in fact given misleading and incorrect advice about this issue by Defence. He recommended that the Chief of the Defence Force and the Secretary of the Department of Defence apologise to members for this historic maladministration, and they have done so. Their apology is published in the report.

The Ombudsman considered whether the incorrect advice created a situation of 'financial detriment'. Informed by the work of independent actuaries, he found that this appears unlikely to have occurred. This is because, even though the incorrect advice may have led some members to opt for the commuting option rather than the full pension, the actuarial analysis suggests that for most, if not all, members the commutation option was more beneficial in the long run than the other available option.

Australian Government
Commutation Inquiry

'I also considered whether, in the light of the incorrect advice some form of compensation or reparation payment should be offered to those who commuted', Mr Manthorpe said. 'However, I have stopped short of making such a recommendation because it would be contrary to Parliament's original design of the scheme; and because it would place those who commuted at a further advantage over those who did not commute, which would be inequitable for the second group. I note that many members who did fully understand the scheme still chose to commute.'

While the actuarial analysis shows the commutation option was more beneficial for most members, the Ombudsman's report also noted the availability of the Compensation for Detriment caused by Defective Administration (CDDA) scheme should an individual member be able to demonstrate specific financial detriment.

The Ombudsman also looked at information provided by the Commonwealth Superannuation Corporation, both currently and historically. While he found the information published by CSC was at all times correct, he recommended updates to certain CSC documents to further clarify these issues, which the CSC has accepted.

'This investigation relates to matters that happened many years ago,' said Mr Manthorpe. 'But the lessons from that time are equally relevant today—getting communication right, so people can make informed choices, is a critical part of every aspect of government service delivery.'

The report is available on the Ombudsman's website at ombudsman.gov.au/dfrdb, along with the reports from the independent actuaries.

C

Q: How do you know if there is a fighter pilot at your party?
A: He'll tell you.

D

The Australian Operational Service Medal Special Operations.

On the 1st November, 2019, the Governor General authorised a new award to recognise special operations as declared by the Chief of the Defence Force.

The Medal joins the growing suite of Operational Service Medals which were introduced in 2012 to recognise the service of ADF Members on contemporary operations. Previously, service on Special Operations has been recognised by the Australian Service Medal.

The award is recognised by a new ribbon which is black with a centre thin red stripe. The black represents the non-conventional conduct of special operations, while the single red stripe represents danger, strength and the great sacrifices made by recipients in defence of Australia.

A Sergeant and an Air Commodore were sitting in the barber's. They were both just getting to the end of their shaves, when the barbers reached for some after-shave to slap on their faces. The Air Commodore shouted, "Hey, don't put that smelly stuff on me! My wife will think I've been in a brothel!" The Sergeant turned to his barber and said, "Go ahead and put it on me. My wife doesn't know what the inside of a brothel smells like."

Operation Wandering Souls.

Vietnam Veterans - We're seeking your help! Can you help the Operation Wandering Souls project?

The Operation Wandering Souls project aims to:

- Help Vietnam identify the burial sites of their soldiers killed in action by Australian, New Zealand and other forces during the Vietnam War.
- Return to Vietnamese families' items that were 'liberated' from bodies or captured on the battlefield by Australian and New Zealand soldiers.

Why?

There are many reasons including that the Vietnamese people helped us find our six MIAs. Now it's time to help them find theirs. They have an estimated 200,000 still MIA. Secondly, the Geneva Conventions (Convention 1, articles 16 and 17) say we should.

What we've done so far:

- We've given them the location of every Australian or New Zealand contact that resulted in one or more of their soldiers being KIA.
- We've found about 450 names of VC/PAVN soldiers in the 1ATF Intelligence Summaries that were KIA by 1ATF and given that information to the Vietnamese.
- We've already returned about 200 artefacts that were 'liberated', to family members.
- We've recently given Vietnam information about the locations of over 900,000 battles and firefights by US, ARVN, Republic of Korea and Thai forces, that resulted in one or more of their soldiers being KIA.

How you can help the project

If you 'liberated' an artefact from the battlefield, rummage through your old steel trunk or wherever the items are, find them and send them to the research team at the address below. Alternatively, you can scan them and send the scanned image by email to the research team. You can contact the Operation Wandering Souls research team on the email address below.

We're all going to drop off the twig sooner or later. When we do, our kids are going to throw out all our stuff from Vietnam and it will end up in landfill – unless we take action now to help a Vietnamese family.

What the Operation Wandering Souls team will do:

- We will receive any item you send and, with the aid of our contacts in Vietnam, we'll attempt to find a family member of the person who carried it.
- We'll take the item to Vietnam to return it to the family or, if we can't find a family member, to the the Vietnam People's Army unit that looks after recovery of war remains.

If we are able to locate Vietnamese family members, you might like to visit Vietnam with us (at your expense) and personally return the items to the family.

The Operation Wandering Souls research team:

Dr Bob Hall	Team leader and Vietnam veteran (8RAR)
Dr Andrew Ross	Database and operations analysis guru
Dr Amy Griffin	Geographic Information Systems expert
Derril de Heer	Field researcher and Vietnam veteran (8RAR, Psyops and 4RAR/NZ)
Mr Peter Kimberley	Information Technology expert

To contact the team:

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"Well," snarled the tough old Sqn Ldr to the bewildered airman, "I suppose after you get discharged from the Air force, you'll just be waiting for me to die so you can come and pee on my grave." "Not me, Sir!" the airman replied. "Once I get out of the Air Force, I'm never going to stand in a queue again!"

Slim Dusty.

I don't normally listen to country music, but I think THIS tune is worth listening to.

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