

# THE RAM



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

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[Merchandise](#) | [Print this page](#)

## Contents.

| Topic         | Link  |
|---------------|---|
| In Memory of: | <a href="#">Page 2</a>  |
| Advertising:  | <a href="#">Jaycar.</a><br><a href="#">Kedron Wavell Services Club.</a>   |
|               | <a href="#">33 Sqn Elephant walk.</a><br><a href="#">B-52 - will be re-engined?</a><br><a href="#">Boeing 747 Super Tanker.</a><br><a href="#">C-130A at Laverton.</a><br><a href="#">C-130A dangerous stall.</a><br><a href="#">Avro Lancaster.</a><br><a href="#">Caribou A4-173 rescue team.</a><br><a href="#">F-35 design flaws?</a><br><a href="#">Lockheed Hudson crash - Barrington Tops.</a> |



|                                     |  |  |
|-------------------------------------|--|--|
| <p><b>Aircraft:</b></p>             | <p>Orion at Williamtown, 2010.<br/> Sabre crews for Butterworth.<br/> Sabre memories - Neil Handsley.<br/> Spooky the DC-3 gunship.<br/> Vampire - first to visit Amberley.<br/> Werribee Liberator.</p>   |    |
| <p><b>Arthur Fry</b></p>            | <p>Page 12.</p>  |  |
| <p><b>Computer Information:</b></p> | <p>Check a website to see if it's malicious.<br/> Create a form in Word.<br/> Facebook warning?<br/> IT Literacy for Seniors.<br/> What are security certificates?<br/> What is a password manager?</p>  |   |
| <p><b>Courses:</b></p>              | <p>21 Radmechs Course.<br/> 38 Radtech Course - which is the right one?<br/> 58 Radmech Course.<br/> Rookies Course, 1965.<br/> WRAAF Course 110, Point Cook, 1961.</p>  |   |
| <p><b>DVA Issues:</b></p>           | <p>ADF Suicides researched.<br/> Apprentice Squadron investigation.<br/> Cooking for one or two.<br/> Deeming rate reductions.<br/> DFRDB Commutations problems resolved?<br/> Disaster support.<br/> DVA grants update.<br/> Health and Wellbeing update.<br/> Open Arms group programs.<br/> PBS Safety Net threshold lowered.<br/> Replacement of lost medals.<br/> Review of TPI Pension rates and HERE<br/> Veterans Benefits.</p>  |   |
| <p><b>Equipment:</b></p>            | <p>AN-ARP4<br/> AN/CPN-4 retirement.<br/> SCR-717 radar.</p>   |  |
|                                     | <p>2 Sqn Association AGM.<br/> 2 Sqn Canberras taking the long way home.<br/> ADF Afghanistan Inquiry - Peter Condon.<br/> ANZAC Day driveway service.<br/> Apprentices' new web-site.<br/> Are you really relevant?<br/> Bed roll.<br/> Cowes, Phillip Island.<br/> Cyclone Tracy.<br/> Dennis Craig and his fire truck.<br/> Catalytic converters explained.<br/> Coca-Cola story.<br/> Communist's road destroyed in Korea.<br/> Dam busters.<br/> Dew point - what is it?<br/> Economic Support payments.<br/> Girls and their planes.<br/> How to join the Defence Forces in Britain.</p> | <br><br> |

|                                |  |  |
|--------------------------------|--|--|
| <p><b>General:</b></p>         | <p>Indentured in Blue. Book by George Homer.<br/>                 Kerry Brocket's Rookie photos, 1975.<br/>                 Melbourne Tech College.<br/>                 National Vietnam Memorial at Tongala,<br/>                 National Vietnam Vets Museum - Phillip Island.<br/>                 Norfolk Island.<br/>                 Norton bomb-sight.<br/>                 Pension Rates WEF 20 March.<br/>                 Prince Skyline GT.<br/>                 RAAF pilots trained by the RAF during Vietnam.<br/>                 RAAF Vietnam Lunch Club.<br/>                 Radschool history.<br/>                 Review of TPI Pension rates.<br/>                 Robin "Gomer" Haynes in Thailand.<br/>                 Saving fuel by half filling the tank?<br/>                 Sizing your solar panel system.<br/>                 The Flags, Vung Tau.<br/>                 Veterans counted as Vets in the next national census.<br/>                 Vietnam Medal.<br/>                 Vung Tau, then and now.<br/>                 Wallaby Airlines to the rescue.</p> | <br> |
| <p><b>Climate Change:</b></p>  | <p>Chinese Scientists warn of imminent Global Cooling.<br/>                 Are the Climate Change warnings alarmist?<br/>                 Are Climate Change warnings fraudulent?<br/>                 NASA warns of Global Warming.</p>  |  |
| <p><b>Health:</b></p>          | <p>Butter V's Margarine.<br/>                 Compare Health Insurance Policies.<br/>                 Daily aspirin therapy.<br/>                 Lies the food industry tell us.<br/>                 Should you drink more water?<br/>                 Things to eat and avoid to lower your blood pressure.</p>   |   |
| <p><b>John Laming:</b></p>     | <p>No thanks, I'll go civil.</p>   |  |
| <p><b>Page 3 girl:</b></p>     | <p>Julanne Williams (nee Sweeney).</p>   |  |
| <p><b>People I meet:</b></p>   | <p>Page 8</p>  |  |
| <p><b>Reunions:</b></p>        | <p>11/1 Diploma Course.<br/>                 37 Radio Appies.<br/>                 71 Pilots Course 50th anniversary.<br/>                 All Appy reunion - Brisbane.<br/>                 All Appy reunion - Werribee.<br/>                 Friends of the Mirage, 2019.<br/>                 Telstech's reunion at Penrith 2019.</p>   |   |
| <p><b>Sick Parade:</b></p>     | <p>Page 17.</p>  |  |
| <p><b>Units and Bases:</b></p> | <p>3 AD Amberley.<br/>                 35 Sqn mortared at Vung Tau.<br/>                 114 MCRU Butterworth, 1962.<br/>                 Air Movements Section Williamtown 1981.<br/>                 Ballarat - WW2 era.<br/>                 CSAE Course Laverton 1981.<br/>                 Darwin Sergeant's Mess 1989.<br/>                 HMAS Cerberus.<br/>                 Quad Radar, Laverton, 1975.<br/>                 Point Cook Museum.</p>  |   |



|                            |   |
|----------------------------|---|
|                            | <a href="#">Tocumwal.</a><br><a href="#">Townsville, 1962.</a><br><a href="#">WRAAFs at East Sale. 1969.</a>  |
| <b>Video:</b>              | <a href="#">Boeing 737 Max - will it fly again?</a><br><a href="#">Climate Change warnings alarmist?</a><br><a href="#">Climate Change story a fraud?</a><br><a href="#">Frognall Diploma Cadets get together.</a><br><a href="#">I met this girl...</a><br><a href="#">Massage parlour.</a><br><a href="#">Tyabb Air Show.</a><br><a href="#">Vietnam War - a perspective.</a><br><a href="#">What happens when the Queen dies.</a><br><a href="#">Why not spin an aircraft wheels prior to landing?</a><br><a href="#">Working at home.</a> |
| <b>Where are they now:</b> | <a href="#">Page 17.</a>  |



## Corona Virus.

This CoronaVirus epidemic is causing the biggest upset to world events that a lot of us have ever experienced. Most of us thankfully escaped WW2 and the horrific events the world experienced back then. Those that lived through that period had to endure extreme hardship and shortages of goods and services, most lost friends or family at a horrific rate, everything was in short supply, everything was rationed and that went on for 250 weeks, but they put up with it and came out the other end and got on with it and prospered like never before.

We've been in lockdown now for about a week. Some things are in short supply, we're inconvenienced somewhat but we're getting by. A lot have lost jobs but this time our Government has the legs to help. We're lucky! Most are getting some form of income and no-one is destitute or starving and this problem has a sunset, very soon it will pass and things will return to normal, though you can bet there will be changes to the way some things are done, probably for the better. The financial cost to our country though will be enormous.

But - when compared to normal everyday things to which we're used and accustomed - are we over-reacting? Have a look at the [chart below](#).

## US Annual Figures

| Occurrence          | No affected  | Hospitalised    | Deaths  | % deaths |
|---------------------|--------------|-----------------|---------|----------|
| Cancer              | 1.800.000 +  |                 | 599,108 | 33.3%    |
| Car crashes         | 2.0M +       |                 | 32,000  | 1.6%     |
| Child birth         | 4.0M         |                 | 668     | 0.02%    |
| Diabetes            | 34.2 M+      |                 | 83,564  | 0.2%     |
| Gun murders         |              |                 | 14,542  |          |
| Heart attack        | 1.5M +       |                 | 647,457 | 33.3%    |
| Influenza/pneumonia | 2.9M to 3.5M | 69,000 - 84,000 | 55,672  | 1.8%     |
| Suicides            | 1.4M +       |                 | 47,173  | 3.4%     |
| Coronavirus         | 302,919      | (As at 4/4/20)  | 8,243   | 2.7%     |

Admittedly these are [US figures](#), and the Corona numbers are early days, but they are probably a good indication of what's happening world wide. The death rate of 2.7% is quite a bit more than those that catch the flu, (to which some are comparing Corona) but cancer and heart attacks are still by far the deadliest diseases in our communities.

We're not suggesting anything by presenting these figures, but some will surely say it was just a huge over-reaction to the problem. That's not what all our top medicos think and they are the ones with the know how and whose advise we should be following, not what's dished up to us on social media. We can only hope that it goes away as quickly as it appeared.



**Opinion:**

This corona virus will cause more bankruptcies than deaths.

**Fund raiser.**

On the 7th March, we had a fund-raiser sausage sizzle at the Stafford (north of Brisbane) Bunnings store and what an experience that was. Bunnings have to be commended for this, they provide the marquees, the barbecue, gas, cooling fans, rubbish bins, the site, blackboard and even the chalk to write your message on the board, all at no cost. Their only requirement is participants must be a non-profit charitable organisation - which we are.



To obtain a day to roll some snags, you submit your details to Bunnings, including a copy of a public liability insurance policy to cover \$10 million, your application along with all the others is then placed in the hat, names are drawn and you get a day. We were lucky to get a Saturday first up and lucky enough to get a Sunday on the 7th June for our second go.

As well as providing all the items above, Bunnings also give you a small booklet outlining a few dos and don'ts, hours you must operate and suggestions as to what you might sell. We found these suggestions to be very close to spot on.

At the end of the day we made a profit just short of \$1,900 - very pleasing.

We have only 1 complaint, the response to our request for volunteers seems to have fallen on deaf ears, we had only 3 respondents, thanks to them, one of whom was an "old" sumpie. Warrick Reading, who saw 70 quite a few years back, turned up at 6.30am sharp, donned the red apron, picked up the tongs and rolled snags like a champion for hours on end - without a break. We had to call on family and a few mates to see the day out, not satisfactory when profits go to the Radschool Association.

We've booked Warrick for June and hopefully by then the Corona Virus will have left us in peace. .

Below are the troops who started the day, run your mouse over the pic to see what it looked like at 6.30am.



Brad Carlisle, Trev Bennenworth, Warrick Reading, Stan Seymour.

We know Bunnings have put the sausage sizzles on hold for the time being, but there's a hope we could be right by June, so, if you can spare a few hours on Sunday the 7th June, please fill in the form below and come along and give us a hand - we would really appreciate it. Bunnings have extended the hours, we now have to trade until 4.00pm

If it doesn't go ahead in June, it will later on - so please consider and give us a hand. We'll keep you informed on what's happening.

We live in hope!!

 First name:

|  |   |
|--|---|
| Surname:   | <input type="text"/>                        |
| Phone number:  | <input type="text"/>                        |
| Email address:   | <input type="text"/>                        |
| Hours available:   | Select one <input type="button" value="v"/> |
| Comments   | <input type="text"/>                        |
| <input type="button" value="Submit"/> <input type="button" value="Reset"/> |   |



## 100th Anniversary of the RAAF celebration.

We had to cancel our plans for the big get together in Melbourne next year but that doesn't mean we're cancelling all together. We've decided to hold our celebration next year in the ACT and to hold it over the ANZAC Day period and if you went through Radschool, whether Ballarat or Laverton, no matter what course, male or female, this event is for you. It also includes your husband, wife, boy friend, girl friend etc, who can join in with us in all events except the ANZAC Day March itself. We're all getting on a bit and this could be our last hurrah - let's make it a good one.

ANZAC Day in 2021 falls on a Sunday and we're planning to hold several events prior to that culminating in joining in the ceremonies planned around the War Memorial on ANZAC Day, including the Dawn Service, breakfast and the March itself.

We're suggesting you spend 5 nights in Canberra, commencing Wednesday night the 21st April, and leaving the ACT on Monday the 26th.

Here's what's planned.

### Wednesday 21st April.

An informal get together at the [Ainslie Football Club](#) that night. We hope to have a handout for everyone, setting out what's planned, etc.

### Thursday 22 April

We've arranged with the Army for a conducted tour of [Duntroon](#). This is a marvellous base, full of tradition and wonderful old buildings and is definitely worth a visit. This will start at 10.00am and should finish about 12.00midday. After Duntroon, we're planning we get together for lunch, unfortunately, the Corona problem has meant we haven't been able to get to Canberra to organise this, but once things return to normal we will and we'll let everyone know.

### Friday 23 April.

We've arranged a conducted tour of the AWM after which we can all lunch at [Poppy's Cafe](#) at the AWM. After lunch we'll try for a conducted tour of Parliament House - but we can't confirm that until we can get to Canberra.

### Saturday 24 April.

We've also been in touch with the ACT branch of the Air Force Association and have got approval to dedicate a plaque, remembering Radschool, in the RAAF Grove which is on the Federal Highway just inside the ACT boundary - see [HERE](#). We've submitted a claim to DVA for funds to cover costs so there will be no cost to members. As there's limited parking on the highway, we'll arrange a car pool system which will operate from the Ainslie Football Club car park to get everyone out there. Refreshments will be served after the dedication after which we plan returning to the Club for lunch. The rest of the afternoon is free until about 4.00pm when we can meet up again at the AWM for the "[Changing of the Guard](#)" at the tomb of the Unknown Australian Soldier, followed by the Last Post ceremony where we will lay a wreath. If the WRAAF ladies wish to join us, we will lay two. After that the day is yours as it will be an early start tomorrow.

### Sunday 25 April

Being ANZAC Day we propose attending the Dawn Service followed by the ANZAC Day March. The Dawn Service starts at 5.30am, but they suggest you get there at least 30 minutes prior to that - so no sleep-in that morning. After the Service, breakfast is served in ANZAC Hall at the War memorial, click [HERE](#). The Dawn Service and the following breakfast are wonderful and very moving events.



We've been in touch with the ACT Sub-branch of the RSL and have approval for us to march under the Radschool Banner. The March starts at 10.30am and will finish overall at the War Memorial at 12.30pm - that doesn't mean you're marching for 2 hours. The route for the March is along Anzac Parade, see [HERE](#), if you are not able to march, but would still like to attend, we can possibly arrange to have you carried in a vehicle, let us know in the form below. Sorry, but we can only arrange a vehicle for those with active service.

We'll have more info on when and where to form up etc later.

The Dawn Service and the ANZAC Day March are two huge events and should be on everyone's bucket list.

Click the video below to see what it's all about.

After the March, in the tradition of ANZAC Days everywhere, we can all get together at a club for a "debrief". We're talking with the RSL for a suitable venue, more on that later too.

We're talking with sponsors for funds to meet a lot of the costs and hope to be able provide most events FOC to members, more on that later too. Hopefully, your only expense will be getting to the ACT and accommodation - so start putting a few pennies away.

So we can get an idea of numbers, we know it's still a fair way off, but if you think you can make it, please fill in the form below:



|  |                      |
|--|----------------------|
| First Name:  | <input type="text"/> |
| Surname:   | <input type="text"/> |
| Phone:   | <input type="text"/> |
| Email address:   | <input type="text"/> |
| Will you be partnered?   | Select One ▼         |
| Will you need a vehicle for the March?                                     | Select one ▼         |
| Comments:  | <input type="text"/> |
| <input type="button" value="Submit"/> <input type="button" value="Reset"/> |                      |

## 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.



## 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:  | <input type="text"/>                        |
| Surname:   | <input type="text"/>                        |
| Phone:   | <input type="text"/>                        |
| Email address:   | <input type="text"/>                        |
| Membership type:   | Select one <input type="button" value="v"/> |
| Your State:  | Select one <input type="button" value="v"/> |
| Sum transferred:   | <input type="text"/>                        |
| Comments:  | <input type="text"/>                        |
| <input type="button" value="Submit"/> <input type="button" value="Reset"/> |   |

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 or know of a firm that would be kind and generous enough to sponsor the Radschool Association, please get in touch.

## 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, not a lot escapes him I can tell you!

Thanks Ken.

Does anyone  
know how long  
toilet paper will  
last if you freeze  
it?

You can download the full magazine in PDF format [HERE](#).  
It is a very large file, contains pages and will take a while to download.  
The margins have been set so you can print on both sides of the page.

00001

[Main Menu](#)   [Forward](#)

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## IN MEMORY OF



### Correction

Last issue we announced the passing of David Marr who lived in the Toowoomba region. Unfortunately, we included a photo of David Marr who lives on the Sunshine Coast and who thankfully is still with us and terrorising one and all on his Harley.

My apologies David.



## Maureen Thomson

Phil Witts advises that Maureen, the wife of our late mate, John Thomson, passed away on the 15<sup>th</sup> December, sorry, no further details.



## Mick Curry.

John Stewart from the Djinnang Association advises that Mick Curry, who was a member of the 3TU Assoc for a number of years, passed away on the 15<sup>th</sup> January, 2020. His funeral was held at the Karrakatta Cemetery (Perth WA) on the 5<sup>th</sup> February. Unfortunately we have no further details.

## Dave Grant.

Dave was born in March 1961 and unfortunately he left us on the 5<sup>th</sup> January, 2020 – he was only 58, far too young. He was a TELSRIG for many years until amalgamation with the CETECHS in 1995, he then became a CETECH. He had been suffering cancer for some time but eventually, as it usually does, it won the fight. Dave's funeral service was held on the 11<sup>th</sup> January at the Ipswich Crematorium.



As per his wishes, Dave was later farewelled by his mates on the 1<sup>st</sup> March at a ceremony at Lee Point, a northern suburb of Darwin, where his ashes were scattered with his beloved dogs Kouta and Plugga.

Click the pic above to see video of the event, sent in by Dawn Abram.

## Rick Lovett.

Kris Kowalczyk advises the passing of Rick Lovett on the 4<sup>th</sup> June 2019, in Geelong Vic. Rick had been suffering from aggressive Leukemia. His funeral was held on the 12<sup>th</sup> June at Newcomb near Geelong. Rick was on [20 Radio Appy](#) in August 1968.



## Alan Parise.

We have been informed of the passing of Alan Parise in Adelaide after a long and courageous battle with multiple forms of cancer. Alan died on the 18 January, 2020.

Alan joined the Air Force in the Safety Equipment mustering in 1975, Recruit Course 1280. After completing initial training at Richmond he had postings to Edinburgh, Butterworth (3SQN), Darwin (75SQN), and Point Cook (1FTS).



On leaving the Air Force in 1992, he continued his passion for aviation and flying and went on to be a commercial airline pilot. He flew over 12,000 hours on a variety of turbo prop and multi engine jet aircraft types including BAe146, Embraer 110 and DC9.

He also restored and flew recreational aircraft including Tiger Moth, Auster, Chipmunk and more recently he was flying a vintage De Havilland Rapide; the only flying example in Australia.

As per Alan's wishes he was privately cremated.

## Bob Gudge.

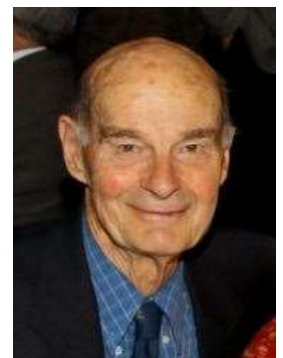
Ernie Gimm advises that Bob Gudge passed away at 5pm on Wednesday 12th February. Bob was on 88 Telegs back in 1968 and also on 3-81 AOCS. Bob's funeral: was held on Thursday 20th of February at Morley's Funerals in Townsville.



## Rob Fretwell.

Col Ely advises the sad news that Rob passed away peacefully on Thursday the 5th March. Rob's funeral was held on Friday the 13th March in Camberwell, Vic.

The family is planning for a funeral service in Camberwell, Vic, late next week.



## Julian De Ross.

Allan George advises the passing of Julian De Ross.





Julian enlisted on the 11th January 1965 and joined as part of Number [19 Radio Apprentice](#) Course. After graduation he served with 37 Sqn at Richmond and ARDU at Laverton. Cpl De Ross was discharged in 1973 to undertake Bible Studies after which he spent 10 years missionary work in Brunei where he met his wife Alau. On his return to Australia he started his own electronics business and had an interest in political activism.



Julian as an Apprentice - with a valve stereo amp he'd built.

Sadly "Big Julie" passed away from cancer in December 2019. His funeral was held in Warragul, Vic, on the 20th December, 2019



## Page 3 Girl.

### Julanne Williams (Nee Sweeney)

My career began in the then WRAAF on the 4th October 1965. 3 other girls and I were flown to Adelaide from Townsville to do Rookies at Edinburgh. I was on [153 WRAAF course](#) and it was funny times living with girls who had never washed a thing, never polished a floor and thought spitting on your shoes while eating chocolate and wondered why they were so dull. I thanked my mum for the things she had taught me which made Rookies easier.

My first posting from Rookies was Richmond. We had C130-A's and Neptunes. I flew to Townsville a lot of times on the Hercules as I used to babysit the Captain's children.

After 17 months at Richmond, I was posted to Townsville, a family posting. I had 3 trips on the 10SQN Neptunes to Amberley. What a great posting that was. Next after 2 years in Townsville I was posted to East Sale via Sup Com where I had to get new uniforms (the latest) as mine were all burnt as the family home burnt down.



I got my Corporal's promotion just before I left Sale. I was at Sale from '69 to '71 with my swag over my shoulder I set off for Fairbairn, my next posting. While at Sale I had 3 trips to Townsville in the HS748 Navigation Trainers. At Fairbairn I had a wonderful time and had a few flights in BAC1-11's and 5SQN Choppers. In mid-1971, I was posted to Wagga. In October 1973 I was promoted to Sergeant. I loved Wagga and its surrounds. There were so many places to go and see. Fruit picking, especially cherries at Tumbarumba. Us girls would climb the trees and stuff our faces with cherries and only pay for the Kilo in the bucket. We had free range for WRAAF. The camaraderie at Wagga was wonderful and being staff, there was always games and gags in the mess and playing jokes on people. It was a very close-knit base. Laugh a minute.

In 1977 I was sent to Amberley. Very noisy base but I loved the noise of the aircraft as all my postings bar one were flying units and I could pick the aircraft just from the noise of the engines, even in the sky. The F1 11 was a favourite with the Phantom coming second. I joined the WRAAF as a Dental Nurse and after Corporal I became a Senior Dental Supervisor and spent nine years a Sergeant. Being a small mustering, I would have got my crown in November 1982.



In December 1980 I was posted to Williamstown. It was here that I met my now husband. Firstly, Ian Williams was a Sergeant ENG fitter, we got engaged and were to marry in December '81, but low and behold Ian was posted to 478SQN Butterworth. So, Ian and I had to decide what to do as that was the only overseas posting he would get. He applied to see if I could go but they said no and would cancel Ian's posting to keep us both in. Right, I'd heard that before from some of my troops, we decided he would stay in the RAAF and I would take discharge.

We got married 24th October '81, a week before we left Australia in a RAAF 707. I had done 14 years and 5 days. We loved Malaysia and our son Cameron was born at Penang Medical Centre in February 1983. After 2 years we were posted to Sup Com and our daughter Marnie was born in October 1985 in Melbourne. Ian got his crown in Melbourne and back to Amberley where we bought our home. He was a WOFF when he got out. Our children are grown up now and Cameron has a boy and a girl. Marnie has a son and our new granddaughter arrives in May this year.

P.S. While at Sale our WRAAF accommodation was well below par but from this horrible situation something wonderful came from it all of us girls became very close and for the last 30 years all us girls and their husbands have a Sale reunion. With husbands and wives there are about 80 of us. The last one was in Tanunda last year.

Life is like a box of chocolates.

We are all being issued with Veteran Lapel Pin

## 114 MCRU Butterworth, 1962.

This pic was sent to us by Peter Andresen

(Pete is a bit hazy on the names after all this time, if you can help, please do.)







**Back Row L-R:** Peter Andresen, Don't know, Ross McCallum, Laurie Culvenor, Don't know, Derek Hobler, "Doc" White, Don't know.

**Middle Row L-R:** Don't know, Frank O'Brien, Peter Quirk, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, .

**Seated L-R:** Ron Usher, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, .

## Kerry Brocket's Rooky photos (1975).











### 3AD at Amberley.







On the 16th March, 1942, No 3 Aircraft Depot was formed at Amberley. The Depot's function was to erect and despatch aircraft and, by the end of April 1942, No 3 Aircraft Depot had erected 123 P-39 Airacobra Aircraft (right). 12 B-26 Glen Martin Marauder medium bomber aircraft had been erected by 1 May 1942.



In addition, a salvage section was formed to salvage aircraft from surrounding squadrons and aerodromes. The salvaged repairable items were then sent to No 5 Aircraft Depot at Wagga. The Depot also carried out major inspections of Wirraway and Hudson aircraft for operational squadrons and the manufacture of mountings and fittings for forward guns for Wirraways.

Post-War, the Depot maintained Lincoln, Mosquito and Mustang aircraft and by the 1970s F-111Cs together with Iroquois and Chinook helicopters and Canberra bombers.

By the 1980s the Depot was maintaining F-111C and Iroquois aircraft. At this time No 3 Aircraft Depot comprised a maintenance management squadron, consisting of an aircraft equipment maintenance flight (aircraft accessories, electrical and instrument sections), aircraft maintenance flight (armament section and deseal/reseal section) and engine maintenance flight.

On 16 March 1992, No 3 AD merged with No 482 Squadron to form No 501 Wing, which became the largest unit in the RAAF comprising over 1,200 personnel. The Depot completed its disbandment on 30 June that year; No 501 Wing continued to provide deep maintenance and logistics support for the F-111s at Amberley until 2001, when Boeing Australia was awarded the maintenance contract.

## Communist road convoy destroyed in Korea.

On the 16 Mar 1953, a dawn patrol by two Meteor aircraft of No 77 Squadron triggered one of the largest and most spectacular actions involving Australian airmen in the Korean War.

A long line of about 140 vehicles was discovered moving slowly, almost bumper-to-bumper, on a road through hills leading onto the plains south of Wonsan, on the east coast. The patrol leader and his wingman attacked the trucks at the front and rear of the





convoy, causing them to explode and block the road, before radioing another section of Meteors operating nearby to provide assistance.

As the target was so large, more Meteors were summoned from Kimpo (Seoul). American aircraft also joined in the attack and by midday an estimated 90 trucks had been destroyed. The vehicles' occupants mounted a heavy volume of fire against the attacking aircraft, damaging several of the Meteors but without bringing any down.



## RAAF Caribou unit mortared at Vung Tau

On the night of 12<sup>th</sup> March, 1966, about 60 mortar rounds were fired on the US airfield at Vung Tau, South Vietnam, from the direction of mud islands situated in the river estuary to the north-east. Two rounds impacted in the standing area used by the RAAF Transport Flight Vietnam (RTFV), while another two landed close by.



The Flight's hangar had a hole torn in its roof from one explosion and two of the unit's Caribous inside the building were peppered by shrapnel fragments, one being holed in 18 places, the other in three.





Despite having a third of its aircraft temporarily out of commission, the Flight carried on with its operational schedule without disruption. After the airstrip and hangars were cleared of debris in the early hours following the attack, a RAAF Caribou took off at first light.

See [HERE](#) for more information.

## Cyclone Tracy – Darwin.

The Pic below was taken just after cyclone Tracy had ripped through the city in 1974, leaving a huge clean up job for all those who remained in the area and not evacuated south.



Run your mouse over the pic to see what it looks like today.

During the early hours of Christmas Day 1974, Cyclone Tracy devastated Darwin with winds in excess of 160 knots, killing 49 people ashore and a further 16 at sea. During the following month, the Royal Australian Navy (RAN) would embark upon its largest peacetime disaster relief operation, involving 13 ships, 11 aircraft and some 3,000 personnel. Tracy left more than 25,000 out of the 48,000 inhabitants of the city homeless. With essential services severed, the possibility of the spread of disease, and shortages of food and shelter, it was quickly decided that a sizeable part of the population would have to be evacuated and a priority system was established based on the principle 'women and children first'. This resulted in the evacuation of over 30,000 people of whom many never returned. While approximately 10,000 people left by road, others were evacuated by aircraft. The airlift began on Boxing





Day, and over the next six days more than 25,000 people were evacuated, an amazing feat.

The 351 naval personnel then based in Darwin possessed only a limited capability to render immediate assistance to the stricken city and its community. Of the four Darwin based Attack Class patrol boats, HMAS Arrow had sunk under Stokes Hill Wharf with the loss of two lives, HMAS Attack was driven ashore at Doctor's Gully by the sheer force of the cyclonic winds and HMAS Advance and HMAS Assail were damaged. Darwin Naval Headquarters was destroyed, as was 80 per cent of the patrol boat base and 90 per cent of the naval married quarters. The oil fuel installation and the naval communications station HMAS Coonawarra were extensively damaged. Initial relief was limited to search and rescue operations on the harbour foreshore and in waters out to Melville Island. Communications facilities in Darwin, both military and civil, were crippled, and initial communications were dependent upon Army mobile terminals and the communications systems in Advance, Assail and the motor vessel Nyanda.



As the gravity of the disaster became apparent, a naval task force, under the command of the Flag Officer Commanding the Australian Fleet (FOCAF), Rear Admiral DC Wells, CBE, RAN, was assembled to render aid to Darwin. A general recall was issued to all personnel. Approximately 50 per cent of all Sydney based ships' companies were on annual leave, with many interstate. Of the 2,700 personnel on leave, 2200 were able to return to their ships prior to sailing and others subsequently managed to join their ships in Townsville. Volunteers from other Sydney-based ships and establishments filled the positions of those who could not return to their ships in time. All manner of stores were embarked on the deploying ships, ranging from combat bridges, vehicles and building materials down to disposable cutlery.

The response of Operation NAVY HELP DARWIN was swift. The first RAN asset to arrive in the disaster stricken city, on 26 December, was a HS748 aircraft from 851 Squadron, carrying blood





transfusion equipment and a team of Red Cross workers. A second HS748 aircraft carrying members of Clearance Diving Team One (CDT1) arrived shortly thereafter. On 26 December HMAS Balikpapan and HMAS Betano sailed from Brisbane, HMAS Flinders sailed from Cairns, as did HMAS Melbourne, with the Flag Officer (FOCAF), HMAS Brisbane and HMAS Stuart sailed from Sydney. Four S2E Tracker aircraft from 816 and 851 Squadrons prepared to fly to Darwin, but were placed on standby and eventually stood down. The following day, HMAS Hobart, HMAS Stalwart, HMAS Supply and HMAS Vendetta sailed from Sydney and HMAS Brunei and HMAS Tarakan sailed from Brisbane. Nine Wessex helicopters from 817 and 725 Squadrons were embarked in Melbourne and Stalwart. HMAS Wewak subsequently sailed from Brisbane on 2 January 1975. The submarine HMS Odin had been nominated to proceed to Darwin to act as a power station, before the authorities determined that appropriate power conversion facilities did not exist in Darwin.



The Director General of the National Disasters Organisation, Major General AB Stretton, DSO, arrived in Darwin on 26 December with his staff officers to establish an Emergency Services Organisation Committee. Captain EE Johnston, OBE, RAN, Naval Officer Commanding the North Australia Area (NOCNA), was appointed to the committee as Port Controller, with responsibility for controlling the port and its approaches, and for drafting an Emergency Plan in the event of a further cyclone.

As preparations were made for the arrival of the naval task group, Captain Johnston relocated the naval headquarters to his residence, Admiralty House. Following an exchange of signal traffic it was agreed that the RAN relief force would be allocated responsibility for clearing and restoring 4740 houses in the northern suburbs of Nightcliff, Rapid Creek and Casuarina. HS748 aircraft continued to ferry personnel and stores to Darwin and evacuees south. Evacuees were accommodated in HMAS Kuttabul, HMAS Penguin and HMAS Watson in Sydney; and HMAS Moreton in Brisbane. CDT1 was surveying damage to the patrol boats and civilian craft, searching for missing vessels, clearing Stokes and Fort Hill Wharves, and assessing how to extract the wreck of Arrow.

The first ships, Flinders and Brisbane, arrived in Darwin on 31 December. Flinders surveyed the approaches to Darwin to ensure the safe passage and anchorage of the Task Group, while Brisbane landed working parties and established communications. Melbourne and Stuart arrived on 1 January; Stalwart on 2 January; Hobart, Supply and Vendetta on 3 January; and Balikpapan and Betano on 4 January. Brunei, Tarakan and Wewak arrived the following week on 13 January. The ships had brought with them some 3000 naval personnel.

The arrival of Melbourne precipitated the establishment of a Shore Command Headquarters at Admiralty House to coordinate the working parties, which were tasked by the Emergency Services Organisation. Working parties were typically composed of 10 or 15 officers and sailors, depending upon the nature of the task.

The arrival of Melbourne precipitated the establishment of a Shore Command Headquarters at Admiralty House to coordinate the working parties, which were tasked by the Emergency Services Organisation. Working parties were typically composed of 10 or 15 officers and sailors, depending upon the nature of the task.



With the arrival of the Task Group, the primary focus for CDT1 turned to the extraction of Arrow from Stokes Hill Wharf, a task achieved on 13 January after much work. Unfortunately Arrow was damaged beyond repair and was subsequently decommissioned and scrapped.

The raw statistics amply illustrate the magnitude of the relief work undertaken by the RAN. Between 1 and 30 January naval personnel spent 17,979 man days ashore, with up to 1,200 ashore at the peak of the operation. Working parties cleared some 1593 blocks and cleaned up schools, government and commercial buildings and recreational facilities. They installed generators, rewired houses, repaired electrical and air conditioning systems, reroofed or weatherproofed buildings, and maintained and repaired vehicles. Some parties worked to save rare plants in the Botanic Gardens. Hygiene parties disposed of spoiled foodstuffs from houses, supermarkets and warehouses. Female personnel from Coonawarra supported civil relief organisations and manned communication centres. One enterprising sailor from Hobart filled in as a relief disc jockey for the local commercial radio station. The Wessex helicopters transported 7832 passengers, 110,912kg of freight and made 2,505 landings. The HS748 aircraft completed 14 return flights to Darwin and carried 485 passengers and 22,680kg of freight.



Like its arrival, the departure of the Task Group was staggered. Balikpapan and Flinders departed early, on 7 and 9 January respectively; Stuart, towing Attack to Cairns, sailed in company with Brunei, Tarakan and Wewak on 17 January; Hobart, Melbourne left on 18 January; Betano on 23 January; and Supply and Vendetta on 24 January. The Navy HQ was closed down on 30 January and responsibility for the continuation of disaster relief was transferred to the Commandant of the Army's 7th Military District. The following day the last ships, Brisbane and Stalwart, sailed from Darwin.

The departure of the Task Group did not, however, signify the end of the RAN's support to the rehabilitation of Darwin. In May and June 1975 the minehunters HMA Ships Curlew, Ibis and Snipe surveyed the approaches to Darwin and the harbour itself, locating trawlers sunk during Cyclone Tracy, and other navigational hazards.





Orion at Williamtown 2010

Remember this?





36 Sqn C-130A at Laverton, 1975.

Dennis Craig with an elderly fire truck, which he insists was named after him.





## WRAAFs at Sale – about 1969.



**Back Row L-R:** Pam Cansick, Frankie Sloan, Don't know, Sally Cook, Helena S, Don't know, Madonna Busby, Joan Rix, Charmaine ?, Kay Collins

**Middle Row L-R:** Chris Price, Jutta Gaiduks, Don't know, Di Hart, Don't know, Don't know, Gladys Zeagers, Don't know, Carol Ross, Lyn Mitchell

**Front Row. L-R:** Don't know, Carol Ziscie, Helen Irwin, Dawn Dennis, Don't know, Don't know, Don't know, Diane Blatnick, Maureen McIntyre, Bev Styles, Don't know, Don't know. Janice Bruntin.

## Tex's 21<sup>st</sup> (Love the hair??)



**Back Row L-R:** Bev, Maureen, Joan, Janice "Woody" Brunton, Carol, Lyn.

**Front Row :-R:** Helen, Yvonne, Katie, Heather, Tex, Birdie, Jutta, Kathy.





**Back Row: L- R:** Marcia Alcock, Daphne Smith, Harry Allie, Helen Heinritz, Lyn Laurie.  
**Front Row L-R:** : Helen Irwin, Maureen McIntyre, Rosemary Meredith, Marj Jones.

**STILL HAVEN'T  
DECIDED WHERE  
TO GO FOR EASTER  
THE LIVING ROOM  
OR THE BEDROOM**





## CSAE (Communications Systems Advanced Electronics) Held at Laverton, 1981.



## Air Movements Williamtown, April. 1981.



**L-R:** Mal Stanborough, Dick Farrell, Wayne Silverman, Steve Bailey, Allan Bickle, Peter Puck, Frank McDowell, Trevor Blessing, Bill Ellis, Donner Baumer, Nigel Smit, Dennis Coulter, Steve Edgar.



WRAAF Course 110, Point Cook 1961



Doreen Brown and  
Audrey McDonald, Point  
Cook, 1961





## Important things.

Back in Vol 67, we had a pic of a [bunch of pretty girls](#) “admiring” an F-111. The Mirage boys got in touch, they reckoned their aircraft was more popular with the ladies than was the F-111 and they sent us the pic below to prove it – and who are we to argue with them.



But then someone else says the way to make an aircraft go faster is to clean it and they reckon they too have photographic evidence to prove it.

We won't argue with that either.





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# Computers and stuff.

Sam Houliston.

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Welcome again to [Jaycar](#) as the sponsor of Sam's "Computers and Stuff" page. As they are prepared to support us, please show your appreciation and support them. There's always a store near you, click [HERE](#) to find the closest.

## Contents.

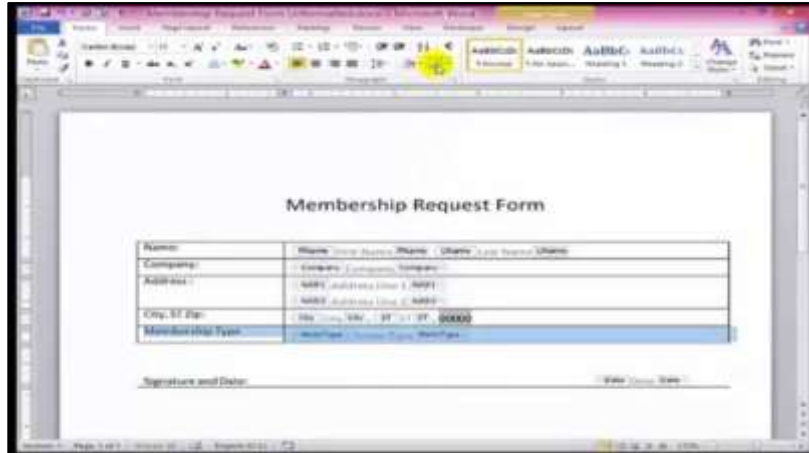


## Create a Form in Word.



Creating a fillable Form in Word is easy, here's how.

You need to create an electronic form that's easy for people to fill out but that can't be modified by anyone but yourself. No problem. Microsoft Word can handle that challenge. You can create a form complete with the necessary fields, graphics and other content. You could create it from scratch but you'll find it easier to start with a built-in template for a form. From there, you customize if necessary.



You can control or limit the type of content people can add to a specific field and you can protect your form so people can't alter it beyond filling in the fields.

Why would you want to?

- You may work at a company where you need to generate electronic forms for job applications, employee surveys, confidentiality agreements, or expense reimbursements.
- Maybe you work for a school that uses permission forms, student evaluations, emergency contact information, or back-to-school checklists.
- Perhaps you work for a doctor or hospital and need forms for patient registration, medical surveys, or patient progress.
- Or maybe you want to create and send forms to people for meeting or party planning, charity or volunteer functions, or club membership.

This help topic relates to Word 2016, but you can create a form using the same steps in any of the prior few versions of Word.

This information can help if you're trying to create a form based on a template.

Open Word. You can access templates one of two ways depending on your Word configuration. If Word is set to display the Start screen upon launch, the page of template thumbnail images appears. If Word is set to bypass the Start screen, click on the File menu and select New to view the list of templates. By default, Word shows you thumbnails for featured templates. You can click on a specific category at the top, such as Business, Industry, Personal, or Education, to focus the list, but your best bet may be to search for a template. Start by typing the word forms in the search field at the top and pressing Enter. You can now browse through the list of thumbnails to look for the right form.

Let's say you need a Volunteer Form, you'll find one there, just click it and then click Create



Scroll down the page to review the template. Notice that it already includes the necessary fields, some of which you fill out or replace and some of which people who receive the form fill out.

Many forms contain some type of graphic, such as a company logo. In the Volunteer Form it is just to the left of the words in the heading. Click on the image and then click on the Graphics Format menu to access the Picture Tools Ribbon. Click on the button to Change Picture (far left) and now you can upload the appropriate image. You can then use the tools on the Picture Tools Ribbon to tweak and fine-tune the image.

Click on the first piece of text that you need to change, such as Volunteer Form. You might want to change it to Radschool Volunteer Form, if so, highlight it then just type the replacement text, the current text will disappear. If you want to change the font or colour of the text, just select the Home menu, highlight the text and make your changes.

You can change any text on the form that you wish, just highlight the text you wish to change and type in the replacement. You can add rows or columns, just click where you want to add either a row or column, right click then select Insert and click what it is you wish to add. You can leave other lines or paragraphs of plain text as they're written or rewrite them. You can delete any text or other content that you don't want in the form.

You could find that some forms have two fields on the one line, you'll find it much easier to protect your form if you only have one field per line. If there are two in the template, add another row and move the second one down a row. See below:

The form at right is the form as it is when you load it from the Template library, run your mouse over it to see how to change it so there is only 1 field per line.

You can also add text or other content to the form. The way you do this depends on the form and the type of content you add. In some cases, you can simply add a sentence or paragraph to a form. Many forms are designed using tables, so you might add an extra row or column to make space for a new piece of text.

The screenshot shows a 'Volunteer-Form' template with the following fields:

- First-Name
- Last-Name
- Address
- City/State/Zip
- Home-Phone
- Cell-Phone
- Email

Below these fields is a section titled 'I am interested in volunteering for the following types of activities:' with a list of checkboxes:

- Field-trip-driver
- Classroom-helper
- Office-helper
- Library-helper
- Event-organizer
- Chairperson
- Communications
- Other
- Other
- Other
- Other
- Other
- Other
- Other
- Other

At the bottom of the form, there is a footer area with a 'Contoso' logo and a note: 'Double-click in Footer to put School Name here and update logo!'.

Notice that some of the text and other items display a grey background when you click on them. Those are known as content controls, which are designed for the people who receive your form to fill in specific fields. Content controls can be straight text boxes, but also check boxes, date pickers, and drop-down lists.





After you've set up your form, you now need to protect it. You want people to be able to fill out the form in the appropriate fields but not change any of the controls or content you set up. The quickest way to do this is as follows:

- Click on the Developer menu and click on the icon to Restrict Editing.
- At the Restrict Editing pane on the right, check option 2 for Editing restrictions and then select *No changes (Read only)*
- Select the fields and areas of the form where people can change or fill in information. You can use Ctrl or Shift to select multiple areas in one shot. Also, you may find it helpful to click on the Paragraph symbol icon on the Ribbon to see the hidden formatting symbols. Click the box against *Everyone*. Click on the button to *Yes, Start Enforcing Protection*, type and then retype a password.

Now, people who receive the form should be able to modify the fields you selected but not any other parts of the form.

If you want to make any changes to the form, click *Stop Protection* (at the bottom of the window at right) then type in the password. This unprotects the form and you can make any changes.

Q. What is the biggest lie in the entire universe?

A. I have read and agree to the Terms and Conditions".

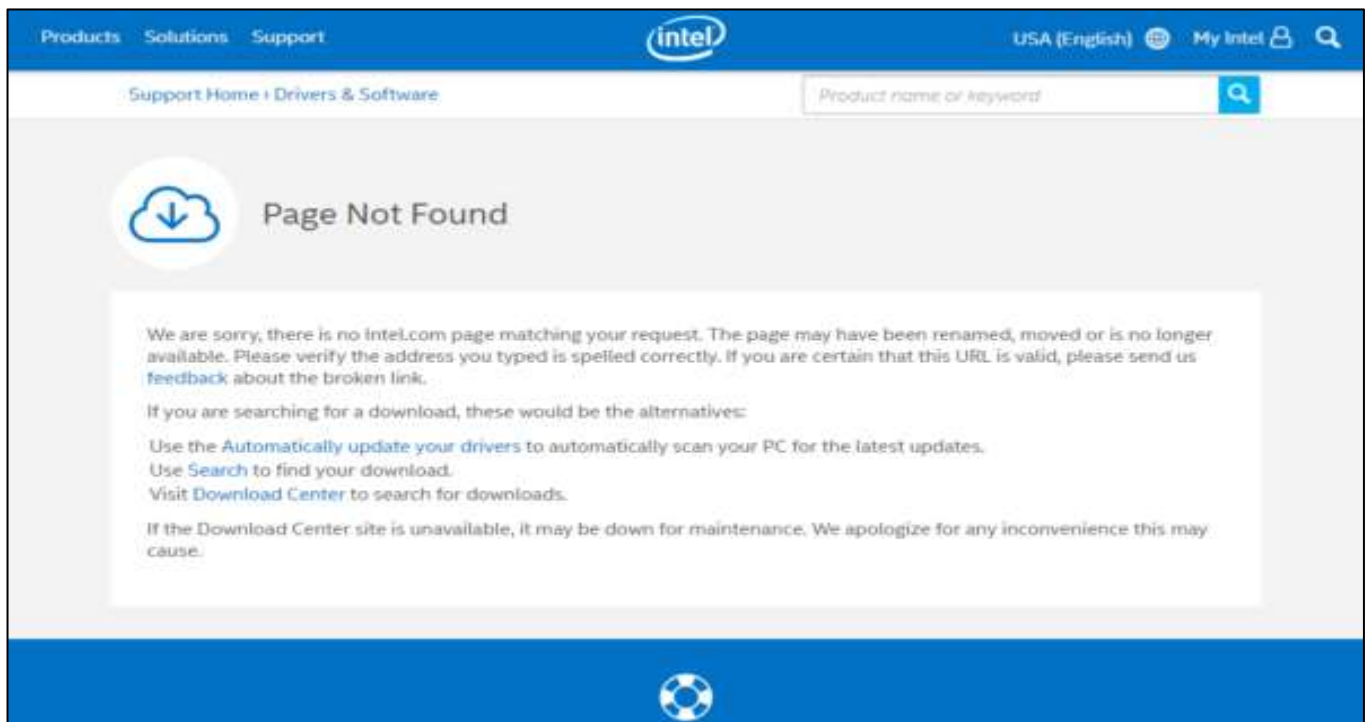
## How to check if a website and its files are malicious.



A significant amount of malware infections and potentially unwanted program (PUP) irritants are the result of downloads from unreliable sources. There are a multitude of websites that specialize in distributing malicious payloads by offering them up as something legitimate or by bundling the desired installer with additional programs.

In November 2019, Intel removed old drivers, BIOS updates and other legacy software from their site. While this software relates to products released in the last century and early years of the 2000s, many users still rely on old Intel products and have been left scrambling for specific downloads.

Users that follow older links to certain drivers and updates will find this instead:



Following the links to search the site or the download centre only leads users around in circles, those downloads are gone. While some might argue that it is Intel's right to remove drivers and updates after a decade, others understand that whenever legacy software is abandoned, a security nightmare ensues.

When users can no longer download files from official sources, desperate people will roam the Internet for a place where they can find the file they need. And what they usually find instead are malicious websites and downloads.

### **Malvertising using popular downloads.**

Habitually, threat actors find out which search terms are gaining in popularity as users seek out terminated software downloads and try to lure searchers to their site. They will use SEO techniques (Search Engine Optimization) to rank high in the search results or may even spend some dollars to show up in the sponsored results for certain keywords. They can hide their malware in malvertising in the form of downloads or even drive-by-downloads, in which users needn't install a single file, only visit the site, to be infected.

After all, a victim that is desperately looking for a file he needs to get a system up and running again is really all a malware peddler could wish for. All they have to do is make the user of the site believe they have found the file they are looking for. Once they are convinced, they will download and install the alleged driver all by themselves. All the threat actor has to do is upload the malware under some convincing filename and attract visitors to the site. This is basically the same modus operandi that you will find in use when people go looking for cracks and [keygens](#).

So, what can users do to avoid falling victim to such a scam? A couple of things, as it happens. Malwarebytes will provide you with some checks you can do before you visit the download site. And there are some checks you can perform before you run the downloaded file, too.



## Checks you can perform to assess the website

When you have found a site that offers a file for download, there are a few actions you can take to check whether the site is trustworthy. They are:

- Check for the padlock next to the URL.
- Read third-party reviews of the website.
- Use a trusted antivirus or browser extension, such as [Browser Guard](#).

Checking for the presence of the green padlock is a good start to ensure a site has purchased a security certificate, but it's also not a guarantee that the website is safe. SSL certificates are cheap, and your neighbourhood cybercriminal knows where to get them practically for free. If you click on the green padlock, you can find out who issued the certificate and for which site.

There are many websites that offer reviews of download sites and domains, and while many of these sites are reputable, they tend to fall a little bit behind in adding Internet newcomers. A cybercriminal can afford to dump a domain like a hot potato once it has racked up too many bad reviews, then purchase a new site from which to run his scheme. In short, you can trust reviews about sites that have been around for a while, but the lack of reviews for a site could mean they only started or they may be up to no good.

Some cybercriminals are brilliant programmers. Most are not. But all the successful ones have one skill in common, they are well-versed in tricking people. So! don't accept a website as trustworthy just because it features logos of other trustworthy companies on its pages. Logo images are easily found in online searches and they could be planted on the site for exactly that reason, to gain the visitors' trust. Logos could also be stolen, unauthorized, or handed out for different reasons than you might expect.



Some browsers and some free applications warn you about shady sites—especially sites they know to be the home of malware and scammers. Malwarebytes Browser Guard, for example, can be installed on Chrome and Firefox, adding to the browsers' own capabilities to recognize malicious domains and sites.

## How do I filter possible malware from the downloaded files

There are some methods you can use to weed out the bad boys in your download folder:

- Compare the checksum to the original file
- Look at the file's digital signature
- Run a malware scan

A checksum is a sequence of numbers and letters used to check data for errors. If you know the checksum of the original file, you can compare it to the one you have downloaded. [Windows, macOS, and Linux have built-in options](#) to calculate the checksum of a file.





The digital signature of a Windows executable file (a file with an .exe extension) can be verified after the file has been downloaded and saved. In your Downloads folder, right-click the downloaded .exe file and click Properties. Here you can click on the Digital Signatures tab to check whether the downloaded file is signed by the expected party.

Finally, use your [anti-malware scanner](#) to double-check that you are not downloading an infected file. You can also use online scanners like [VirusTotal](#), which will also provide you with a SHA-256 hash for the file and save you the trouble of calculating a checksum.



### Much ado about what?

All this may seem like a lot of work to those who habitually download files without a worry in the world, however, even the most practiced downloader eventually has their moment of truth—when that downloaded file wrecks their computer or all those bundled applications are harder to remove than expected.

People who download all the time have better instincts about which sites to trust or not, but that doesn't mean they can't be fooled. From experience, they know the sites that offer malware under a different filename from the sites that offer clean files. But sometimes, we reach for the shiny golden delicious and, once we take a bite, discover it has a worm.

Even if you follow all these pointers to the letter, it is still riskier to download files from unknown sites than it is to download from the company that made them. So, we would like to urge companies to keep their "old files" available on their own site, even if the number of downloads has dwindled.

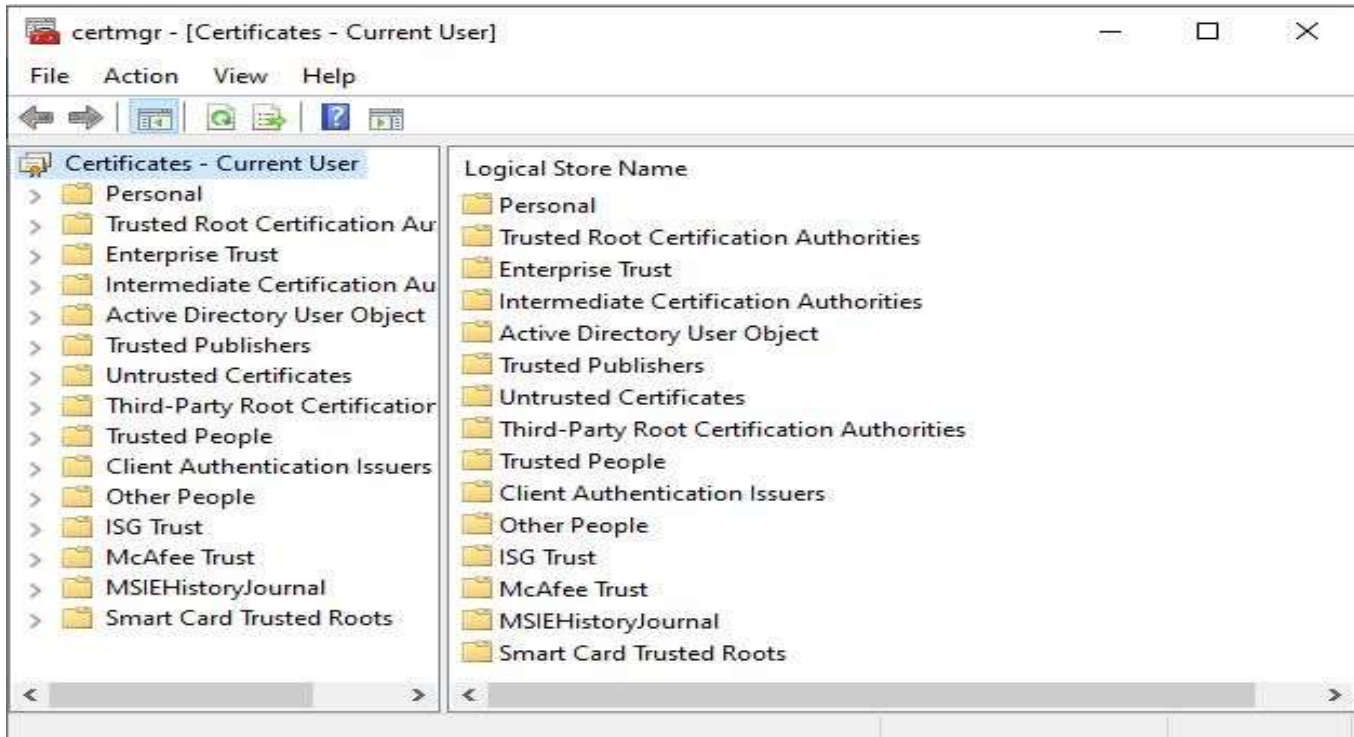
Stay safe, everyone!

A roadrunner's top speed is 20 mph while a coyote can reach speeds of up to 43 mph.  
My whole childhood was a big lie.



## Security Certificates – What are they?

First, it helps to take a look at your own certificates. Go ahead and open the Microsoft Certificates Management Console. You can do this by typing **certmgr.msc** in the search field of your start button. You will need to click “Run as administrator”.



You should see an overview of your certificates divided up into categories. The most used and usually the most important categories are Trusted Root Certification Authorities and Untrusted Certificates.

### What are these certificates?

Root certificates are a method to prove that a communication you are receiving (from a website, by mail, or otherwise) comes from the source that it claims to be. This is done by [public key encryption](#) to establish a trust between the holders of the public and the private keys, but since it would be impossible to store certificates for every site we've ever visited or wish to visit, the system of certificate authorities (CA) was set up. To establish trust that a certificate is genuine, it is digitally signed by a root certificate belonging to a trusted certificate authority. Operating systems and browsers maintain lists of trusted CA root certificates so they can easily verify that they have been issued and signed.

You may have seen prompts warning you about a website's security certificate, or as in the example below, a mismatch between the certificate and the name of the site:

The image shows which checks have been made before allowing a free exchange of information:

- Can we trust the source of the certificate?



- Is the certificate still valid? They all have a starting and an expiration date.
- Is the name valid, and does the name on the certificate match the name on the site's certificate?
- Is the [signature strong enough](#)?

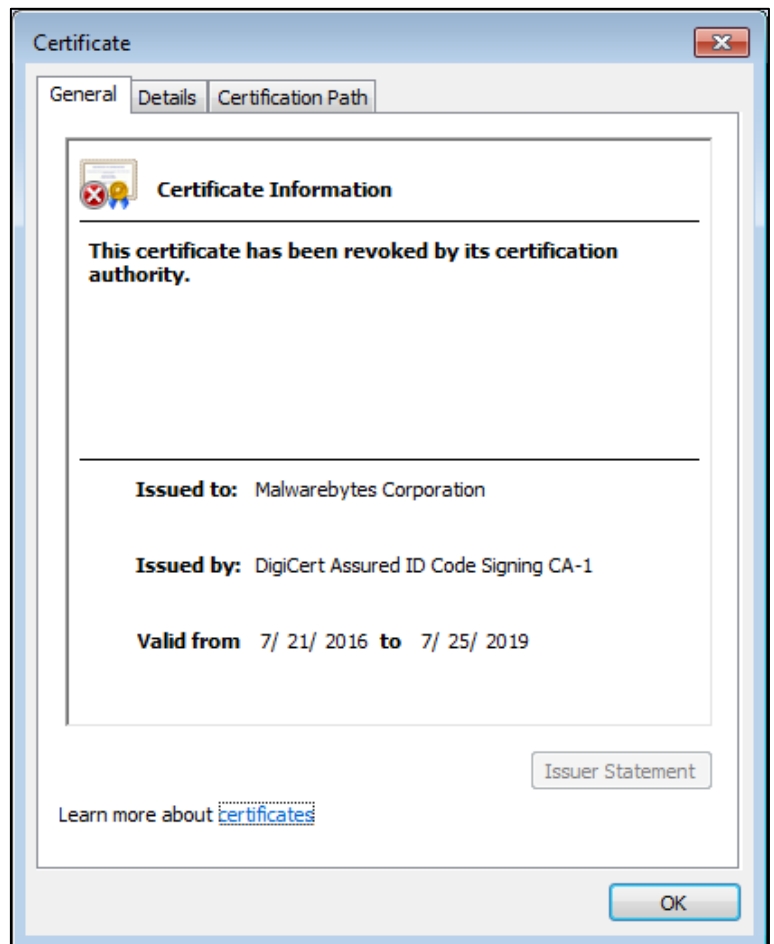
Another important check needs to be done, however. Has the certificate been revoked? Sometimes the CA revoke certificates, mainly because the certificate, or the private key, has been stolen or compromised. This check is made against the Certificate Revocation List (CRL), which is a system that unfortunately has some flaws, meaning sometimes the check is not completed.

### Untrusted certificates.

Certain types of malware place certificates in the Untrusted category, which basically disables users from downloading and using security software to remove the malware. At right you can see that the Malwarebytes certificate was placed in the Untrusted category by the **Wdfload** malware.

This certificate, however, has nothing to do with Malwarebyte's website, instead, it's associated with their software. With the certificate in the Untrusted category, this is what you will see if you try to run Malwarebyte's software.

Even though the CA (DigiCert) did not revoke their certificate and can still be found under their Trusted Root Certification Authorities, the Malwarebytes certificate was listed as revoked by the malware. The certificate shown above must be removed from the Untrusted category before the software can be used again.



So there you have it: a brief explanation of how security certificates work and how malware can abuse the certificates system to block you from downloading and/or running your favourite software.





“The trouble with quotes on the Internet is that you can never know if they are genuine”  
Abraham Lincoln



## What is a password manager?

Once upon a time, during the early years of the Internet, you may have had a handful of passwords for a few essential web applications that you used to shop, study, stay connected, and get work done. Today, things are much more complicated. A 2017 report from LastPass found, on average, people had to remember, in some cases, hundreds of different passwords, just for work, not to mention their personal passwords.

While technology promises to make our lives easier, and it generally does, every new website and application we sign up for is another password we have to remember. For most, it's become impossible to remember all of them. The 2019 Google Online Security Survey found 52 percent of respondents reused the same password for multiple (but not all) accounts. This is a big no-no. Using giant lists of stolen passwords (aka "dumps") bought off the dark web, cybercriminals can brute force their way into other sites or use old passwords to extort users in scams. This is the data breach domino effect. One breach leads to another and another and so on.

According to the 2019 Verizon Data Breach Investigations report, 80 percent of data breaches are caused by compromised, weak, and reused passwords.

So, how did we get here, and what can we do about it?

|  |  |   |
|--|--|---|
|  | <p>~ 28 BITS OF ENTROPY</p> <p><math>2^{28} = 3 \text{ DAYS AT } 1000 \text{ GUESSES/SEC}</math></p> <p>(PLAUSIBLE ATTACK ON A WEAK REMOTE WEB SERVICE. YES, CRACKING A STOLEN HASH IS FASTER, BUT IT'S NOT WHAT THE AVERAGE USER SHOULD WORRY ABOUT.)</p> <p>DIFFICULTY TO GUESS: <b>EASY</b></p> | <p>WAS IT TROMBONE? NO, TROUBADOR. AND ONE OF THE O's WAS A ZERO?<br/>AND THERE WAS SOME SYMBOL...</p> <p>DIFFICULTY TO REMEMBER: <b>HARD</b></p> |
|  | <p>~ 44 BITS OF ENTROPY</p> <p><math>2^{44} = 550 \text{ YEARS AT } 1000 \text{ GUESSES/SEC}</math></p> <p>DIFFICULTY TO GUESS: <b>HARD</b></p>  | <p>THAT'S A BATTERY STAPLE.</p> <p>DIFFICULTY TO REMEMBER: <b>YOU'VE ALREADY MEMORIZED IT</b></p>   |



The famous **xkcd** web comic "[Password Strength](#)" explained it best: "Through 20 years of effort, we've successfully trained everyone to use passwords that are hard for humans to remember, but easy for computers to guess."

It's true. 20 years ago cybersecurity professionals admonished consumers for failing to change default passwords on IoT devices (like your Internet router) or using easy to guess passwords like "12345" or "password". Out of this came the long and strong password **xkcd** pokes fun at, ie: *a common word with a mixture of uppercase and lowercase letters, at least one number, and one symbol.*

When creating a new account, websites demand that we create long and strong passwords. Failing that, we aren't even allowed to make an account. Assuming one gets past the account creation phase, you're going to promptly forget the Enigma machine cypher you just made and resign yourself to using the "Forgot Password?" link as your everyday log in option. Fortunately, you don't have to remember all those passwords. A password manager can remember them for you.

Malwarebytes Labs defines a password manager as "a software application designed to store and manage online credentials. It also generates passwords. Usually, these passwords are stored in an encrypted database and locked behind a master password." Once all your account usernames and passwords have been entered into the vault, your master password is the only one you have to commit to memory. Entering your master password unlocks your password vault, and from your vault you can then retrieve whatever password you need.



### **What are the benefits of using a password manager?**

You don't have to memorize all your passwords anymore. You only need to remember the master password that unlocks your password vault and if you opt for a cloud-based password manager, you can access your password vault anywhere, from any device. These managers can auto-generate highly secure passwords for you. Password managers will typically ask you if you'd like to use an auto-generated password whenever you create a new account with a website or application. These random passwords are long, alphanumeric, and essentially impossible to guess.

They can alert you to a [phishing](#) site. [Spam](#) emails are [spoofed](#) or faked to look like they're coming from a legitimate sender, like a friend, family member, co-worker, or organization you do business with. Links contained within the email direct you to similarly spoofed malicious websites designed to harvest login credentials. If you're using a browser-based password manager, it will not auto-complete the username and password fields since it doesn't recognize the website as the one tied to the password.



Password managers save time. Beyond just storing passwords for you, many password managers also auto-fill credentials for faster access to online accounts. In addition, some can store and auto-fill name, address, email, phone number, and credit card info. This can be a huge timesaver when shopping online.

Many password managers help protect your identity. In a roundabout way, passwords managers help protect against identity theft, and here's why. By using a unique password for every site, you're essentially segmenting your data across each website and application you use. If a criminal hacks one of your accounts, they won't necessarily be able to get into any of the others. It's not foolproof, but it's an additional layer of security that you'll certainly appreciate in the aftermath of a data breach.

### Are password managers safe?

Password managers have been hacked, but their overall track record when it comes to securing user data is very good. Password manager [LastPass](#) suffered a data breach in 2015. During the breach, cybercriminals made off with user emails but did not manage to steal any passwords. Even if they did, most password managers, including LastPass, use hardcore military-grade encryption to keep passwords safe.



Compare this to Facebook, Google, and Twitter. Going back several years, all three tech giants have admitted to accidentally storing passwords, for some of their users, in plain, readable text, no encryption to speak of and in the case of Google, all the way back to 2005. As far as anyone knows, none of the passwords were stolen, though Google reset affected passwords "out of an abundance of caution" immediately after discovering their mistake.

### What are the types of password managers?

1. Desktop-based password managers store your passwords locally on your device, like your laptop, in an encrypted vault. You can't access those passwords from any another device and if you lose the device, then you lose all the passwords stored there. Locally-installed password managers are a great option for people who just don't want their data stored on someone else's network. They strike a balance between privacy and convenience by allowing you to create multiple password vaults across your devices and sync them when you connect to the Internet.
2. Cloud-based password managers store your encrypted passwords on the service provider's network. The service provider is directly responsible for the security of your passwords. The primary benefit of cloud-based password managers, [RoboForm](#), [1Password](#) and LastPass being good examples, is that you can access your password vault from any device as long as you have an Internet connection. Web-based password managers can come in different forms, most commonly as a browser extension, desktop app, or mobile app.





3. Single sign-on (SSO). Unlike a password manager that stores unique passwords for every application you use, SSO allows you to use one password for every application. Think of SSO as your digital passport. When entering a foreign country, a passport tells the officials at customs and immigration that your country of citizenship vouches for you and that you should be allowed to enter with minimal hassle. Likewise, when using SSO to log into an application, you aren't required to verify your identity. Instead, the SSO provider vouches for your identity. Businesses favour SSOs over password managers for a few reasons. Chiefly, SSO is a secure and convenient way for employees to access the applications they need to get their jobs done. SSOs also reduce the amount of time IT spends troubleshooting and resetting forgotten passwords.

### **Password best practices.**

**Don't reuse passwords**, even with a password manager. Instead, create unique passwords for every site and let your password manager do what it's designed to do.

**Create complex passwords**. Many password managers helpfully auto-suggest strong passwords whenever you create an account for a new site. If not, try to use a random combination of letters and numbers and shift between uppercase and lowercase. The more complex and nonsensical, the better, especially since you won't be required to remember it. The password manager will do that. The one key difference is in creating your master password (the one that unlocks all the other passwords). This one you will need to remember, so unless you've got an eidetic memory, try to think of something memorable to you, but not easily traced back to your identity. Then add in some caps, some numbers, and some fancy characters, and you've got a well-protected password vault.

**Use a passphrase**. When it comes to creating your master password (the one that unlocks your other passwords), try using a passphrase; i.e., a series of words that are easy to remember, but hard to guess. Something familiar with a strange twist, for example: "The P76 was the best car ever made." Or just a bunch of random things that a human can easily visualize, but a computer can't: "fancy rat neon avocado car." Use your imagination! Pets, children, or other family names, or lines like "Let me in!" are far too common, and therefore easy for cybercriminals to decipher.



**Enable two-factor (2FA) or multi-factor authentication (MFA)**. One of the best ways to secure any account, password manager or not, is to enable MFA. With an MFA-enabled password manager, you'll be required to verify your identity using two or more authentication factors, which include something you know, something you possess, and something you are. The something you know is typically your password, but it can also be a PIN number. Something you possess might be your mobile phone, bank card, or a security token on a USB stick. Finally, something you are can be verified using biometrics, such as facial, voice, or iris recognition and fingerprint ID.



This extra layer of security means anyone attempting to log into your account (yourself included) will need to control those additional authentication factors outside of username and password.

An example of this would be after entering your master password to access the password manager, a code would be sent to your mobile phone, which you would then need to enter before accessing the vault. One thing to keep in mind when using your phone as an authentication factor—phone numbers can be hijacked. It's called SIMjacking (aka SIM-swapping) and it happens when a cybercriminal, posing as you, convinces your phone carrier to reassign your phone number to their phone by successfully answering your security questions. A cursory social media search is often all it takes for crooks to glean the answers they need. And once criminals have control of your phone, they have everything they need to steal your identity. Accordingly, you might look to a software-based authenticator like [Authy](#) or [Google Authenticator](#) instead for critical accounts.

Think twice about free password managers. Many of the most popular free password managers actually operate under a freemium business model, meaning you have to pay up if you want the best, sometimes essential, features.

- Do you need your passwords to sync across browsers and devices?
- Do you need digital inheritance?
- Do you need to share logins with family?
- Do you need multi-factor authentication?



Free password managers don't usually include these features. MFA, in particular, is a must have. In the debate between free vs. paid, opt for a paid password manager.

Create a password manager policy. Here's a tip for small and medium-sized businesses: Create a password manager policy and let employees know it's okay to use a password manager to secure their work accounts. Your staff are already using a hodgepodge of potentially insecure methods to try and manage their many passwords, and most data breaches start with a weak or reused password.

RoboForm is a good one, it can be configured to operate solely on one compute or can be cloud based whereby one password will open it and unlock programs on your desktop, your laptop and/or your phone, and you can mix things up too, you can have a PC desktop, an iPad and either an iPhone or Samsung phone and it will work.

An official password manager policy is your first line of defence against a cyberattack on your network.

## Facebook Warning.

*"If someone named "Bill Smith" (or some other name) wants you to add them to your account, don't accept – it is a virus. Tell everybody, because if somebody on your list adds them, you get*



the virus too. *\*\*copy and paste and please re post\* this has been confirmed by Facebook and Snopes.*

Or

*Please tell all the contacts in your messenger list not to accept a friendship request from Bill Smith. He is a hacker and has the system connected to your Facebook account. If one of your contacts accepts it, you will also be hacked, so make sure that all your friends know it. Thanks. Forwarded as received. Hold your finger down on the message. At the bottom in the it will say forward. Hit that then click on the names of those in your list and it will send to them*

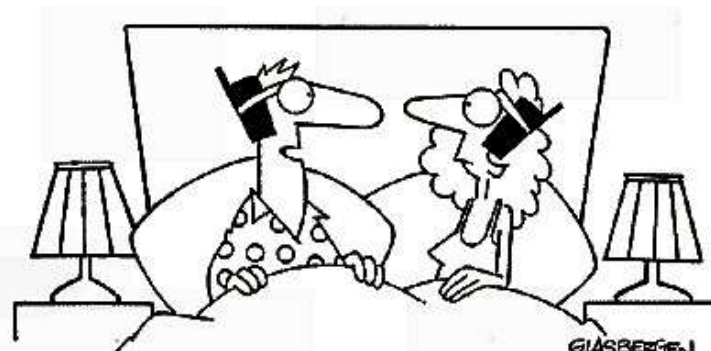
The examples reproduced above are nothing but a long-running hoax which warn readers not to allow contact from a particular person or group because dire consequences will result. Variants of these messages are circulated endlessly, with different names swapped in and out as various pranksters decide to play jokes on people they know by inserting their acquaintances' names and addresses into the warning in place of the existing information.



The most common variant of this hoax is one that warns the reader not to accept Facebook friend requests from "hackers" purportedly named "Christopher Davies" and "Jessica Davies," otherwise one of the two will wreak some unspecified havoc by being able to "FIGURE OUT YOUR COMPUTER'S ID AND ADDRESS." (The latest version also incorporates a hoax warning about the non-existent "[Dance of the Pope](#)" cell phone virus.)

Of course, it's not outside the realm of possibility that an e-mail message or a link posted on Facebook might carry a virus payload which could infect your computer and allow it be controlled by a [botnet](#), but virus warnings that correspond to the patterns detailed above can be safely dismissed as japes.

See what Snopes has to say [HERE](#).



**"With wireless sleep technology, the people in my dreams can send e-mail and faxes to the people in your dreams!"**





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## The long way home.



2 Sqn Canberra A84-241, refuelling at Cocos Island, 22 February 1966 en route from Butterworth back home to Amberley. At the time the RAAF were not allowed to overfly Indonesian airspace so the trip home was done via Nicobar, Cocos, Pearce then Amberley.



**The drivers: L-R: Tony Wilkinson, Walter Walters.**



## 38 Radtech Course.

We seem to have two versions of 38 RadTech Course, one is [HERE](#) and the other is [HERE](#) – can anyone help?

There are three stages in a man's life: Tri-Weekly, Try Weekly and Try Weakly.

## RAAF Pilots trained in the UK

Alf Allen sent us another list of pilots who were trained in the UK during the Vietnam War era, you can see the list [HERE](#).

## RAAF Townsville, 1962

David Murrell sent us this pic



## 71 Pilots course

Ken Stone got in touch, he says blokes on [71 Pilots](#) had their 50<sup>th</sup> Reunion last October and he's sent us a pic. It's below.





**Standing L-R:** John Howie, John Millhouse, Dave Hebiton, John Buchanan, John Smith, Paul Philips, Dick Elliott, John Matthew, Peter Cannel, Stud Lush, Phil Endicott, Greg Carter, Mark Thomas, Peter Tippett, Peter Maksymczuk, Dick Hookey, Dick Snell, Bob Hood, Graham Mengesen, Ken Pittman, Ken Stone.

**Seated L-r:** Mario Glajnaric, Peter Keighery, Wayne Stone, Murray Rogash.

Click the pic for a bigger view.





## RAAF Vietnam Lunch Club.



On the 13<sup>th</sup> February, the RAAF Vietnam Lunch Club kicked off 2020 with a lunch at Brisbane's Jade Buddha restaurant/bar. The Club meets every second Thursday of the month, there's no joining fee, no ongoing charges, you just turn up and buy your own lunch and if you want a drink, or a hundred, you just buy your own.

If you'd like to join them, click [HERE](#), fill in the form and you're in.







**I HATE IT WHEN I SEE  
SOME OLD PERSON AND  
THEN REALIZE WE WENT  
TO HIGH SCHOOL  
TOGETHER**



### **37 Radio Applies.**



Sorry – no names.





## Friends of the Mirage.

John Broughton sent us the following 3 pics, taken at the Friends of the Mirage get together last year.

Sorry, no names.







90 per cent of the world is stupid, luckily I'm in the other 5 per cent.

## Sergeant's Mess – Darwin. 1989

Ian Edwards (6<sup>th</sup> from L front row) sent us this.





Instead of cleaning the house I just turn off the lights.

## Vietnam – then and now!

People who had an “all expenses paid” trip to Vung Tau and/or Nui Dat back in the 60s/70s, unless they have been back again recently, will have a memory of the place as being a bit “how’s your father” – like the pic below



Those days are long gone, today Vung Tau is a modern, clean and wonderful place to spend a holiday. The bars that dotted the roads back in the late 60s are all gone and instead are replaced by, in some places, 5 star, very affordable, hotels like the Petro below.







Above is the “well-known” Flags area in Vung Tau, as it was in 1969, below is what it’s like now.



A couple of fit and healthy he-man type blokes who were with 35 Sqn in Vung Tau back in 1969, Peter DeJonge and George Murphy.





The tired but jubilant team of fitters from No 35 Squadron line up under the wing of the Caribou they have just 'rescued'. After landing at the Special Forces camp at Ba To, the aircraft was severely damaged, requiring a new port (left) wing to be fitted before it could be flown back to Vung Tau. The only wing available was from the United States Army. AWM Pics.







AUSTRALIAN WAR MEMORIAL

VN/66/0035/02

It was a tradition in Vietnam that when you were posted back to Australia, you handed your hardware over to the next man posted into the squadron. Flt Lt Herbert Walter (Wally) Solomons, is being handed the 45 calibre Colt automatic pistol worn by Flt Lt Mark Perrett for the previous eight months. Mark Perrett had finished his tour of duty as a Caribou pilot with No 35 Squadron at Vung Tau and Wally Solomons was the squadron's engineering officer.

## Froggnall.

During World War II the military in Melbourne occupied a wide and varied range of private Melbourne homes and some civic buildings. One of those was Froggnall, in Mont Albert Rd, Canterbury.

Froggnall was constructed in 1888-9 for the timber merchant Clarence Hicks, who had gained wealth from the building boom. It was designed by James Gall as a two-storeyed,





towered, Italianate house, including interior encaustic tiling, ornate moulded decorations and marble fireplaces.

After the bank collapse and depression of the early 1890s Frognall was owned by the National Bank of Australasia and occupied by a school. It was purchased by the wool manufacturer Burdett Laycock in 1901 and occupied by the family until offered to the Crown for wartime purposes in 1941. It was sold to the RAAF for £20,000 in 1943 (Today, although occupying a lot less land, it is worth approx. \$20,000,000). Frognall was then occupied by the RAAF Melbourne Wireless Telecommunications Station until 1975 and continued to be used by the RAAF until 1984 when it was purchased by the City of Camberwell, who subsequently sold the building for use as a private residence.

Radio Apprentices started their training at Frognall in Feb 1948 and the last course left Frognall for Laverton in Dec 1960. In October 1962, the Diploma Cadet Squadron was formed at Frognall and Diploma Cadets trained at RAAF Frognall (See [HERE](#)).

Back in March 2019, Ex-Froggers Diploma people held a function at the Ainslie Football and Social Club in the ACT. They produced a video – you can see it [HERE](#).

## Rookies Course, 1965.

Sorry – no info.







## Quad radar, Laverton, 1975.



Valves rule!!





## EAT, PLAY, ENJOY

RESTAURANTS | BARS | GAMING | ENTERTAINMENT | TAB | KENO

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## Robin "Gomer" Haynes

Recently I had the good fortune to visit Thailand and stay with an old mate, "Gomer" Haynes. Many years ago Gomer was a Radtech and worked on the Mirage at Butterworth and like a lot of people, got to love the tropical way of life so much, he decided to stay. He moved to Thailand, bought land and started to farm durians. Many of us who served in south-east Asia and in particular Penang, will remember the pungent smell of the durian.





Named in some regions as the "king of fruits", the durian, which looks a bit like the soursop, is distinctive for its large size, strong odour, and thorn-covered rind. The fruit can grow as large as 30 centimetres (12 in) long and 15 centimetres (6 in) in diameter and it typically weighs one to three kilograms (2 to 7 lb). Its shape ranges from oblong to round, the colour of its husk green to brown and its flesh pale yellow to red, depending on the species.



**L-R:** Ted "Brad Pitt" McEvoy, Robin "Gomer" Haynes, Pi Maleet, Eve Haynes (wife), Adt, Lloyd Douglas, Sandy Haynes (daughter).

The picture was taken on Pi Maleet's farm -she is a renowned farmer of another famous tropical fruit – the mangosteen – see [HERE](#).

Some people regard the durian as having a pleasantly sweet fragrance, whereas others find the aroma overpowering with an unpleasant odour. Some say it tastes like eating strawberries while standing in a sewer. The smell evokes reactions from deep appreciation to intense disgust and has been described variously as rotten onions, turpentine, and raw sewage. The persistence of its odour, which may linger for several days, has led to the fruit's banishment from certain hotels and public transportation in southeast Asia. By contrast, the nineteenth-century British naturalist Alfred Russel Wallace described its flesh as "a rich custard highly flavoured with almonds". The flesh can be consumed at various stages of ripeness and it is used to flavour a wide variety of savoury and sweet desserts in southeast Asian cuisines. The seeds can also be eaten when cooked.

I prefer to use the expression "Smells like hell but tastes like heaven".





Gomer, with his lovely wife Eve, is now a Land Baron in Thailand and they own several durian farms in which they grow different species of the fruit especially the much-prized Musang, King - the King of the “King Of Fruits”.

Gomer’s farm is ideally placed to service the insatiable and growing market in China. Their farms are situated close to the main road-transport route into southern China.

The world’s biggest emerging consumer market appears firmly in favour of the smell. China’s massive unmet demand for durian is the prime reason the Hong Kong consulting firm Plantations International predicts that the global market for raw durian will reach \$25 billion by 2030 — up from \$15 billion in 2016. (Los Angeles Times)

Recently a good friend of mine – Lloyd Douglas – and I visited Gomer for a “look-see” trip at his operation. Both of us were blown away by the extent of the Thai hospitality, the generosity of spirits and the sheer amount of tucker that one person can put away. Gomer’s daughter – the lovely Sandy certainly has “hollow legs”. As with many kids her age (I will not divulge the number), she would arise from her nightie-nights (and Gomer’s incessant snoring Z’zzzzz) late into the morning but then continue to graze during the day and late into the night. She’s a hoot..!!

One thing which disappointed me in regards my visit to Thailand, is that most locals (and all round-eyes) would not even try a taste of an important source of protein – namely deep fried silkworms and crickets – see pic. (Yum??)



The silkworms tasted “nutty” – similar to a witchy grub – the crickets were crunchy and salty – a snack with a cold Thai beer.

“Gomer” invites any and all of his previous mates, creditors and previous girlfriends to visit him in Thailand. His farm is situated away from the flesh-pots and the tourist traps in an area called Lang Suan – see [here](#). If you wish to see “the real Thailand” please get into contact with Gomer, you can let us know and we’ll pass on your email to him.





## Pension Rates.

20 March 2020 – 19 September 2020

| Pension   | Old Fortnightly rate | New Fortnightly rate | Increase     |
|---|----------------------|----------------------|--------------|
| Special rate (TPI) Pension/MRCA Special Rate Disability Pension | \$1,434.70           | \$1,451.90           | \$17.20 1.2% |
| Extreme Disablement Adjustment                                  | \$792.80             | \$802.30             | \$9.50 1.2%  |
| 100 per cent General Rate of Disability Pension                 | \$510.10             | \$516.25             | \$6.15 1.2%  |
| 50 per cent General Rate of Disability Pension                  | \$258.90             | \$262.00             | \$3.10 1.2%  |
| Intermediate Rate Disability Pension                            | \$974.20             | \$985.90             | \$11.70 1.2% |
| Service Pension - Single  | \$933.40             | \$944.30             | \$10.90 1.2% |
| Service Pension - Couples                                       | \$1,407.00           | \$1,423.60           | \$16.60 1.2% |
| War Widows/ers Pension  | \$949.10             | \$960.50             | \$11.40 1.2% |
| Income support Supplement                                       | \$280.80             | \$284.15             | \$3.35 1.2%  |

Carers' allowance, until 31 December, 2020, is \$131.90 per fortnight.





## Sizing your solar panel system.

By the end of October last year, more than 2.23 million private homes throughout Australia were pumping current into the electricity grid through the solar panels on their roofs. It's estimated that all those roofs generated 14,000 MW of power (at 240V that's an astonishing 58 million amps).

The size or capacity of a solar photovoltaic (PV) system is the maximum electricity output the system can deliver, but this isn't about the number of solar panels, it's about the overall capacity of the system. Your system might have 20 x 250W panels, or 25 x 200W panels; in either case it's a 5000W (5kW) system and that's the number that really matters.

You can't correctly size your solar PV system unless you know how much electricity your home uses. The easiest way to figure this out is to look at past electricity bills, which should tell you how much power you've used in the previous month or quarter. From this you can figure out the average daily usage. This is even easier if you have a smart meter installed; you should be able to see your daily usage either on the bill or by checking your account online. Your power consumption is measured and billed in [kilowatt-hours](#) (kWh).



A typical Australian home uses 15–20kWh per day. But households can vary considerably in their usage; a single-person home will typically use about 8–9kWh per day on average, while a household of five people with a pool could use 33kWh per day.

It's important to consider when you use electricity. Is your home generally empty during weekdays, with everyone at work or school, so that your main power consumption comes in the evening? If so, your solar panels might not be used most effectively, as it's better to use the





generated power during the day (or use it to charge a storage battery) than export it to the grid. Also consider whether some days are more power-hungry than others; the weekend for instance, when everyone is at home. And do you use more power in summer (running air conditioners), or in winter (running heaters)?

Put all this together and you should have a good understanding of how much power you usually use each day, how much you use on peak days, and the times of day you use most power.

Now you know how much power you typically use and the times of day you use it. What capacity will your solar PV system need to cover your power usage?

First, we're assuming you'll have a grid-connected system. By far the most common type in Australia, these systems have solar panels and an inverter and are connected to the main electricity grid. The solar panels supply power during the day and the home generally uses the solar power first before resorting to electricity from the grid. The grid connection is used to supply power at night (assuming there's no storage battery connected) and at other times when the solar panels can't generate enough power, such as on low-sunlight days.



Solar PV systems are rated in watts (W) or kilowatts (kW). You'll see systems described as 4kW, 5kW, 10kW and so on. As a general rule, each solar panel, rated as 1 kW, will generate about 4kWh each day, so you can expect a 5kW system to generate 20 kWh in a good day. A "good" day is one which has plenty of sunshine but is not too hot. However, it's just a general rule; the actual amount of electricity generated per kW of solar panels depends on your location, the time of year and the amount of sunlight you're getting, the orientation of the panels, how old they are, and so on. In southern regions such as Hobart it could be as low as 3.5kWh per day, while the same 1kW of panels in Darwin could generate 5kWh.





Your minimum aim is to cover as much of your household consumption as reasonably possible for a typical day. If your power consumption is (say) 30kWh on some days, but on most days it's 20kWh, it might not be worth adding extra panels just to cover those few 30kWh days. A 5kW solar PV system might be the most cost-effective option and you'll just have to accept paying for more power than usual from the grid on those occasional high-consumption days. But solar panels are relatively cheap now, so it's worth talking this through with your installer to see if the sums make sense for a larger system. There's a real economy of scale in installing a larger system in the 5kW to 10kW range rather than a smaller system of 2kW to 3kW.

You might think it's better to oversize your system because any excess will be exported to the grid and you'll be paid for it via the feed-in tariff, but feed-in tariffs for new solar PV systems are generally very low – typically from seven to 12 cents per kWh – which is unlikely on its own to justify the cost of a larger system. The real benefit of a larger system is that it will be easier to add a battery, take full advantage of your inverter's capacity and simply to generate more power throughout the day so that you are less likely to need grid power.



Since you're looking at saving on power costs by installing solar, it makes sense to maximise your use of that solar power. So as much possible, your electricity consumption should happen during the day when the panels are generating. Likewise, minimise your power consumption at night. Night-time power is going to come from the grid – which is relatively expensive. Alternatively, night-time usage will come from your storage battery if you have one, and you won't want to drain that any faster than you need to. So consider running your dishwasher and washing machine during the daytime, using a timer or "delay start" function if they have one. Likewise, try to use air conditioners and heaters during daylight, and again consider using timer functions; this can reduce the amount you need to run them during the evening.

Online "solar calculators" can help you work out the size of solar system you need. And while not endorsing any in particular, they're worth a look. However, some solar calculators focus on aspects other than system sizing, such as payback times, cost of finance and so on; all potentially useful but it might not be the information you're looking for. Have a look [HERE](#).

By far the most common type in Australia, grid connected systems have solar panels and an inverter and are connected to the main electricity grid while off-grid systems are completely standalone from the main grid. With the off-grid system, all the home's power comes from the solar panels and possibly some other types of power generation as well, such as wind. These systems almost always use storage batteries to capture unused power from the solar array, for use at night and on low-sunlight days. They often also have a diesel-powered generator for back-up in extended periods of low sunlight and when there's a sudden high demand for power (such as when a pump starts up).

Off-grid systems are usually more complex and expensive than grid-connected systems. They need more solar capacity than a typical grid-connected system and may also need inverters capable of higher loads to cope with peak demands. Homes that run off-grid need to be particularly energy-efficient and the load demand needs to be well-managed throughout the day. Off-grid systems generally only make sense for remote properties where a grid connection isn't



available or would be prohibitively expensive to install. They should be designed and installed by a supplier with particular expertise in this type of system.

Most freestanding houses will have enough roof area to support a system however many panels the home needs. Factors that might reduce your available roof area include heavily shaded sections and roofs with unusual pitch. Solar panels are mounted on brackets to ensure correct angling and air circulation, so installers can usually find a way to make most roof spaces work well. It's usually best to have the panels facing north, to maximise the amount of sunlight that falls on them. But that's not always possible and it's not essential. North-east or north-west are often just as good. Your installer should be able to work out the best orientation for your panels given your location, roof space and household needs.



Sometimes a mix of east and west facing panels can work best; this may give a slightly lower amount of power generation in the middle of the day but will produce more in the morning and late afternoon compared to a north-facing array. If you tend to use more power at those times, this orientation might make more sense.

And don't despair if your only available roof space faces south – south-facing panels can still produce about 80% of their rated power, plus, if you already have north-facing panels, you can always expand your solar PV, or add a separate system, on the southerly aspect. Solar panels



are cheap enough that this can make economic sense, but you may want to put on a few more panels in the south-facing array to make up for the reduced production.

The inverter is a key part of the solar PV system; it's the box on the wall (or sometimes the roof) that takes the electricity generated by the solar panels in direct current (DC) and converts it to alternating current (AC) for your household circuits to use in powering your fridge, TV, lights and so on. The inverter size must match the solar PV array's size; basically, if you have 5kW of panels on the roof, you'll need a 5kW inverter as well. But note that the panels rarely if ever deliver their maximum rated output, due to variable sunlight conditions, loss of efficiency as the panels age, reduced efficiency in extreme heat and so on, so you can actually get away with a smaller capacity inverter compared to the solar PV array (this is sometimes referred to as oversizing the array or overclocking the inverter).



An alternative to a single inverter unit is to have micro-inverters, where each panel has its own small inverter attached. These are usually more expensive, and have some technical pros and cons. (See [HERE](#)).

A storage battery will capture the unused solar power generated during the day, for use at night and on low-sunlight days. Installations that include batteries are increasingly popular, but for most homes, it's thought a battery doesn't make economic sense - yet. Batteries are still relatively expensive and the payback time will often be longer than the warranty period of the battery. The good news is that battery prices are falling rapidly and in two or three years it will probably be the right decision to include a storage battery with any solar PV system.

The combination of solar and battery is unlikely to meet all your power needs throughout the year; on most days, especially in periods of low sunlight, you'll still need to draw some power from the grid. Even off-grid systems still usually rely on a diesel generator from time to time, and remember, for most grid-connected systems, having a battery doesn't necessarily protect you in the event of a blackout. You may still lose all power to your home, despite having solar panels producing power and a charged battery ready and waiting. This is because grid-connected systems have what's known as "anti-islanding protection". During a blackout, the grid and any engineers working on the lines must be protected from "islands" of electricity generation (such as your solar panels) pumping power unexpectedly into the lines. For most solar PV systems, the simplest way to provide anti-islanding protection is to shut down entirely, so, when it senses a grid blackout, your solar PV system shuts down and you have no household power at all.

Some sophisticated inverters can provide anti-islanding protection during a blackout and will keep the solar panels and battery operating so that the house has some power but expect to pay a fair bit more for such a system, as the hardware is more expensive and you may need more solar and battery capacity than you think to run the house for a few hours during a blackout. You might choose to allow only critical household circuits to operate in that situation, such as the fridge and lighting. That could mean extra wiring work is needed. Be sure to discuss this up front with your installer so they can design and quote the right type of system for you.





Click [HERE](#) for a storage battery buying guide and to see whether a battery makes sense for you.

It's not always easy to calculate exactly how much capacity you'll need for your solar panels, or how much you'll actually be able to fit on your roof, so you should talk to at least a couple of solar installers to get a detailed quote. A good installer will work with you to figure out your home's power usage and the right sort of solar system to suit both your power needs and the roof space you have available.

## Terminology

**Watt (W) and kilowatt (kW):** is a unit used to quantify the rate of energy transfer. One kilowatt = 1000 watts. With solar panels, the rating in watts specifies the maximum power the panel can deliver at any point in time.

**Watt-hours (Wh) and kilowatt-hours (kWh):** a measure of energy production or consumption over time. The kilowatt-hour (kWh) is the unit you'll see on your electricity bill, because you're billed for your electricity usage over time. A solar panel producing 300W for one hour would deliver 300Wh (or 0.3kWh) of energy

A bloke wants a divorce. He tells the judge, "I just can't take it anymore, every night she's out until way after midnight, just going from bar to bar. Judge asks, "What's she doing?" The bloke answers, "Looking for me."

## Spooky.

The Douglas AC-47 Spooky (also nicknamed "Puff, the Magic Dragon") was the first in a series of fixed wing gunships developed by the United States Air Force during the Vietnam War. It was designed to provide more firepower than light and medium ground-attack aircraft in certain situations when ground forces called for close air support.

Despite its service entry in 1941 and an American military career spanning across both World War 2 (1939-1945) and the Korean War (1950-1953), the Douglas C-47 "Skytrain" transport saw renewed life during the American involvement in the Vietnam War (1955-1975).

The AC-47 was an interim solution intended for Close-Air Support (CAS) for friendly ground forces and was capably armed with 3 x 7.62mm General Electric SUU-11A miniguns for the role.





53 x C-47 United States Air Force (USAF) transports were converted for the gunship role. The C-47 was itself the militarized form of the Douglas DC-3 airliner.

Fixed-wing gunships proved a viable CAS platform during the conflict where they could loiter on station and deliver relatively accurate fire onto enemy forces within close proximity of operating allies - this accomplished through a banking action with the guns trained downwards off portside. Fixed-wing strike jets offered a different sort of strike element for war-planners, one that was fast-moving and could carry mixed ordnance loads but lacked the low-level, low-speed flight characteristics offered by prop-driven types such as the AC-47. Use of gunships grew considerably as the Vietnam War raged and helicopter gunships further solidified the role of such aircraft in the U.S. Air Force inventory. The conversion of existing C-47 into make-shift gunship platforms marked the first time that the American military opted for this type of aircraft.



On the whole, the external arrangement of the C-47 was held intact. Internally, the three miniguns were installed with their mounting hardware and ammunition stocks along the portside, two at cabin windows and the third gun system at the cargo door. The guns held a rate-of-fire of 6,000 rounds-per-minute because of their rotating Gatling concept. Such a weapon burned through ammunition as quite a rate, so short bursts were typically used. A general ammunition load for sorties was about 16,500 x 7.62mm cartridges. While gunners were kept aboard to monitor the gun's performance and make any necessary repairs, the weapons were controlled directly by the pilot through his control yoke. The guns could be fired in unison for maximum effect or individually as the situation warranted. A typical crew numbered eight, including two pilots, a navigator, a flight engineer, a loadmaster, two gunners, and an observer (typically from the South Vietnamese military). While primarily outfitted with the GE miniguns, some early-batch forms were delivered with 8 to 10 x 0.30 calibre Browning machine guns due to minigun shortages. Still others were operated with only 2 x minigun mountings. The AC-47 also stocked 47 x Mk 24 series flares for illumination. Typical engagement altitudes ranged from 2,500 to 3,000 feet. A gun sight allowed for the needed accuracy when banking the aircraft.

Testing of AC-47 aircraft in the Vietnam theatre began in late 1964 and continued into early 1965 with success. The 4th Commando Squadron was then established in August 1965 to become its first formal operator. AC-47 gunships were pressed into service as convoy escorts/general strike



and Forward Air Control (FAC) during daylight hours and as CAS platforms during low-light, night-time hours - including illumination of enemy positions. In the latter, flares were dropped manually from the rear cargo door after a signal was delivered from the pilot in the cockpit.

To ground troops, the aircraft became known as "Puff" or "Puff the Magic Dragon" for its ferocious portside lethality on unprotected enemies. AC-47s were later passed on to the South Vietnamese Air Force during "Vietnamization" in the U.S. drawdown of combat actions in the region. Of note is that base C-47 transports arrived in the theatre during earlier in February 1962 though, these were strictly used on illumination runs - these aircraft known as "flaeships".

Of the 53 AC-47s delivered, about 41 of this inventory saw combat service in the Vietnam War. Some twelve were lost to combat reason while nineteen airframes were lost in all - proving the aircraft was not invulnerable to all manner of battlefield dangers. It was slow and poorly protected which made for disastrous results in some cases.

The AC-47, forgotten by many in today's technology-laden world of military hardware, was a potent platform to the extreme, a life-saver to some and a life-taker to her enemies.

You can see video [HERE](#)

A man and a woman who had never met before, but who were both married to other people, found themselves assigned to the same sleeping room on a trans-continental train. Though initially embarrassed and uneasy over sharing a room, they were both very tired and fell asleep quickly, he in the upper berth and she in the lower. At 1:00 AM, the man leaned down and gently woke the woman saying, "Ma'am, I'm sorry to bother you, but would you be willing to reach into the closet to get me a second blanket? I'm awfully cold." "I have a better idea," she replied "Just for tonight, let's pretend that we're married." "Wow! That's a great idea!", he exclaimed. "Good", she replied "Get your own bloody blanket." After a moment of silence, he farted.

## Veterans to be counted on national census

**The Canberra Times**  
TO SERVE THE NATIONAL CITY

Veterans will be counted in the 2021 census to help the government shape policy that helps them. The 2021 census will ask whether people have served in the Australian Defence Force.

"The improved data will help inform our policy response to issues facing veterans, such as health, housing and employment," Veterans' Affairs Minister Darren Chester said recently.







Now wouldn't you have thought that some organisation, such as the ADF or DVA or even the ATO would already know this information.

Surely this isn't a case of "seeming to be doing something" – surely not!

If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.

## The Kitchen.

The Kedron Wavell Services Club's classy restaurant, *The Kitchen*, features a modern cuisine menu and covered al fresco dining deck, creating the perfect atmosphere to catch up with friends for coffee or dinner, before catching a first class show or meeting over lunch or dinner with business colleagues.



The Kitchen is open Monday to Saturday from 9.30am and Sundays from 8.30am. The Kitchen is an ideal place to spend a leisurely Sunday morning breakfast – click [HERE](#) to see the menu.



I don't like making plans for the day  
because then the word "premediated" gets thrown around in the courtroom

## **Digest of the 'DVA/KPMG Report, 'Review of TPI Benefits' by Disabled Veterans of Australia Network:**

The Veterans' Entitlements Act 1986 ('VEA') was developed in order to consolidate the majority of separate repatriation legislation into a single Act. The VEA provides a range of benefits to Veterans, including an income stream for life for totally and permanently incapacitated ("TPI") Veterans. Despite various changes to the administration of the TPI benefit since its initial inception in 1920, the view of the Australian Federation of Totally and Permanently Incapacitated Ex-Servicemen and Women Ltd ("the Federation") and the Disabled Veterans of Australia Network's ("DVANetwork") is that the value of the TPI benefit has eroded over time and is not currently sufficient to meet the needs of its recipients.

KPMG agree with the Disabled Veterans of Australia Network proposal that the earnings of the spouse of our TPI disabled veterans should not be means tested against the Service Pension as this pension like the TPI rate is compensation for 'suffering loss of earnings' not welfare. Further KPMG state that such means testing is inconsistent with the norms of community workplace compensation for disability.

It is therefore now acknowledged that when a TPI Veteran is partnered and that partner has earnings, the financial cost of the Disabled Veterans is transferred from the Commonwealth to the partner and thus the family, as means testing removes 40 per cent of the compensation. DVA have been aware of this burden placed on the Disabled Veterans family under the VEA 1986 and have done nothing to rectify the injustice. Now this KPMG review has exposed the deliberate impoverishment of the families of our married TPIs families at the hands of DVA. This DVA policy of impoverishment has caused family breakdown, child neglect, depression, alcoholism and compromised mental health contributing to the Suicide rate among veterans. See pages 24. and 57 of the report ....

There is much to digest in this report that requires close reading which if you take out the Swiss KPMG company logo is mostly straight out of the DVA media policy that they care for our nations veterans. But this is to be expected as the KPMGs disclaimer states they take no responsibility for the accuracy of information or figures given to them by the Department.

You can read the full KPMG report [HERE](#).

**Anyway – I think [THIS](#) is funny.**

If a poison's use by date expires, is it more poisonous or is it no longer poisonous?



## Gallipoli Bar.

The Gallipoli Bar at the Kedron Wavell Services Club has something for everyone. Catch all your favourite sports action live in the new sports lounge. Have a punt in the TAB area.



### **Check out FREE live and local music acts.**

From 9pm every Friday and Saturday night in the Gallipoli Bar will have free live music acts to entertain you while you enjoy a drink and relax in one of our many seating areas.

### **Trivia Thursdays.**

From 7pm in the Gallipoli Bar, grab a group of friends and test your wits in our free trivia challenge. Lots of great prizes to be won! First prize is a MASSIVE \$100 Kedron-Wavell Kash. Second prize is \$50 Kash plus plenty more giveaways throughout the night

### **Super Saturdays.**

Free Party Pies from 4.30pm, 12 large TV's covering ALL the live sporting action.

Great food too, enjoy a platter to share (or just for yourself!). See the [Menu](#).





## Vietnam Medal.

For some years people have campaigned for a change in the criteria of length of service in country for the award of the Republic of Vietnam Campaign Medal, a foreign award. The criteria set by the then Government of the Republic of Vietnam is six months service in country unless KIA, RTA as a result of injuries while on operations, (including mental health issues due to operations), or being a POW and subsequently released. Note that RTA of a service person in less than 181 days for injuries or mental health issues not caused by operations does not meet the criteria.

In 2013 an Inquiry was held by the Defence Honours and Awards Tribunal (DHAAT) into the above matter as a result of requests for change, especially change to the period of service, ie a reduction of the 181 days to a lower period. At the time the policy of the VVAA was to oppose such a change and a submission was made to the DHAAT on that basis. The outcome of the inquiry was that the Tribunal found that the Australian government had no legal power to change the time criteria set by the government of the Republic of Vietnam.



As a result of further claims a second DHAAT inquiry was held in 2015 with a focus on a reduction of the 181 day period and its conditions. Amongst other matters some submissions queried the decision by the Government to set 181 days as the period, rather than six months as set by the Vietnamese Government – suggestions as low as two months were made. The period of 181 days and other criteria were upheld and the Tribunal again noted, on legal advice, that the Australian Government had no legal power to alter the criteria set by the Vietnamese Government.

The Defence Honours and Awards web site specifically notes that, for this foreign award, there have been two DHAAT inquiries into this matter and their outcomes. The web site also notes that the Australian government has “no intention for a further review”.

What was not addressed was that there were members of the permanent forces whose tours of duty were cut short of 181 days, eg, due to the withdrawal of Australian forces from the Republic of Vietnam, however, the position of the Australian Government is quite clear.

Do twins ever realise that one of them is unplanned?

## The Vietnam War

The Vietnam War has been done and dusted now for nearly 50 years but still they're talking about it, about who won, who started it, what it was about and why we had it.

Bruce Herschensohn, a senior fellow at the [Prager University](#) has his ideas and you can see them [HERE](#)



My shoelace broke today, most people would blame Donald Trump but I know it's actually because of climate change.

Two guys grow up together, but after uni one moves to Brisbane and the other to Sydney. They agree to meet every ten years on the Gold Coast to play golf and catch up with each other. At age 32 they meet, finish their round of golf and head for lunch. "Where you wanna go?" "Hooters." "Why Hooters?" "They have those girls with the big boobs, tight shorts and the gorgeous legs." "You're on."

At age 42, they meet and play golf again. "Where you wanna go for lunch?" "Hooters." "Again? Why?" "They have cold beer, big screen TVs, and side action on the games." "OK."

At age 52 they meet and play again. "So where you wanna go for lunch?" "Hooters." "Why?" "The food is pretty good and there's plenty of parking." "OK."

At age 62 they meet again. After a round of golf, one says, "Where you wanna go?" "Hooters." "Why?" "Wings are half price and the food isn't too spicy." "Good choice"

At age 72 they meet again. Once again, after a round of golf, one says, "Where shall we go for lunch?" "Hooters." "Why?" "They have six handicapped parking spaces right by the door and they have senior discounts." "Great choice."

At age 82 they meet and play again. "Where should we go for lunch?" "Hooters." "Why?" "Because we've never been there before."

## What happens when the Queen dies?

One day it is inevitable, like all of us lesser folk, the Queen will, one day, also meet her maker. Since ascending to the throne in 1952, the mother-of-four has worked as mechanic and military truck driver during World War II, talked politics with 13 prime ministers and 13 US presidents, led 53 Commonwealth countries and welcomed eight grandchildren and eight great-grandchildren.



However, when Prince Philip announced his retirement in May 2017 at the age of 96 with the full support of the Queen, it served as a poignant reminder that the famous couple will not be able, or wish, to undertake public duties forever.

With the knowledge that Queen Elizabeth II's reign will come to an end at some point, here is everything you need to know about what will happen when she passes.

Click [HERE](#)

**And** – I think [THIS](#) is funny too.

## RSL endorses Anzac dawn driveway service

A grassroots campaign for people to commemorate Anzac Day by standing in their driveways at dawn has been endorsed by every and territory RSL branch.



state

With Anzac Day's once indestructible traditions cruelled by forced isolation, Australians will instead walk to the ends of their driveways on April 25 and light up the dawn. RSL branches in every state have unanimously endorsed the gesture, with families across the nation expected to stand at their gates, on balconies or verandas at 6am and hold a candle to fallen heroes.

Since regular public marches and services are cancelled due to the COVID-19 crisis, radio networks are signing on to livestream services people can tune in to outside on phones and tablets. Musicians everywhere are being called on to take to their front yards to play the Last Post and Rouse or Reveille for neighbours. Residents are being urged to dress windows and mailboxes with poppies and kids to make bright red "wreaths" from painted egg cartons to hang on doors.

What began as a grassroots idea to mark Australia's great day of remembrance has grown into a national campaign. "We get thousands and thousands of people to dawn services in a normal year and a very great proportion of those are from the general public," RSL Australia general manager Kim Henshaw said. "So this gives them a way that they can have their own private commemoration. We see it as very positive indeed."

He said it was decided at a national hook-up on Monday to tag the initiative Light Up The Dawn.

In Brisbane, school teacher Alastair Tomkins has launched Music for Mateship in a bid to "bring our community together one street at a time by playing the Last Post, observing a minute's silence and playing Rouse". Anyone interested should download the music sheets, start practising and notify their neighbourhood via a letterbox drop, he says. ABC Local Radio and some commercial networks have agreed to broadcast services from 6am.





West of the NSW Blue Mountains, at Bathurst, local stations 2BS and B-Rock are inviting residents to hold a candle in their driveways during a seven-minute broadcast. Community station 2MCE at the town's Charles Sturt University campus will stream the service to 100 other stations across the country. At Scone in the state's Hunter Valley, locals are being encouraged not to tie a yellow ribbon around the old oak tree but a purple one traditionally used in Anzac garlands on their fences and railings.

On Facebook and Twitter, dozens of community support groups and pages have asked tens of thousands of followers to register for "letterbox events".

Credit for the idea is being directed at Melbourne man Justin Wilbur, the son of a Vietnam veteran who says, "nothing is going to stop us from remembering" our Diggers.

## And for your edification:

The "West Australian" Sat 14 March 2020.



# Rewind

**TED MCEVOY HAS FOND MEMORIES OF A BIG NIGHT OUT IN THE 1950S**



This photograph shows two strapping young men (Jim Fraser on the left — Ted McEvoy on the right) ready for a "big night out". We were both approximately 16 years old. The photograph was taken (circa) 1959 in Hay Street by the roving photographer Reg Jemerson.

In those days, it was very common to have your picture taken whilst visiting the city. As you can see, Jim and I were dressed to the nines, as was the fashion of the day. I am wearing a sports jacket in a "wild rice" colour, a white shirt (showing some manly cleavage), dark blue cuffed trousers

and a pair of light blue suede shoes. Jim and I are suitably counter-balanced in the photograph, he with his right hand in his trouser pocket and with me with my left hand in my left pocket.

I suspect the afternoon sea breeze was a stiff one as we are both leaning to starboard. Jim eventually moved to Darwin and worked for many years with the Charles Darwin University. He and his lovely missus — Mary — have retired to Busselton

I proudly served with the RAAF for 20 years but am now happily retired and still have fond memories of those long-ago days.

What's your favourite photo? Send a high-resolution image to [play@wanews.com.au](mailto:play@wanews.com.au) and tell us in no more than 250 words why you love it. Please include a photo of yourself.



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## My Story

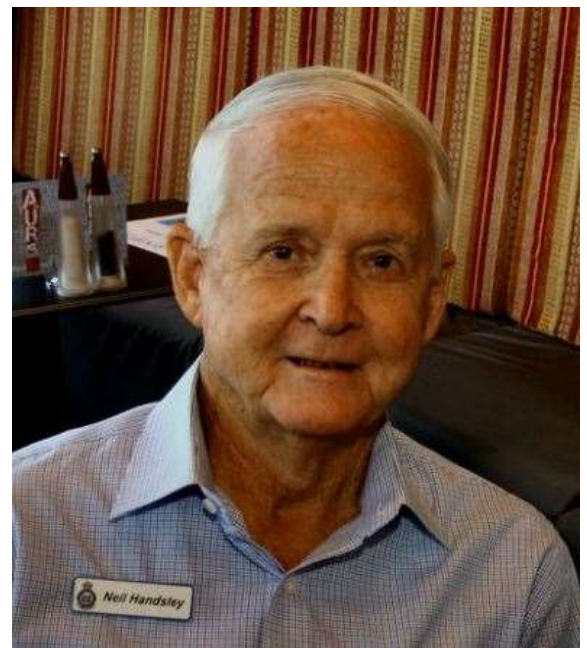
### Neil Handsley. Sabre Memories

Way back, in the 1950s, Neil was a sumpie with 3 Squadron, 78 Fighter Wing. He wrote of his experiences with 3 Squadron and the Sabre at the Butterworth RAAF Base in the late 1950s to early 1960s.

He's shared them with us.

#### Setting the scene.

Australia showed a strong commitment to the security of the SE Asia area from as early as 1948, with No.1 Squadron Lincoln bombers based in Singapore and operational over the Malay peninsula against Chin Peng's CTs ["Communist Terrorists"]. From memory, I believe they served there until 1958 - a fine effort.



At Williamtown, in March 1956, No.78 Fighter Wing which had formed up with Meteor Mk8 twin-jets, was converting to C.A.C. (Commonwealth Aircraft Corporation) built Mk30 Avon-Sabres. The Wing comprised two fighter squadrons, 3 and 77, each with 16 Sabres, plus a maintenance squadron, No. 478(M).

The mighty Sabre was developed to a frontline interceptor at Williamtown over the next three years, with much hard work from both pilots and ground crews. Also playing major roles were the Melbourne-based manufacturer C.A.C. which made both the engine and the airframe, ARDU which designed and tested the major mods/improvements to the ex-USAF F86H design and the unsung heroes, No.2ACS, which laid the huge expanses of concrete tarmac at 'Willytown'. ACS then went on to even greater heights by completely rebuilding the runway at Butterworth - in preparation for the arrival of No.3 Squadron's Sabres in October 1958.



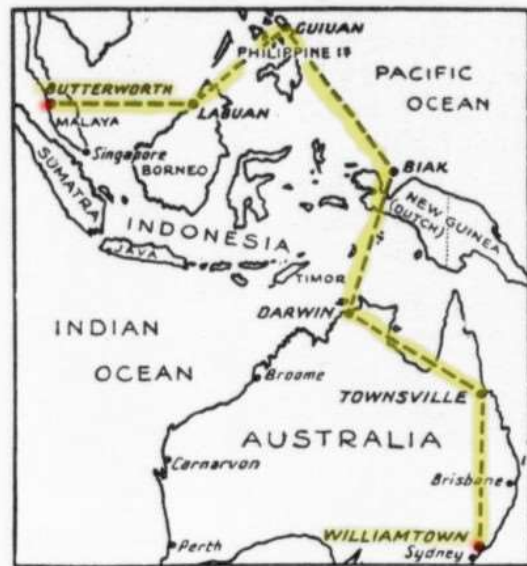


An interesting aspect of 3 Squadron's move to Butterworth was the setting-up of operation 'Sabre Ferry One', where the RAAF stationed small ground-crew teams on airfields about 900 nautical miles apart, all the way from Williamtown to Butterworth. The overseas locations were Biak Is., Guiuan in the Philippines and Labuan, North Borneo. – I had the fortune to be sent to Guiuan.

*The route of 'Sabre Ferry One', October 1958, boxing-in Indonesian air-space!*

18 RAAF personnel flew there in a Dakota; the USAF flew in 32 airmen from many places around the Western Pacific, their huge Douglas C124 Globemasters flying in the Control Tower, a fire engine, a mobile kitchen and God knows what else.

The Americans are probably still telling enlarged versions of, "How this Aussie kid straightaway fixed their only large power generator, then went up to the bar and chugga-lugged a whole bottle of Manila rum!" (Our detachment leader FLTLT (then) Barry Weymouth could probably tell you that "the kid" was me! By the way, it wasn't really a whole bottle .... just part of one.)



The Sabres were operating at near maximum range - so much so that Canberras or Neptunes flew the route, prior, to ensure no adverse weather. WgCDR Cedric Thomas led the first Sabre group. The four-Sabre formations flew with each aircraft having a pair of 200 gal. drop tanks under the wings. We had many adventures during that fascinating 21 days. After kissing the last of the 19 Sabres 'goodbye', we piled back into our goony-bird and flew off to 'Butt' - via several fascinating exotic places! (Yes, I was single then!)



Political hanky-panky at the time prevented all three squadrons leaving Australia at the same time, so No.3 Squadron moved first to Butterworth, along with 478 Maintenance Squadron. 77 Squadron made their move northward about 3-4 months later. Dependants arrived at about that time, with most families quartered across the Strait on Penang Is. The Wing "singlies" were housed close to the worksites, on the mainland airfield. A feature of life for the lads from the 'married patch' became the to-and-from ferry ride, daily, across the Strait (the "brown baggers", as we singlies called them).

Although the duty was officially 'war service' - and we certainly flew many rocket, bomb, and strafing raids against the CT's- everyday life on the Base and in married quarters, was close to idyllic (most of the time) for the Wing's airmen. It was a far cry from what our 3 Squadron predecessors had to cope with during their tough times in WW2.



As an example of the difference in the times, I have a photo of a bomb being loaded under a Sabre's wing, with the armourers' chalked message... "Pilot, pilot, don't be slow; take this bomb and GO MAN GO!!"

Such was life.

We exercised against foreign Air Forces in the Philippines and Singapore, and "defended" Butterworth against RAF V-bombers coming in from Thailand. Late in 1961 the Wing positioned a detachment of Sabres at UBON, Thailand. Many of us grew to love the Sabre - both pilots and ground crews - for the brilliant machine that it was. With its big Rolls Royce Avon turbojet engine, a pair of 30 mm Aden cannon, gunsight radar ranging, and self-contained IPN starter, the CAC Sabre was generally regarded as the world's best variant, at that time especially the final Mk32 model with the deadly Sidewinder heat-seeking missile and additional range/duration afforded by the wing leading edge fuel cells. Also, the RR Avon engine had been upgraded to the Mk26 too, mainly to allow an extra engine surge margin whilst firing the guns.



Another improvement was to modify the pilot ejection mechanism to ensure safe operation after problems with low altitude use. Interestingly, we had a superb safety record over our three years at Williamtown, with only one Sabre pilot fatality (see [HERE](#)) .... albeit there were a few close calls! Unfortunately, there were a few serious accidents at the Base after the squadron departed overseas.

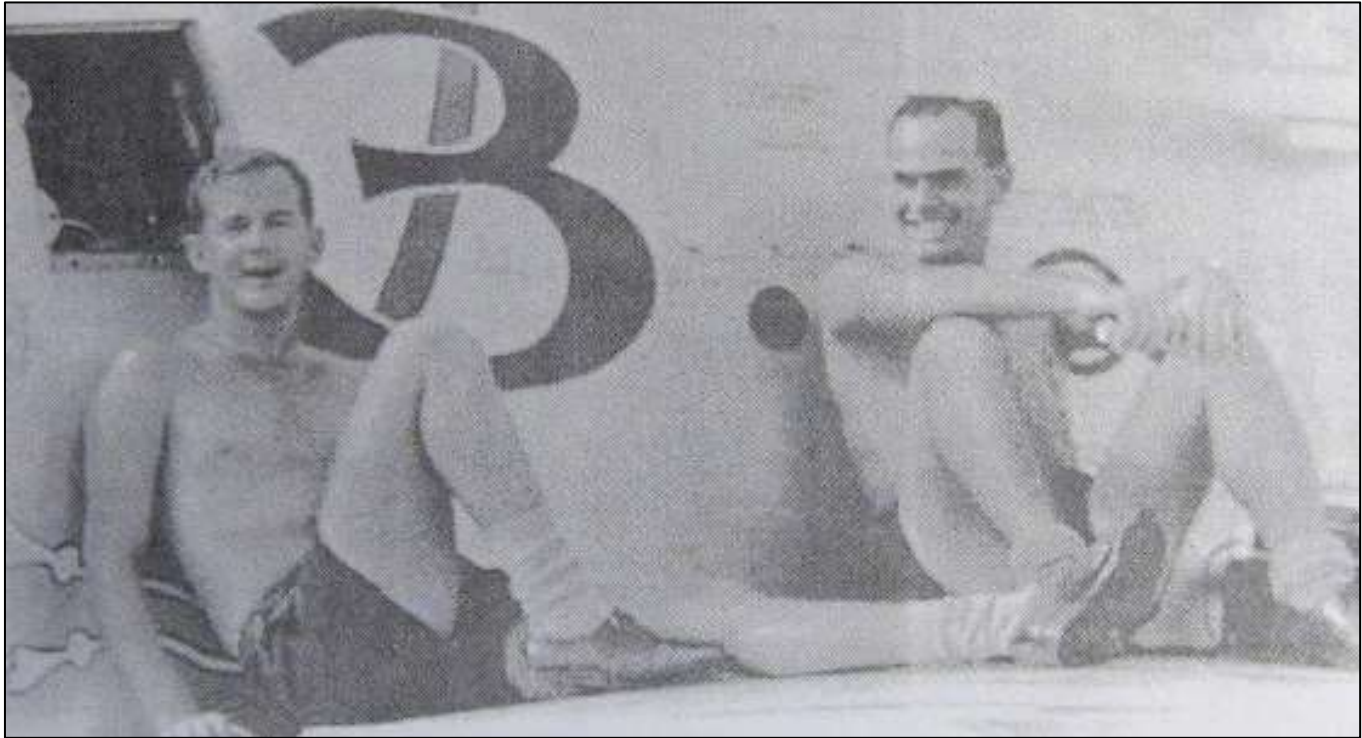
Looking back on these events after all these years, one remembers them with much nostalgia and considerable pleasure at being part of an interesting and important event in the history of that noble institution.... the Royal Australian Air Force!

*Sabre colour-scheme at Butterworth circa 1959.  
[The "3" Squadron marking was superimposed  
over a large red sabre sword.*

Note "Wing Commander's Pennant" above the 30mm cannon port. From an original colour slide by Pete Scully.



Some photos from the time:



Neil Handsley and Ned Wark catch some rays on the wing of a Sabre while waiting for the jet-fuel tanker to arrive.

The following pics were taken by Denis Wood, who was a Radtech G at Butterworth in 1958.



First Sabre to arrive at Butterworth, 2<sup>nd</sup> November, 1958

Denis joined the RAAF as a Radio Trade Apprentice in 1953, (on 7 Appy). He was posted to Butterworth in April 1958 and at the time he took these photos he was an LAC - RAD/TECH (Ground) attached to Base Squadron, Butterworth. He was at Butterworth until 1961. He later went to England and trained on the Bristol/Ferranti Bloodhound missile and was then attached





to 30 (SAM) Squadron, Williamtown and 'Detachment 'A' at Darwin. He was later attached to Base Squadron Laverton and then to 1 Control & Reporting Unit, Brookvale NSW. He left the RAAF in January 1975 as a Warrant Officer.

He later joined the Department of Defence (Air Force) and was the Quality Assurance Officer at Philips Electronics when they built the initial radar units for the FA/18 Hornets. He is retired now but is still proud of his RAAF service.



These are the first four Sabres to arrive at Butterworth, the four aircraft in the photographs would be A94-970 (flown by Group Captain COOPER), A94-953 (Flight Lieutenant GREEN), A94-975 (Flight Lieutenant JANSON) and A94-983 (Pilot Officer THOMPSON).

A94-983 now resides at Temora and is regularly flown (See [HERE](#)).

Flt Lt Jake Newman was one of the Sabre Pilots at that time, he says:

First, some background. In mid-1958, Canberras of No.2 Squadron were deployed to Butterworth in (then) Malaya, to be followed by 78 Wing Sabres (3 & 77 Sqns, plus 478 Maintenance Sqn), over the October '58 to February '59 period.

Staging parties were established at Biak, then owned by the Dutch, off the north coast of West Papua; the second at Guiuan on the SE tip of Samar Island, Philippines; and at Labuan, off British North Borneo. A forward maintenance element of 3 Sqn was positioned at Butterworth. Each staging-post was equipped with the usual communications kit, and Guiuan with a transportable Non-Directional Beacon (NDB). Neptunes were to provide mid-track Navigation assistance (via a neat trick of reading our gunsight radar on their ESM gear), Canberras about one hour ahead for enroute and destination weather recce and one USAF Grumman Albatross amphibian



provided Search-and-Rescue cover at Guiuan. The callsign "Duckbutt" was part of the USAF universal convention for this type of SAR aircraft. By arrangement, the Sabre IFF [Radar Identification Transponder] sets were modified to transmit 'Mode 2' pulses continuously, Duckbutt having the capability to read both bearing and distance from them.

For the ferry operation, 1:1million 'topos' [topographic maps] of Samar were not available; we carried 1:3million strip maps, which were fine for long over-water travel and adequate - if the weather was kind at destination...

The longest leg, Townsville to Darwin, was 1010nm; the others just short of 1000nm, which is the very limit of the Sabre's range when carrying two external tanks each of 167 imp. gallons. Importantly, we were well-briefed about the characteristics of tropical weather, especially the Intertropical Convergence Zone (ITCZ). We were told that, on form, we would transit before seasonal activity was expected.

|          |            |         |           |              | <u>PROJECTED SABRE</u> |   |
|----------|------------|---------|-----------|--------------|------------------------|---|
| Ser. No. | Flight No. | A/C No  | Pilots    |              | Callsign               |   |
|          | (a)        | (b)     | (c)       |              | (d)                    |   |
| 1        | A          | A94-970 | § Gp Capt | COOPER       | VM-NEA                 | 1 |
|          |            | 953     | Flt Lt    | GREEN        | "                      | 2 |
|          |            | 975     | " Flt Lt  | JANSON       | "                      | 3 |
|          |            | 983     | Plt Off   | THOMPSON     | "                      | 4 |
| 2        | B          | 987     | § Wg Cdr  | THOMAS       | VM-JAB                 | 1 |
|          |            | 971     | Plt Off   | CHESTERFIELD | "                      | 2 |
|          |            | 986     | " Flg Off | WATSON       | "                      | 3 |
|          |            | 955     | Plt Off   | DART         | "                      | 4 |
| 3        | C          | 972     | § Flt Lt  | JONES        | VM-JAF                 | 1 |
|          |            | 951     | Flg Off   | RICHARDSON   | "                      | 2 |
|          |            | 962     | " Flg Off | CONN         | "                      | 3 |
|          |            | 957     | Plt Off   | REESE        | "                      | 4 |
| 4        | D          | 974     | § Flt Lt  | NEWHAM       | VM-JAJ                 | 1 |
|          |            | 980     | Plt Off   | MATTERS      | "                      | 2 |
|          |            | 958     | " Flg Off | TREADWELL    | "                      | 3 |
|          |            | 966     | Flg Off   | RADFORD      | "                      | 4 |
| 5        | E          | 956     | § Flg Off | RAFFIN       | VM-JAN                 | 1 |
|          |            | 954     | Plt Off   | MITCHELL     | "                      | 2 |
|          |            | 979     | " Plt Off | STENHOUSE    | "                      | 3 |
| 6        | F          | 963     | Flg Off   | TUCKWELL     | VM-JPD                 | 1 |
|          |            | 950     | Flg Off   | WORTH        | "                      | 2 |

**NOTE:**  
 § Flight Leader  
 " Deputy Flight Leader





No.3 Sqn was to deploy first, with 77 following in February 1959. In late October 1958, 3SQN deployed 23 aircraft to Darwin and the ferry started from there early November in sections led by the O.C. 78 Wing, GPCAPT Glen Cooper, followed by CO 3 Sqn, WGCDR Cedric Thomas, FLTLT Reg Jones, me, and lastly a three-aircraft section led by FLGOFF Bennie Raffin. (see above)



1. GPCAPT Glen Cooper, OC Wing. 2. WGCDR Cedric Thomas CO. 3. Ian "Kiwi" Reese. 4. Jake Newham. 5. (squatting) Stu Mitchell. 6. Terry Conn. 7. Peter Dart. 8. Keith Thompson. 9. Benny Raffin. 10. Jim Treadwell. (On secondment from 77SQN). 11. Ken Janson. (Wing Staff). 12. Ted Radford. 13. Stinky Stenhouse. 14. Ron Green (Wing Staff). 15. Hidden Mike Matters. 16. Tex Watson. 17. Reg Jones. 18. Bill Richardson.

My section was made up of PLTOFF Mike Matters, FLTLT Jim Treadwell (on loan from 77SQN) and FLGOFF Ted Radford. We took off for Biak on 7 Nov '58, flying a southern dogleg to avoid Indonesian territory. The trip was straightforward, although there had been heavy rain before we arrived. We concluded the main briefings for the next day, when we were to cover two legs, to Guiuan and thence to Labuan. There were limited tented facilities at Guiuan – an isolated, largely unused airfield activated especially for the ferry of aircraft by the USAF.





**L-R:** Terry Conn (wearing parachute), Cedric Thomas, Kiwi Reese, Dennis Stenhouse, Jake Newham, and Benny Raffin.

Next morning started better than planned, in that the ever-resourceful Jim Treadwell managed to scrounge a 1:1million topo of Guiuan area from one of his 11 Sqn mates. This he gave to me as I was in front and expected to know how to use it. I laid-off our inbound track to Guiuan and a few distance markers on the chart. Little did we realise what a godsend this map would be!

The Canberra, crewed by WGCDR Jim Grainey and FLTLT Bruce Hunt, took-off on time, the Neptune having long since left. We followed and duly established air-to-air comms. Nearing PSR [Point of Safe Return] the Neptune confirmed our position and passed a special weather report, to wit: it was socked-in back at Biak. WGCDR Grainey, at that stage about 40mins ahead, then advised that he was crossing a line of medium cumulus which he did not expect would be a problem and that Guiuan was reporting local showers but generally clear. - We had no option but to continue.

Later, WGCDR Grainey reported he was over Guiuan, could see the strip, no significant WX [weather], and asked could he continue to Manila, as he and Bruce were freezing. OK by me.

Not long afterwards I could see the line of "no sweat" cloud; it had developed into a wondrous sight; boiling cloud, crisp edges, tops nearing our altitude of around 45,000 feet and the 'Bird Dog' snapping to life as it pointed out centres of lightning, literally awesome. So we climbed higher.



Flying into an Inter Tropical Convergence Zone (ITCZ) is an exclusive experience, the significant factor with the encounter was the sheer size of the phenomenon and the speed of its development. Later, in reading WW2 Pacific War reports, I realised that this was most likely the cause of many (most) mysterious losses. No aircraft of WW2 possessed the performance of jets of our time.

With a touch of basic airmanship, and a ton of luck, we survived!

Now! To consider potential problems: the Sabre's stability was poor at low IAS [Indicated Air Speed] when carrying big jugs; secondly, No.4 Ted Radford had the least fuel; and thirdly, though the RR Avon compressors had been upgraded and given limited trials, the potential for compressor stalls was perfect, super cold air temps, high revs and low IAS3.

As we got closer, the tops had grown to something in excess of 56,000ft and did not look like stopping; the road ahead to Guiuan was blocked. I diverted west 30° to get through a saddle and started a rough plot on the precious 1:1million topo using my 21nm matchbox; Guiuan came on the air with the news that it was bucketing down and maybe we should go some other place. We had passed Davao, which had a dubious strip, and I thought we might - with a lot of luck - find something at Leyte on the west side of the gulf.



Then I peered down a miraculous 47,000' hole and saw three distinctive small islands in the middle of Leyte Gulf, a very comforting pin-point; although we were still up the proverbial creek. We were then able to turn east and on time I caught a glimpse of the neck of the Guiuan peninsula. Then thinner high cloud between the Cu-Nims permitted a right turn onto 165° to run down the peninsula. Our man at Guiuan contributed the encouraging news that heavy rain continued with very low visibility – he could see no sign of relief in any direction. “Duckbutt One”, sensibly still on the ground, called to say he was reading our IFF pulses and we were on track 30nms south. As we were then about 50nms north, I had some doubts about this advice, but did not have the time to mull it over. (Later I realised his readings were indicating in the reverse sense.) Several times I had tried to operate the radio compass in the manual mode, but was too pressed with flying the aircraft and could not discriminate a signal though the bedlam of static. I held on to precious height and avoided penetration of the black stuff for as long as possible.

I had decided that on ETA we would jettison the tanks, then let down individually, normally, we would descend in pairs formation; this was out of question in the extremely turbulent conditions, and the pilots had had more than enough of tiring formation flying outbound to the east and return on 260°, and - if no contact at 1000' - eject. The big decision was whether to go first (as I should) or invite Ted Radford, who was by then very low on fuel, to lead the descent. I decided on the latter course, composed my speech, pressed the mic/tel button, but found myself looking down through another of those magic holes - at the eastern end of a runway! - Instead, I announced this discovery saying (I'm told): “If the strip below is not Guiuan, it will have to do. Don't worry about drop tank limits. Speed Brakes GO!” (All within a few nanoseconds.)



The next few minutes were the hairiest I've flown, a spectacularly steep, tight spiral through 46,000 feet; demisters blowing hot air full-chat; pilots furiously rubbing holes in the canopy ice. I flattened-out in heavy rain at about 800' and saw the most remarkable sight one could ever expect: three Sabres clinging on like limpets! (To this day, I do not know how they did it.) I could see the ground below, but horizontal visibility was only a few yards. The other three had little time to glimpse the disappearing scenery as we entered rain.

All was not over, heavy rain continued and we had to land very quickly. As we slowed pronto, I called for spacing and open canopies and turned onto downwind. No's.2, 3 & 4 were losing sight of the aircraft in front, but the urgency of the situation made them press on. We turned onto a curving base leg/final approach on instinct; we first three landed and managed to pull up without busting anything. Ted Radford's canopy would not open; he went around with near zero fuel remaining and landed in the most terrible conditions. The planned two-hour flight had taken 2hr:30mins; a sort of record for the circumstances. A narrow squeak.

We then had to wait several hours for the deluge to clear before completing the second leg of the day. I snatched an hour's sleep on Barry Weymouth's camp stretcher, to find Ted had to remain behind with an unserviceable canopy actuator. He joined the next (and final) section of three to stage through two days later.



Ground Crew speak to Group Captain Cooper in A94-970 at Labuan (with 2SQN weather-survey Canberra A84-240 visible behind).

The leg to Labuan was comparatively peaceful except for another 'Met' phenomenon: we were cruising at around 45,000' in light cirrus when we found ourselves climbing whilst still holding cruising mach number and engine RPM; this continued, still in cirrus, for some 15 minutes, then the situation reversed and we were forced to descend to maintain mach; we finished somewhere near our start altitude. This event caused another bout of anxiety: what might be lurking within this seemingly innocent cloud? - We'd had sufficient tropical weather experience for one day.





I did not care to relate this tale without members of my flight being present because it seems far-fetched. - One needs to witness this sort of weather first-hand to believe the forces of nature that would cause such an incredibly rapid build-up of powerful Cu-Nims. I retain a clear memory of the event and give assurance that the record is not embellished.



A Labuan fuel truck tops up the starboard "jug" of A94-962

We cruised at "best range" speed, and there was little difference between this and endurance speed; more importantly we needed as high as possible IAS to counter instability excursions peculiar to the Sabre with big tanks, close to the stall boundary. At 48,000ft in the tropics we experienced temps of about  $-70^{\circ}\text{C}$ , maybe lower and an IAS less than 200 kts, which is low for a swept-wing aircraft).

Guiuan was completely strange to us. The F86 Sabre windscreen goes opaque in rain and without familiar peripheral cues around a field and near the threshold it is necessary to open the canopy and stick one's head out into the blast to land off a turning approach. In heavy rain the problem is exacerbated.



Pilot Officer Bennie Raffin, in Sabre A94-956, safely on the ground at Labuan.



Two days later, Ted Radford was treated to a repeat ITCZ experience on the leg to Labuan. Bennie Raffin's section topped 50,000', avoiding the darker and more violent Cu-Nims, though the destination was relatively clear.

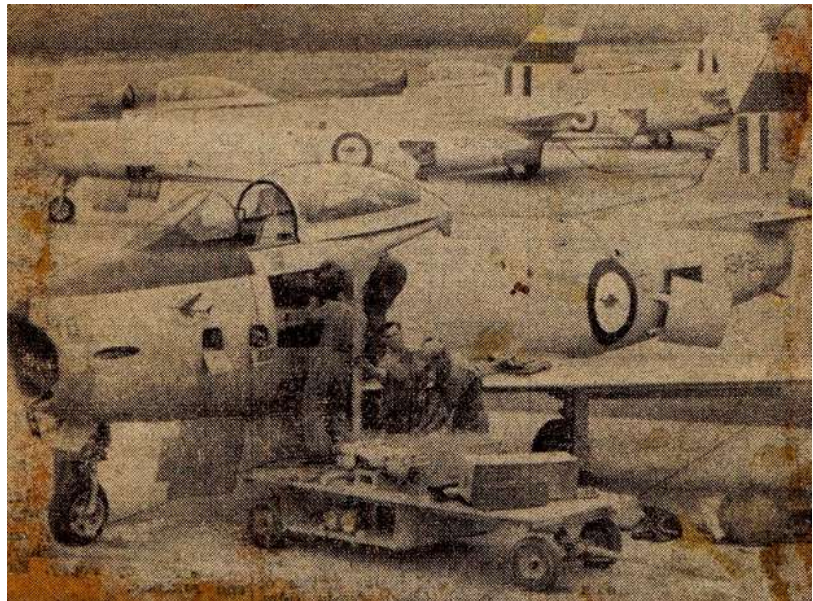
A Boeing 737 Max flight attendant walks into a bar and orders a martini. "You're here later than usual," the bartender comments. "Problems at work?" "Yes, just as our flight was about to take off we had to turn around and wait at the gate for an hour." "What was the problem?" the bartender asks. "The pilot was bothered by a noise in the engine," she replies. "It took us a while to find a new pilot."

## Sabres for Butterworth.

(Mike Gayan sent us these articles, they were taken from newspaper clippings.)

### Sabre display before Malaya move.

Two Sabre Squadrons will shortly leave for Butterworth (Malaya) having been making their final appearance over Australia for Air Force Week. This view of Sabres undergoing maintenance was seen at Williamstown, near Newcastle. The jets now feature the kangaroo roundel which is such a distinguishing mark for RAAF aircraft operating overseas.



And

### Sabre Jets will be equipped with Guided Missiles.

The RAAF's Avon-Sabre jet fighter wing to be based at Butterworth will be equipped with the "Sidewinder" air-to-air guided missile.

This was revealed by AVM Douglas Candy CBE, Air officer Commanding Home Command RAAF when he arrived at RAAF Butterworth from Australia yesterday.

AVM Candy said this modern guided missile would enormously increase the effectiveness of the Australian Sabres and sufficient had been ordered from the United States Navy to equip both RAAF fighter squadrons coming to Malaya. The first four Australian Sabres now on their way to Malaya arrived at Biak, Dutch New Guinea, on Thursday night. They will reach Butterworth on



Sunday, Nov. 2. AVM Candy said that the flight of the Sabres from Australia was the longest and most complex operation attempted by any of the Australian services since the end of World War II. Four nations were co-operating in the mammoth 6,040 mile flight. The route of the Sabres is via Townsville (Queensland), through Darwin, Biak (Dutch New Guinea), Guiuan in the Philippines and Labuan in British North Borneo. This route will be used until a more direct route from Learmonth in West Australia to Malaya via Cocos Island is established.

The move to Butterworth was not a simple flight by the Avon Sabres alone. RAAF Canberras from Butterworth and Australia are also involved as well as RAAF Neptune and Dakotas and RAF Shackletons.

AVM Candy, who is accompanied by staff officers from his command said he was in Malaya to complete arrangements for the operational role of the Sabre Wing.

And

### **Another Sabre Jet Squadron for Malaya.**

Butterworth 11 Nov 1958. All 19 Avon-Sabre jet fighter of No 3 Squadron RAAF, have now arrived safely and on schedule at Butterworth. The last four arrived this morning from Labuan, British North Borneo, escorted by a Canberra jet bomber of No 2 Squadron RAAF. They were flown by FOs Benny Raffin of Monto and Ted Radford of Nelson's Bay and Pos Seward Mitchell of Newcastle and Dennis Stenhouse of Maroubra NSW.

The 19 Australian Sabres of No 3 Squadron, flew via Biak in Dutch New Guinea, Guiuan in the Philippines and Labuan in British North Borneo. They will be followed to Malaya by a second Australian Avon-Sabre squadron, No 77, which is due in February next year.

Both will form a part of Australia's contribution to the British Commonwealth Strategic Reserve in Malaya. The Sabres which will be fitted with "Sidewinder" air-to-air missiles are the first supersonic fighters to be used in the defence of Malaya.

A man walks up to the counter at the airport. "Can I help you?" asks the agent. "I want a roundtrip ticket," says the man. "Where to?" asks the agent. "Right back to here of course." said the man.





## The people I meet.

Just the other day, as the weather was a bit crook and I had a few hours to kill, I decided to pop into town and enjoy a meal and the odd sugar free coke at Brisbane's finest, the Jade Buddha. Normally I'd be doing some beneficial work, helping old ladies across the street, vacuuming floors for the elderly or sorting donated clothing at Saint Vinnies but with the rain bucketing down, none of that was possible so I had a bit of time to myself.

For many years I'd been blessed with Radtechitis and knowing the effect it had on the populous, I was always careful to mask its allure before venturing forth from my well-guarded residence. A good tub and a thorough scrubbing with Solvol before dressing followed by a liberal application of Old Spice usually did the trick after which I could normally blend in with lesser folk and not cause an attraction stampede.



So, on this inclement day in late summer, which was most unusual for Queensland, I was seated alone at the Jade, pondering Schrodinger's equation and thinking to myself that as it is such a simple equation and so easy to understand that it is a wonder no-one had thought of it earlier. In our opinion, understanding quantum mechanics is after all not all that different to understanding the workings of the internal combustion engine.

On this particular day, while engrossed in my thoughts, I failed to notice the wind swinging around from the east and a spatter of rain fell on my uncovered arm and washed away a minute amount of the Radtechitis protection I had so generously applied earlier in the day. Immediately the protection was removed a small whiff of Radtechitis escaped. I was instantly on alert and grabbed the bottle of horse-radish sauce that had been placed on each table by mine host, remove the lid and smeared some upon my arm, confining the Radtechitis to my person once again.

As no-one in the restaurant seemed to notice I thought I was safe, no one was up on their feet, with eyes bulging, shouting and pushing each other looking for the source so I figured that whiff had been dissipated by the storm.

How wrong I was.

That nefarious wind had picked up the whiff and once aloft, it had soared far west of the city only to settle in the Lockyer Valley, about 100km away.

On that day, two lovely young ladies were decked out in shorts and gum-boots and were bent at the waist harvesting broccoli and artichokes in one of the paddocks, when that whiff of Radtechitis descended upon them. All reason immediately left them, they began running on the spot, lifting knees high and turning in a clockwise direction until they discovered the direction from which that alluring Radtechitis had come. Once certain of its origin, they discarded the shorts and gum-



boots, donned a frock and crocks, popped on a hair net, a bit of rouge and lippy and after firing up the old DeSoto ute headed for the big smoke at a rapid rate of knots. Leaving the DeSoto on the footpath in front of the Jade, they rushed inside and draped themselves upon my person lapping up some Radtechitis.

After 57 minutes, I was forced to extract myself from their clutches, they left quietly, smiling broadly, hopped back in the venerable old ute and headed west. Such is the burden a Radtech must endure!



Janine O'Connor, honourable self, Lucy Myers.

These lovely young ladies work for HealthX. HealthX began in 2008 when they set out to solve nursing shortages across regional and remote Australia. They saw a desperate need for experienced nurses in these areas which had a limited capacity to recruit locally. They set about attracting and employing highly skilled nurses from overseas, to build long term nursing capacity within these regions.

HealthX is not a nursing agency and not a recruitment company. They are the proud employer and sponsor of nurses that provide long term and sustainable nursing care for client organisations and provide short term, long term and aged care nursing opportunities for overseas nurses wishing to work in Australia.

They have an office in Brisbane and an office in London. Further info [HERE](#)

Police came around last night and told me my dogs were chasing people on bikes.  
My dogs don't even have bikes



## RAAF School of Radio History

Brendan Godwin  
Radio Technician Ground  
RAAF RadSchool Laverton 1967-1968

Tracing the origins of what was the RAAF School of Radio or RadSchool has not been easy and the current research leaves holes and gaps.

It appears that the first School of Radio was at RAAF Base Ballarat. Following the outbreak of the Second World War a RAAF base was constructed in Ballarat in 1940. After the Second World War ended the base became a radar training school in 1945.

The former Ballarat RAAF Base on the site of the present Ballarat Aerodrome, 7 km northwest of Ballarat city centre, was constructed in 1940 at the outset of the Second World War as a training school for Wireless Air Gunners (WAGS) under the Empire Air Training Scheme (EATS). [Wireless Air Gunners were wireless operators who were cross trained as gunners as a backup in case any of the gunners were KIA. They were sent to East Sale for gunnery training.] By the time the war ended more than 5000 trainees had been through the school, which was formerly disbanded in 1946, but remained property of the RAAF until 1961 when the radar school moved to the RAAF's Laverton base in Melbourne.

### **21 RadMechs Course - RMC Ballarat. 1960.**







**Back Row L-R:** John Archer, J Randle, Bill Scheske, Phil Burrill, Tony Bucci, Bill Thomson, John Thompson, Kel Martin.

**Middle Row L-R:** Phil Mole, Neville Mackay, Jeremiah Cleary, Peter MacNamara, Neville Stark, Allan Thompson, Bruce Hurst.

**Front Row L-R:** John Dare, Bernie Radel, Geoff Waugh, Laurence Cook.

After World War II, Ballarat Airport was the home of the RAAF School of Radio. A radar training wing was established at the Ballarat RAAF Base in 1945. This school moved to Laverton, Victoria, in 1961.



RAAF Base Ballarat during WWII

RAAFSTT's (School of Technical Training) proud history extends back to 1st March 1940 when No 1 Engineering School was formed in Melbourne. After World War II, No 1 Engineering School retained its wartime training role and moved to facilities at RAAF Station Forest Hill near Wagga Wagga. The unit was reformed as the RAAF Ground Training School on 4 February 1946, was renamed as the RAAF Technical College in May 1950, and assumed its current name on 1 December 1952. From its inception, the School has focused on delivering capable technical tradespeople to maintain Air Force's operational edge. <https://raafbasewagga.com.au/school-oftechnical-training/>

From all of this, trying to piece together what was taught where is a bit of a puzzle. Some things we know for certain.



Ballarat had Radio Mechanics training and a radar school up until 1961. Where the Radio Technicians training was conducted during the period 1946 to 1961 is uncertain but most likely Ballarat. We know from 1946 to 1961 RMC was at Ballarat. From 1946 to 1961 it is possible RadMechs was at Ballarat, RadTechs was at Wagga then back to Ballarat for Radar. It is also possible the whole lot was at Ballarat. But it is absolute from 1961 to 1966 both RMC and RMT were conducted at Wagga.

The RAAF Air Power book [Aircraft technical trade development](#) sheds a little more light on this at pages 3 to 8. Ballarat was named the RAAF School of Radio (RADS) in December 1952 and taught Air and Ground radio training. Running parallel with the Air and Ground Radio school was the RAAF Radio Apprentice School formed at Frognall, Victoria, in December 1947. This school too was transferred to Laverton in late 1960 and was incorporated as a squadron of RADS in 1961.

In 1948 the first intake of radio fitter (air) and radio fitter (ground) telegraphist mechanic apprentices were embarking on their careers in Victoria, at the Melbourne Technical College. It doesn't say but these had to have been posted to RADS Ballarat. During the war some 5,500 radio tradesmen had been trained at Melbourne Technical College (MTC).



The first two years of the course were completed at Melbourne Technical College followed by a third and final year conducted at the RAAF Air and Ground Radio School in Ballarat. In 1961 the training was transferred to RAAF Laverton after Ballarat's closure. Radio training was carried out there until the amalgamation of technical training in 1993.





According to the RAAF's head of technical services from 1960 to 1972, Air Vice Marshal E. Hey, the RAAF apprentice scheme was one of the best things the Air Force ever did and its graduates were absolutely outstanding. It did appear though however that the downside of this scheme was that it was taking too long to get graduates into the field and the RAAF started concentrating on their adult trainee program. Up until apprentice course 19 in the late 1960s, apprentices, who were just 15 years old, had to sign up for 15 years, equal to a lifetime that they had already lived. From course 20 on, they were given an option of 9 years. Apprentice graduation took 5 years compared to 18 months for adult trainees.

Initially, technical training for adult trainees was broken into two major phases. Firstly, the trainees underwent mechanic training where they acquired generic hand skills supported by general theory which usually took about five months. Upon successful completion of this training, the adult trainees were posted to RAAF units for work experience and job exposure under direct supervision for approximately nine months. Once competence was believed to have been achieved in the field the trainees returned to RAAF Wagga for fitter training before graduation as an aircraftman. Up to 50 mechanics were graduated each year from both RADS and RAAFSTT. This requires some reading between the lines because it incorporates all the trades.



All of this provides some answers. 60% of the RAAF's RadTech needs were being fulfilled from apprenticeships. Between 1946 and 1961 these were trained at the MTC and were based at Ballarat. Apprentices did 2 years at MTC and their final year of advanced electronics and radio at Ballarat. It still leaves the unanswered question, where did the adult trainees do their RTC course during 1946 to 1961? Ballarat certainly had the facilities to conduct RTC courses and probably did.

It was said that the school of radio and/or the radar school moved to Laverton when the Ballarat base closed on the 27th April, 1961 (See [HERE](#))





The first Radio Mechanics/Technician course was held at Laverton around April 1966. Prior to that all electronic training was conducted at Wagga, however after 1961 apprentices were still trained at RMIT in Melbourne and completed their advanced electronics at RadSchool Laverton. By the late 1960 the first 2 years at RMIT gave apprentices a Certificate of Electronics Technology. They then spent 8-9 months at RADS or RadSchool where they split into Air or Ground (their own choice), doing a month on each RAAF equipment type, e.g., (Ground) HF TX and RX, VHF, UHF, QuadRadar, Microwave etc. They didn't graduate until a further 2 years when they received their trade certificate.

When I arrived at Laverton in 1967 I went on to 17 RMT, a ground electronics course. There was one new course every month. By then they were alternating (approximately) each course Ground then Air then back to Ground. But that's not exactly. 1RMRT was Air. 4RMT was Ground and 7RMT was Air. If it kept alternating, I was odd and should have been Air. Obviously the RAAF determined how many Air and Ground techs they required and organised the courses accordingly.



It was common knowledge that prior to April 1966, all the training was conducted at RAAF Base Wagga. Training was divided into a Radio Mechanics Course RMC and a Radio Technicians Course RTC. Between RMC and RMT, students spent some months out in the field on work experience. It is unknown what the RMC course entailed. Some time around 1965 the field experience was dropped and students went from RMC directly on to RMT training.

In early 1966 School of Radio or RadSchool Laverton began taking over from Wagga. The first course was 1 RMRT or Rad Mech Rad Tech. 4RMRT was the last of these. There was also a cutover from Wagga. Some members of 4RMRT did their RMC course at Wagga then came to Laverton to join 4RMRT for the radio technical training. But most of 4RMT came directly onto the course and did their Rad Mechs training at Laverton prior to doing the RadTechs training. These personal went on to 4RMT. The ones that came from Wagga were on 4RMRT. They were both the same course. I.e. 4RMT was the last of the RMRT courses and the first of the RMT courses. Those that came from Wagga skipped the RadMechs training at Laverton and joined the course at Rad1.



So reading between the lines it would appear that after the school of radio closed at Ballarat, between 1961 and 1966, RMC and RMT training moved to Wagga. It is entirely possible that those who completed their RMC and RMT at Wagga, if they were to be posted to a ground based radar unit came to Laverton to do the radar course.

The RAAF Unit History sheets from the Operations Record Book for the School of Radio Laverton date from February 1961 through to July 1982. These records have not been viewed. [Source: National Archives Series No. A9186, Control symbol 470, Item Barcode 1360135.] Even though NAA records show RadSchool Laverton ceasing in 1982, Ron Batchelor, Executive Officer from SST Wagga says that RadSchool Laverton continued until the 1990s sometime. He went through RadSchool Laverton in 1984.

RadSchool moved from Laverton to Wagga on the 31 December 1993 following the introduction of the Technical Trade Restructure (TTR) Aircraft technical trade development

When I arrived in 1967 at Laverton, the RadMech course was called "Basic Fitting". This was held in the hanger beside ARDU. It consisted of wood work, metal work and lathe work. It was for one month and the next month we commenced the RadTech course with Rad 1 in the igloo huts. Rads 1 to 5 were basic electronics. Rad 6 was pulse and digital, test and maintenance and oscilloscopes. Rad 7 was radar. This was scattered. We did radar theory in the RadSchool lecture rooms and moved to a hanger on the tarmac where we learned the Quad Radar. This was detached from the main RadSchool area. They had a Quad Radar set up outside the hanger with monitoring PPis and screens inside the hanger. The Quad Radar was at Ballarat in 1959 for technical training and this one at Laverton almost certainly came from Ballarat when the radar school was moved from Ballarat to Laverton in 1961.



During my 18 or so months at RadSchool Laverton, there was always a Navy group doing their electronic training. The RAAF trained the Navy techs.

From 1993, Air and Ground techs got divided. What used to be called RadTech Air, became Avionics Technicians. These are trained at the RAAFSTT at Wagga. RadTech Ground are now called C E Techs – Communications and Electronics Technicians. They are trained at HMAS Cerberus Crib Point Western Port Bay on the Mornington Peninsula, south of Melbourne. Just to show some things don't change, Navy avionics techs, equivalent to RadTech Air, do their training at STT Wagga. But the Navy equivalent to RadTech Ground, now CE Techs, do their training at Cerberus.





## Summary

Radschool was formed at Ballarat in 1946. RAAFSST also commenced at Wagga in 1946 but there is no evidence of radio training being conducted at Wagga until 1961. Radio apprentices formed the bulk of trainees at this stage. The adult trainee program was also at Ballarat with RMC and RMT courses. When apprentices completed their 2 year basic electronics training at MTC, later RMIT, Melbourne, they returned to Ballarat to complete their advanced electronics training. The RAAF radar school was also at Ballarat with the Quad Radar.

In 1961 Ballarat closed and RadSchool was moved to Laverton. The adult trainee program with RMC and RMT courses moved to Wagga. Apprentice advanced electronics training moved to Laverton and the Radar school, along with the Quad Radar moved to Laverton.

In 1966 RMC and RMT training and the adult trainee program moved to Laverton and the complete radio and electronics training including apprenticeships remained at Laverton until 1993.

In 1993 RadTech Air became Avionics Tech and was moved to Wagga, RadTech Ground became CE Tech and moved to HMAS Cerberus. And this is how it remains to today.





After 10 years a wife started to think their child looks kinda strange so she did a DNA test and found out the child is not theirs, she told her husband what she found out, the husband replied, "don't remember do you?? When we were leaving the hospital the baby pooped and you told me go and change him so I went inside got a clean one and left the dirty one there" The wife fainted.

## The Werribee Liberator.

Back in 2015 we had a look at the Liberator that is being lovingly restored by a bunch of dedicated volunteers in Werribee (See [HERE](#)). As we were down that way recently, we asked if we could have another look to see how things were going and the blokes and ladies were only too happy to show us around. We did ask one of the ladies when they hoped to have the project finished, she, jokingly, replied, "never we hope, keeps the men from under our feet."

In the few years since we'd seen it, you can definitely see progress and when you consider, you can't just pop down to Bunnings for bits it's a credit to the bunch of volunteers who have taken on the enormous job. With these old birds, there is no-spare parts department anywhere and if a part, even if it's old and rusted, is not available from somewhere, it has to be hand made in the hangar. One day this magnificent old aircraft will be wheeled out of the hangar and the blokes will have to look for another project to keep the ladies happy.



The restoration work is being conducted in the hangar above, which, as one of the blokes told me, is a bit small and soon they hope to move the other remaining hangar left over from when Werribee was an operational aerodrome, down to the cut grass area at the back of the one above (see pic below).

How they plan to do that is anyone's guess, the other one is a lot bigger, is about 200 metres away and you can't just stick a fork lift under it and pull it across the grass. From the pic below, you can see the current hangar (top centre) and the only other remaining hangar (bottom left). During WW2, Werribee airfield, which was built in early 1940 as a satellite field for Point Cook



and Laverton, was used for the storage of aircraft produced by CAC at Fisherman's Bend until required by the RAAF. It had an all over grass runway area with no defined runways.

It was also used for the assembly of aircraft coming from the UK. Initially there were 4 large hangars at Werribee as well as living quarters, messing facilities etc, but all but the 2 remaining hangars and the shed in the middle, have gone. The remaining two hangars have been added to the National Heritage Register. Most of the airfield has gone too and before long apart from the two remaining hangars, the once busy Werribee airfield will be a long gone memory.



During the war, it was home to a number of RAAF Repair and Salvage type units, including:-

- 1 Central Recovery Depot
- 9 Repair & Salvage Unit (9RSU)
- 12 Aircraft Repair Depot (12ARD)
- 22 Repair & Salvage Unit (22RSU)
- 26 Repair & Salvage Unit (26RSU)



The other hangar – up the road.

The Werribee Liberator, A72-176, is the last surviving Australian Liberator, all the other Australian aircraft had been sold for scrap and broken up. It is also the world's only surviving B-24MR (R denoting radar equipped) aircraft. In 1988, the B-24 Memorial Fund was formed and it acquired the fuselage, which was found on a property in Moe, Vic. In 1948, the owner of the property had bought the fuselage as scrap in which to live for a number of years while he built his home. After he moved out, the frame was allowed to deteriorate and when found by Werribee Fund in 1995, it was in poor condition. The wing and tailplane of an American B24D had been recovered in New



Guinea and brought to Australia in 1992. All those components have been put together and now form the aircraft being restored.

The Liberator was an American heavy bomber designed and built by the Consolidated Aircraft Corporation, the same company that built the Catalina. In 1943, Consolidated merged with Vultee Aircraft to form Convair. Convair was sold to General Dynamics in 1953 which was in turn was sold to McDonnell Douglas in 1994.



The Liberator went into production in 1940. The airframe was simple and the aircraft was very fuel efficient with its twin fin and rudder assembly providing excellent stability required for accurate bombing. It was the first aircraft to utilise the Davis wing, a thick wing profile which provided low drag and high lift. It also pioneered the tricycle undercarriage. Of the 18,842 aircraft built by Consolidated, the RAAF had 287.

Most Australian B-24 crews were trained at 7 Operational Training Unit at Tocumwal in rural NSW. At its peak in 1945, Tocumwal was a large base with 50 aircraft and over 5000 personnel.



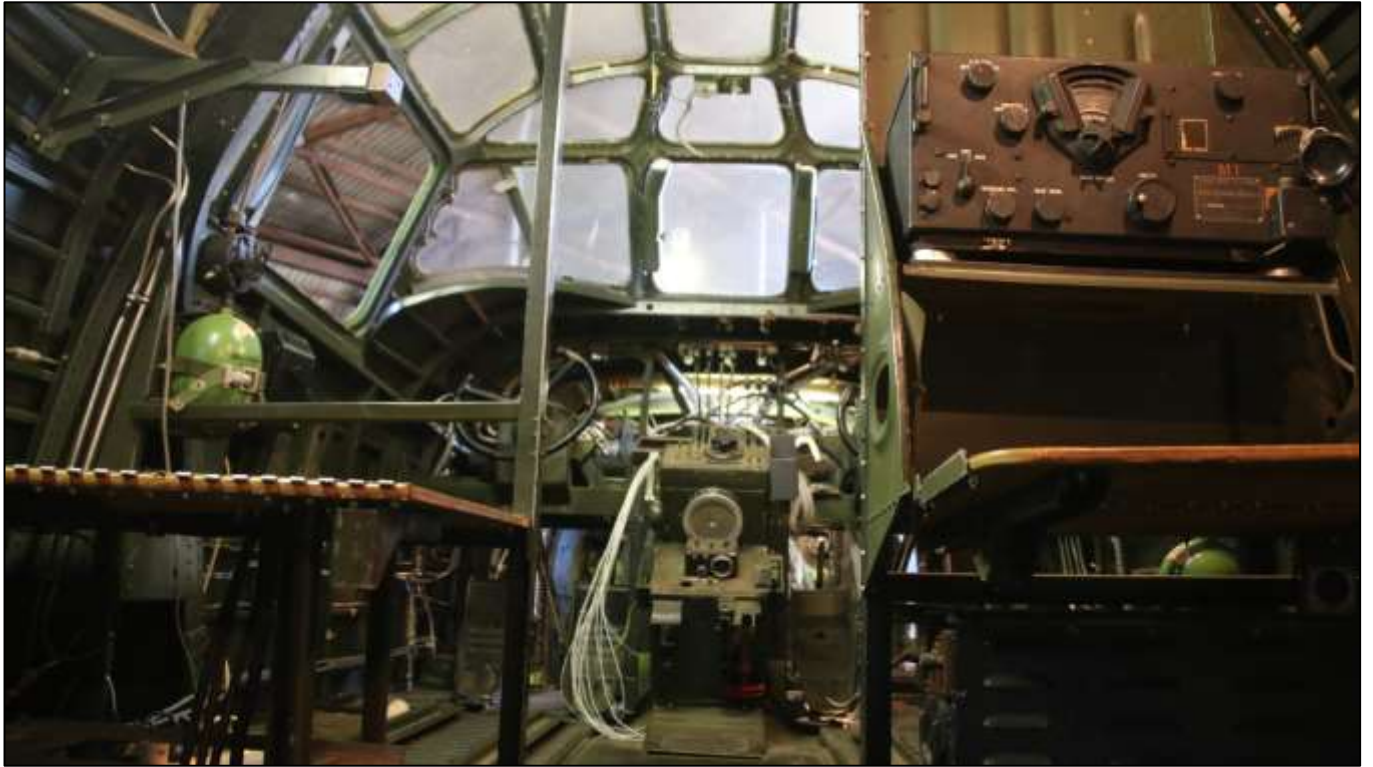
I've got to stop saying "How stupid can you be?"  
Too many people are taking it as a challenge.











As well as the airframe, the Fund also has many items of equipment associated with the aircraft, including:



Norden bomb-sight.





The Norden M series is a bombsight that was used by the United States Army Air Forces (USAAF) and the United States Navy during World War II, and the United States Air Force in the Korean and the Vietnam Wars. It was an early tachometric design that directly measured the aircraft's ground speed and direction, which older bombsights could only estimate with lengthy manual procedures. The Norden improved on older designs by using an analog computer that continuously recalculated the bomb's impact point based on changing flight conditions, and an autopilot that reacted quickly and accurately to changes in the wind or other effects.

Together, these features promised unprecedented accuracy for daytime bombing from high altitudes. During pre-war testing the Norden demonstrated a circular error probable (CEP) of 75 feet (23 m), an astonishing performance for that period. This accuracy would enable direct attacks on ships, factories, and other point targets. Both the Navy and the USAAF saw it as a means to conduct successful high-altitude bombing. For example, an invasion fleet could be destroyed long before it could reach U.S. shores. To protect these advantages, the Norden was granted the utmost secrecy well into the war and was part of a production effort on a similar scale as the Manhattan Project. Carl L. Norden, Inc. ranked 46th among United States corporations in the value of World War II military production contracts.

Under combat conditions the Norden did not achieve its expected accuracy, yielding an average CEP in 1943 of 1,200 feet (370 m), similar to other Allied and German results. Both the Navy and Air Forces had to give up using pinpoint attacks. The Navy turned to dive bombing and skip bombing to attack ships, while the Air Forces developed the lead bomber procedure to improve accuracy and adopted area bombing techniques for ever larger groups of aircraft. Nevertheless, the Norden's reputation as a pin-point device endured, due in no small part to Norden's own advertising of the device after secrecy was reduced late in the war.



The Norden's secrecy had already been compromised by espionage before the United States entered the war. As early as January 1941, the Germans introduced a lightened derivative of the Norden called the Carl Zeiss Lotfernrohr 7 as the primary bombsight for most Luftwaffe level bombers and the first of its bombsights to have gyroscopic stabilization.

The Norden saw reduced use in the post-World War II period after radar-based targeting was introduced, but the need for accurate daytime attacks kept it in service, especially during the Korean War. The last combat use of the Norden was in the U.S. Navy's VO-67 squadron, which used them to drop sensors onto the Ho Chi Minh Trail as late as 1967.

The Norden remains one of the best-known and most overrated bombsights ever invented.

The Liberator carried some "state of the art" radio equipment, one piece of which was the AN-ARP4 search radar receiver. This equipment was used to detect and analyse enemy radar transmissions, which were displayed on the adjacent BC909 CRT indicator on the left.



Once the frequency was determined, the operator would tune of his transmitters and jam the enemy's radar.

The aircraft was also fitted with the SCR-717 search radar.



This was a 10cm radar, capable of switching from 5nm, 20nm, 50nm and 100nm range views. The antenna could be switched from 360 scanning to 180 degrees north to 180 degrees south. It could detect ships from as small as 5000 tons at 70nm and surfaced submarines from 20nm. The antenna was fitted in the retractable lower gun turret.



The museum is open to the Public on Tuesdays, Thursdays and on Sundays from 9.30am to 3.30pm. Entrance fee is on \$5.00 per person.

If you're in the area, do yourself a favour and have a look, it's definitely worth it.

Click [HERE](#) to see a small video on the project.



**HI MOM**

I think I've just failed my Pilot's Exam.

## First Vampire to visit Amberley.

Back in May 1948, nearly 23,000 people were at Amberley to see a De Havilland Vampire aircraft flash over their heads at 500 m.p.h. and land after making two circuits, four hours behind its schedule. Six thousand of the visitors had been waiting for the Vampire since before lunch-time,





and thousands of others had been waiting for at least two hours. At 11.30am when Brisbane people had been told it was due over the city, it was giving a demonstration flight over Sydney.



Originally scheduled to fly over Brisbane at 11.30am. and land at Amberley at 11.59, the Vampire did not arrive until 3.53pm. The Vampire was scheduled to fly over Brisbane for a short period between 8.45am until 8.55 before it returned to Sydney at 3.53pm. It was one of the features of Empire Air Day marking the beginning of Air Force Week. Thousands of people who watched for the aircraft were disappointed. A large number telephoned The Courier-Mail. Three different estimated times of arrival were received by Amberley officers during the day. Shortly after noon a message from Sydney stated aircraft would arrive at Amberley at 1.45 pm. This was later put back to 2.44. At 2.55pm the control tower received a message that the air-craft's estimated time of departure from Coff's Harbour, where it refuelled, was 3.05 pm and that it was due at Amberley at 3.50 pm.

Piloted by Wing Commander D.R. Dimming of Point Cook, the Vampire broke the record for flying time between Brisbane and Sydney. The Vampire flew from Sydney to Coff's Harbour (270 air miles) in 48 minutes and from Coff's Harbour to Brisbane (200 air miles) in 40 minutes. This included two circuits of Amberley before landing. The Temporary Commanding Officer at Amberley (Wing Commander R.C. Cresswell) said that the delay in arriving was due to last minute alterations of the Vampire's itinerary, of which Amberley was not notified. The aircraft had to wait at Coff's Harbour for a Dakota aircraft carrying its refuelling apparatus and maintenance crew. Wing-Commander Cresswell said that the Dakota could not have preceded the Vampire to Coff's Harbour to avoid the delay of two hours there. The Dakota carried the maintenance crew which had to wait until the vampire had taken off from Sydney.

The aircraft was being tested under Australian conditions, and had to have special maintenance men. Nearly 3500 cars were parked in the grounds of Amberley, which was open to the public

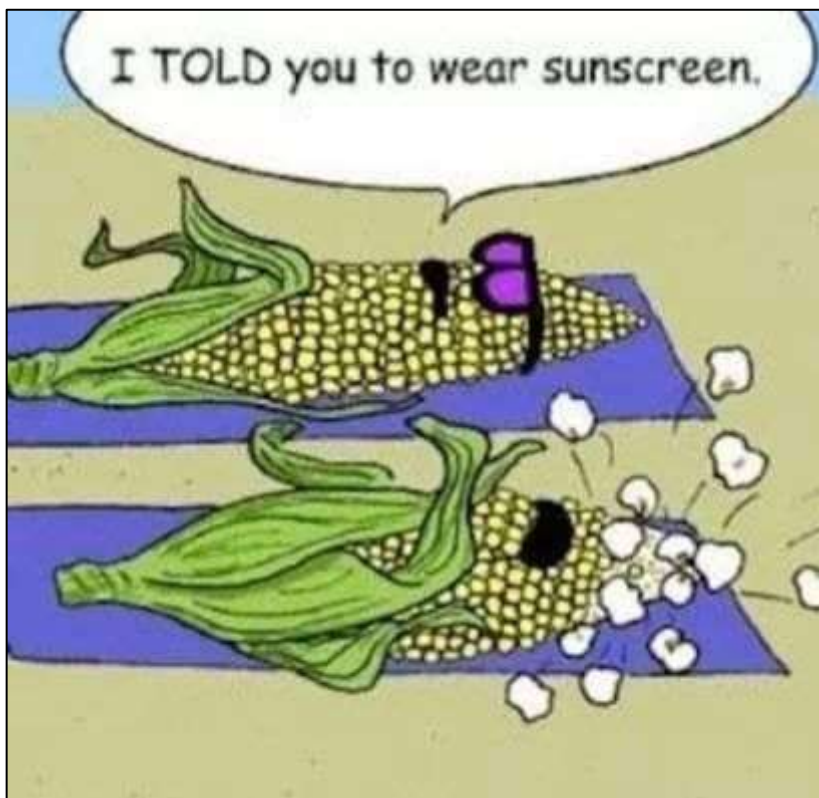


for the first time. The sightseers inspected Lincoln, Liberator, Mosquito, Mustang, Spitfire and Anson aircraft. Special buses running from Ipswich to the Aerodrome were packed throughout the day.

### Jet's new record, Canberra to Sydney

An R.A.A.F. Vampire jet fighter shattered flying records between Canberra and Sydney yesterday. Piloted by Wing Commander D. R. ('Gell') Cumming, of Point Cook, the Vampire left Canberra at six minutes to four and reached Richmond aerodrome at 22 minutes past four, 28 minutes later. Passenger planes normally fly from Canberra to Sydney (155 miles) in one hour five minutes. Sunday Mail, 23rd May 1948

See the newspaper report [HERE](#)





## Allan George's Gems

### 33 Squadron Elephant Walk.

In a world first, 33 Squadron has conducted an 'elephant walk' with five KC-30A Multi-Role Tanker Transports (MRTTs) at RAAF Base Amberley.



An elephant walk is an aviation term which dates back to the Second World War, when massed formations of Allied bombers would taxi to the runway for take off.





On 15 November, 33SQN conducted the feat with five aircraft, with a row of KC-30As stretched over 500 metres of Amberley's taxiway. It was made possible thanks to significant improvements to how 33SQN plans maintenance for the KC-30A fleet, providing greater aircraft availability for missions. Following the elephant walk, four of the aircraft took off from Amberley on separate missions. These included air-to-air refuelling training, flight test development and airlift tasks to support volunteer firefighters combatting bushfires in New South Wales.

33SQN has a fleet of seven KC-30As.

Of the squadron's remaining two aircraft, one flew on a mission in the Middle East Region for Operation Okra, and the other was in scheduled heavy maintenance. Launching five KC-30A aircraft demonstrates a capacity to concurrently transport over one thousand passengers or ferry more than 40 Hornets across Australia, alternatively, five aircraft could position 1800 kilometres from base and offload 250 tonnes of fuel to receivers over four hours. The capacity to project this magnitude of air power at range has previously been beyond Air Force.



Reaching this achievement required No. 33 Squadron to draw on its experience as the lead operator of the KC-30A. Each KC-30A is a heavily modified variant of the Airbus A330-200 commercial airliner and at 59 metres long and with a 60.3-metre wingspan, it is the largest aircraft in the Air Force. Unique systems on the KC-30A – from external-mounted cameras to hose-and-drogue refuelling pods mounted beneath the wings, and an 11-metre telescopic boom mounted beneath the tail, all require careful maintenance to ensure it can refuel other aircraft.



Following delays in its development, a fleet of five KC-30As were delivered to the RAAF between 2011 and 2015 and a sixth and seventh aircraft were delivered in 2018 and 2019. Since September 2014, the squadron has supported a nearly continuous deployment of a single KC-30A to the Middle East Region, where the aircraft has been coined 'Coalition Tanker of Choice'.

Operations at home and abroad had stretched 33SQN's workforce, according to its Senior Engineering Officer, Squadron Leader David Burns. During Operation APEC Assist in November 2018, four KC-30As sustained operations for a total of 157 hours and 1.75 million pounds of fuel offloaded over six intensive days, doing this required a significant surge from the technical workforce to inject the required scheduled maintenance to the aircraft."



The tempo for No. 33 Squadron in 2019 has remained high, with ferry flights for F-35As from the United States, support to Air Combat Group exercises in Japan and South East Asia, global transport of international UN forces to the Middle East a deployment in the Middle East Region. 33SQN has also added a specially modified KC-30A Government Transport Communication aircraft to the fleet to support Government transport and additional Air Refuelling capacity.

Over the last 12 months, changes have been made to how KC-30A maintenance activities are planned and carried out, and a different picture has emerged. Without a surge in activity, 33SQN personnel launched five KC-30A concurrently with enough maintenance life to sustain more than triple the APEC rate of effort. Like all aircraft, the KC-30A requires both contingency maintenance on unserviceable components and preventative maintenance to inspect areas and change out parts due for servicing.

A new Rolling Maintenance Program was introduced in early 2019 by 33SQN, building on its experience with the KC-30A over the past eight years. The Program involved the unit learning to limit itself to only one KC-30A down for scheduled servicing at any given time. Doing this injected enough maintenance activities into an aircraft to clear it for six weeks of multi-role operations which allowed the unit to maintain a KC-30A outside of operational programming lines, rather than around them. Coupled with other reforms, on average, 33SQN has delivered a three-fold increase in mission-capable aircraft.

Increased availability has also allowed the wider 33SQN workforce to meet training needs and work-life balance. The transition to the Rolling Maintenance Program was achieved sustainably and was concurrent with 33SQN personnel reducing their average leave balances. Increased availability of KC-30As for air logistics and air-to-air refuelling missions has increased the 'raise-train-sustain' output across the Squadron.



Wing Commander Sarah Stalker (right), CO 33SQN, said the Rolling Maintenance Program would make tasking the KC-30A more predictable in future. "We are now at the point where this level of aircraft being fully-mission capable and available for tasking is repeatable."



33SQN can provide greater mission assurance to Defence and Government, with a sustainable 51 per cent increase in monthly sortie generation. The personnel of 33SQN and the wider KC-30A enterprise, including Capability Acquisition and Sustainment Group, and industry partners, can be justly proud of their efforts.

Chuck Norris has been exposed to the Coronavirus.  
The virus is now convalescing for 2 weeks.

## Catalytic converter.

 msn cars   
powered by Microsoft News

Catalytic converters are found in pretty much every car, but you rarely ever see them. A catalytic converter is an exhaust emission control device that reduces toxic gases and pollutants in exhaust gas from an internal combustion engine into less-toxic pollutants by catalysing a redox reaction (an oxidation and a reduction reaction). Catalytic converters are usually used with motors fuelled by either petrol or diesel, including lean-burn engines as well as kerosene heaters and stoves.



The first widespread introduction of catalytic converters was in the United States. To comply with the U.S. Environmental Protection Agency's stricter regulation of exhaust emissions, most petrol powered vehicles starting with the 1975 model year had to be equipped with catalytic converters. These "two-way" converters combine oxygen with carbon monoxide (CO) and unburned hydrocarbons ( $C_nH_n$ ) to produce carbon dioxide (CO<sub>2</sub>) and water (H<sub>2</sub>O). In 1981, two-way catalytic converters were rendered obsolete by "three-way" converters that also reduce oxides of





nitrogen (NO<sub>x</sub>) however, two-way converters are still used for lean-burn engines because three-way-converters require either rich or stoichiometric combustion to successfully reduce NO<sub>x</sub>. Although catalytic converters are most commonly applied to exhaust systems in cars, they are also used on electrical generators, forklifts, mining equipment, trucks, buses, trains and motorbikes.

## History.

Catalytic converter prototypes were first designed in France at the end of the 19th century, when only a few thousand "oil cars" were on the roads; it was constituted of an inert material coated with platinum, iridium, and palladium, sealed into a double metallic cylinder.

A few decades later, a catalytic converter was patented by Eugene Houdry, a French mechanical engineer and expert in catalytic oil refining, who moved to the United States in 1930. When the results of early studies of smog in Los Angeles were published, Houdry became concerned about the role of smokestack exhaust and car exhaust in air pollution and founded a company called Oxy-Catalyst. Houdry first developed catalytic converters for smokestacks called "cats" for short, and later developed catalytic converters for warehouse forklifts that used low grade, unleaded fuel. In the mid-1950s, he began research to develop catalytic converters for petrol engines used on cars.



Widespread adoption of catalytic converters did not occur until more stringent emission control regulations forced the removal of the antiknock agent tetraethyl lead from most types of petrol. Lead is a catalyst poison and would effectively disable a catalytic converter by forming a coating on the catalyst's surface.

Catalytic converters require a temperature of 426<sup>o</sup>C to efficiently convert harmful exhaust gases into inert gases, such as carbon dioxide and water vapor, therefore, the first catalytic converters were placed close to the engine, to ensure fast heating. However, such placement can cause several problems. One of these is vapor lock which is a problem caused by liquid fuel changing to gas while still in the fuel delivery system. This disrupts the operation of the fuel pump, causing loss of feed pressure to the carburettor or fuel injection system, resulting in transient loss of power or complete stalling. Restarting the engine from this state may be difficult. As an alternative, catalytic converters were moved to a third of the way back from the engine and were then placed underneath the vehicle.

Click [HERE](#) to see how they work.

My cat just came home with 24 bags of kitty litter.  
Time to stop this nonsense.



## Space.

Whenever you think you're important or relevant, you should take a minute and have a look at [THIS](#). It certainly puts things into perspective.

## Work at home.

The CoronaVirus has closed down or reduced a lot of things, football and other sports are played in front of vacant seats, cafes and restaurants are struggling as people are staying home, airlines are working on reduced schedules, theatres and museums are closed, even offices are vacant as people are being told to work at home. Perhaps [THIS](#) is how working at home works.

I wonder who came up with the idea to stock-pile toilet paper.  
I might fill up a trolley with Weetbix tomorrow to change the game

## The story of Coca Cola.

There are few products as American as Coca-Cola. The soft drink brand is so deeply ingrained in American culture that it's hard to imagine a time before its existence, but it's only been a little over 130 years since a pharmacist in Atlanta named John Pemberton created his secret formula. He was actually trying to produce a medicinal tonic, but while he failed at developing the next greatest wonder drug, Pemberton did make a crisp, delicious beverage. Here is the story of John Pemberton, Coca-Cola, and good, old American ingenuity.



### Why did Pharmacists mix soft drinks in the first place?

A century ago, nearly every corner drugstore has a soda fountain. It's how root beer got so big, and it's how Dr Pepper got started. Patrons sat at the long counter to sip one of the various fizzy, sweet concoctions mixed up by the pharmacist and served by the soda jerk. But why were pharmacists even involved in the soda business in the first place?

It has to do with chemistry and the medicinal properties of carbonated water. Long ago, mineral water infused with carbon dioxide was thought to have healing properties, so carbonated water (or soda water) was prescribed to ease digestive problems, headaches, fatigue, and more. Since soda was viewed as a medicine, it was only natural for pharmacists to dabble in soda beverage experimentation. John Pemberton was one such pharmacist.



John Pemberton was a native Georgian, he studied medicine at the Reform Medical College of Georgia, specializing in chemistry. In 1850, he opened his own medical practice, married his sweetheart, bought a house, and had a son. He received accolades for his medical work and opened a pharmacy. Life seemed perfect for Pemberton until the Civil War broke out.

In May 1862, he joined the Confederate army as a first lieutenant and founding member of the Third Georgia Cavalry Battalion. On Easter 1865, when Pemberton defended the city of Columbus, Georgia from the invading Union troops, he suffered several injuries that changed his life, for better and for worse.

The wounds he suffered in the Civil War caused him considerable pain for the rest of his life. To cope, Pemberton initially used morphine, but fearing addiction as his tolerance rose, he soon switched to cocaine. As a pharmacist, Pemberton was keenly aware of the addictive properties of morphine, but cocaine was a socially acceptable drug at the time. He might as well have been taking aspirin. He experimented with various medicinal tonics to ease his own pain and maybe sell to the patrons of his pharmacy, and eventually, he nailed down a winning formula. He mixed soda water, kola nuts, cocaine, and wine to create a beverage he first called Pemberton's French Wine Coca. Cocaine-infused wine was all the rage in France, and Pemberton intended to cash in on the gimmick.





Not long after, Pemberton replaced the wine with sugary syrup and in 1903, cocaine was recognized as a strong narcotic and restricted. His beverage had become a distant cousin of his original creation and with the new formula came a new name: Coca-Cola.



As Coca-Cola's success exploded in soda fountains across the state and then around the country, Pemberton's cocaine addiction caught up with him. On a downward spiral of mental and physical deterioration and desperate for money to fuel his addiction, Pemberton agreed to sell the rights to Coca-Cola to Asa Candler in 1888, though he intended to stay on as the leader of the company, it was a short-lived plan.

John Pemberton died on August 16, 1888. The deal he struck with Candler left him penniless, his wife destitute, and his only son, Charley Pemberton, fighting to regain control of his father's company. Alas, Charley had inherited his father's addictive tendencies but not his business sense, and Candler eventually bought out Charley's share of the company. In 1894, Charley died of an opium overdose.



Under Asa Candler's leadership, Coca-Cola became the worldwide phenomenon that it is today. It is one of the most recognized brands in history and the formula for Coca-Cola is one of the most closely guarded secrets in the business world.



Hi darling, I'm down the pub with the boys having a quiet drink.  
Unfortunately, someone just coughed so we have been quarantined, see you in 14 days.

## Dew Point.

If you've ever listened to the chit chat between ATC and aircraft, you've probably heard ATC tell pilots the current dew point. You will hear ATC say something like "temperature 25, dep point 20". But what is dew point and why is it important for the pilot to know it.

Do you sometimes feel much warmer than the actual observed temperature? 'It's not the heat, it's the humidity', right? Well not always, at higher temperatures that oppressive, muggy feeling (and frizzy hair) can actually be more about dew point than humidity.



### What is dew point?

Dew point is the temperature to which air must be cooled in order to produce condensation (dew). It represents how much moisture is in the air, the higher the dew point temperature, the greater the atmospheric moisture content. The dew point and humidity both measure moisture in the air, but dew point is related to the quantity of moisture, while relative humidity expresses how close the air is to saturation.

Relative humidity is the amount of moisture as a percentage of the amount that air can hold, ie: a reading of 50% humidity means that the air currently holds 50% of the total amount of moisture it can hold. Warmer air can hold more moisture than cooler air, so, if the amount of moisture in the air stays the same but the temperature rises, the relative humidity falls. Conversely, if temperature falls, relative humidity rises. Because of its direct relationship to fluctuating temperature, relative humidity doesn't provide suitable guidance on how much moisture is available at a specific location.

Dew Point is relatively consistent unless affected by weather systems, such as troughs and fronts and for this reason, meteorologists prefer to use dew point when analysing atmospheric moisture and inferring what the conditions may feel like, represented by the apparent ('feels like') temperature.

The dew point in relation to the temperature gives the pilots information about the humidity and can affect visibility. If the dew point is close to the temperature, humidity is high, which can cause hazy conditions, or even fog. A high dew point means a higher density altitude, which reduces aircraft performance.



Dew point is also very important in certain helicopters with carburetors, like the Robinson R-22 and R-44 helicopters, which are subject to carb icing even during take-off because they only use as-required power rather than full throttle. In this case, carb heat needs to be applied whenever the temp/dew point spread is 15°C or less.

The following is a Metar (Met report) for Brisbane which is given to pilots. Following is its translation.

**METAR:** YBBN 182300Z 20007KT 9999 FEW032 SCT064 24/14 Q1024

|              |   |                |  |                |                                  |
|--------------|---|----------------|--|----------------|----------------------------------|
| <b>YBBN</b>  | ICAO Abbreviation for Brisbane airport                | <b>182300Z</b> | This represents 9.00am Bris time in GMT format | <b>20007Kt</b> | Wind from 200 degrees at 7 knots |
| <b>9999</b>  | This means the visibility is greater than 9000 metres | <b>Few032</b>  | A few clouds at 3200ft                         | <b>Sct064</b>  | Scattered cloud at 6400ft        |
| <b>24/14</b> | Temp 24C, Dew point 14C                               | <b>Q1024</b>   | Barometric pressure is 1024 millibar           |                |                                  |

In warm, sultry weather, moisture in the air can impede your body’s ability to cool down. One of the ways your body cools itself is by the evaporation of moisture from your skin. When the air is moist, this process slows down and you feel hotter for longer. So, the higher the dew point, the longer it takes for your body to cool itself.

How you experience dew point varies, depending on your metabolism and the conditions you’re accustomed to, but it is possible to create an index of how an average person may feel at a certain dew point. This one uses Brisbane’s climate as an example.

| Dew point temperature (°C) | How it feels  |
|----------------------------|---|
| >24                        | Oppressive, uncomfortable for most, possible heat stress issues |
| 20–24                      | Muggy, quite uncomfortable                                      |
| 15–20                      | Starting to feel muggy, though still comfortable for most       |
| 10–15                      | Comfortable   |
| 5–10                       | Dry   |
| <5                         | Very dry  |

If you’re used to the tropics, you may find the ranges in this scale low, particularly during spring and summer where dew points are commonly above 24 °C. On the other hand, if you’re from Tasmania, you might find these ranges high.

The BOM provides current dew point analysis on their [website](#), on the observations page for each State/Territory. To check the latest dew point temperature for a given location, open the page for your State/Territory (there is a list of States across the top of the page).





Scroll down and click Observations then click '.....' latest observations' under the "Latest Weather" heading..

You can see the dew point temperature, along with all the latest observations.

|                | Date/Time<br>EST  | Temp<br>°C | App<br>Temp<br>°C | Dew Point<br>°C | Rel Hum<br>% | Delta-<br>T<br>°C | Wind |             |              |            | Press<br>hPa | Rain since<br>mm | Low<br>Temp<br>°C | High<br>Temp<br>°C |      |
|----------------|-------------------|------------|-------------------|-----------------|--------------|-------------------|------|-------------|--------------|------------|--------------|------------------|-------------------|--------------------|------|
|                |                   |            |                   |                 |              |                   | Dir  | Spd<br>km/h | Gust<br>km/h | Spd<br>kts |              |                  |                   |                    |      |
| Central West   | 15/12/2017 3:00pm | 28.1       | -                 | -               | -            | -                 | NW   | 32          | 41           | 17         | 22           | -                | 0.0               | 25.6               | 28.5 |
| Central West   | 15/12/2017 3:00pm | 31.1       | 33.6              | 23.2            | 63           | 5.5               | N    | 15          | 20           | 8          | 11           | 1008.6           | 0.0               | 24.2               | 32.1 |
| Iron Range     | 15/12/2017 3:00pm | 24.9       | 26.9              | 23.9            | 94           | 0.7               | NW   | 20          | 33           | 11         | 18           | 1009.7           | 14.4              | 25.2               | 26.2 |
| Lockhart River | 15/12/2017 3:00pm | 30.4       | 36.9              | 25.0            | 73           | 3.8               | CALM | 0           | 0            | 0          | 0            | 1008.4           | 0.0               | 24.0               | 31.2 |

In my day "Panic buying" only happened when the barman shouted "Last drinks."



## Save money at the Bowser



There are many suggestions for saving money on fuel, such as when and where to fill up, what time and day of the week and how to predict the highs and lows of the price cycle. One theory on how to conserve fuel is to put less of it in your tank. The thinking is that you carry around less weight in the car, which means the engine does not have to work as hard, which means a saving on fuel.

Does less save more and if so, how much of a saving and is this worth your while?

To answer this we need to look at the fuel economy of the car. This is often quoted as litres per 100km, say, 6L/100km (typical for a small car running basic unleaded petrol). This means that under some given conditions, on average the car will use 6L of petrol to drive 100km. The conditions (sometimes stated in the quote, but often not) could be for city driving, highway driving, two people in the car, etc. The more weight in the car, the harder the engine has to work to move the car at the same speed, and hence the worse (or higher) the fuel economy.

Roughly, fuel economy increases by between 1% and 2% for every 43.5 kg of weight added inside the car. This figure does not factor in any extra weight outside of the car, such as roof racks, trailers or sidecars which affect drag as well. If we took the upper limit, 2%, and assumed a full tank of 60L in a car that is rated at 8L/100km (a typical family car), as petrol has a density of roughly 720 grams/L, the weight of the full tank of fuel is about 43.2kg. So, roughly, your fuel efficiency will drop to  $8 \times (1 + 0.02 \times 43.2/43.5)$ , which is (believe me) roughly 8.16L/100km.



As you drive, you use up some fuel and hence carry less weight in the car. When you have used half a tank your fuel efficiency is now roughly 8.08L/100km: the car is travelling more efficiently than it was with a full tank. Suppose that we fill up the tank and see how far we can drive until we run out of fuel. Call this full-once: we have filled the tank with fuel once. Consider our filling the tank half-way, driving until we run out of fuel, then filling the tank half-way again and driving once more until we run out of fuel. Call this half-twice, we have filled the tank half-way, twice.

We will certainly travel further in the half-twice scenario. Why? We have used the same amount of fuel, but in the full-once scenario we had to suffer poor fuel efficiency (8.16 L/100km) at the start of our journey.

But how much do we save?

The actual price of fuel does not matter; the question is how much further will we travel in the half-twice scenario? The rate at which we are consuming fuel decreases as the weight of the fuel decreases.



Assuming a fuel efficiency of 8L/100km, density of petrol at 720g/L, a loss of 2% of efficiency per 43.5kg, and a 60L tank, we find that we cover roughly 3.5km more in the half-twice scenario, from a possible 750 km per tank, not a lot by anyone's standards. This is all well and good, but there is one obvious drawback to the half-twice scenario: we have to make an extra visit the fuel station and this costs us time. So, rather than figure out the distance we save in the half-twice scenario, we should figure out the time we save.

Suppose we were driving at an average of 40kmh this is lower than the urban speed limit owing to traffic congestion, slowing down, stopping at lights etc. Under the same assumptions as above (that gave us the extra 3.5km), this means we save a little over five minutes in the half-twice scenario. Again, not very much.

The situation changes slightly for diesel cars. A tank of diesel weighs more than a tank of petrol (and so the savings should be increased), but the effect of weight on fuel economy is less pronounced. Diesel engines are also more efficient, but even with small fuel efficient diesel cars, you cannot save more than five minutes.



We can demonstrate a significant saving if we look at larger vehicles. Take a Toyota Landcruiser 70 Troop Carrier GXL this is a diesel engine with an urban fuel economy of 14.3L/100km. You make a saving here, not because the car is inherently efficient, but because its fuel tanks are enormous: it comes with two 90L tanks. Filling both tanks means an awful lot more fuel is carried around and hence a more pronounced saving. Assuming an average speed of 40kmh, you would save nearly 14 minutes by filling up half as much, twice as often.

If time is important to you then you can achieve savings of between five and 14 minutes depending on the size of your vehicle by only filling your tank to the half-full mark. If not, then you will need to find another strategy to save on your fuel costs.

Happy hunting.

## AN/CPN-4 retired.

In 1986, the last AN/CPN-4 left the RAAF.

Four Gilfillan AN/CPN4 Radar Sets were purchased by the RAAF in 1952. In 1951 two RAAF personnel went to the United States for a 12 month conversion course following which the first two RAAF Operation Courses were held at the School of Radio, then at Ballarat. Subjects included Meteorology, Navigation, Radar Theory and Practical use of the equipment. Mustangs and Dakota aircraft from







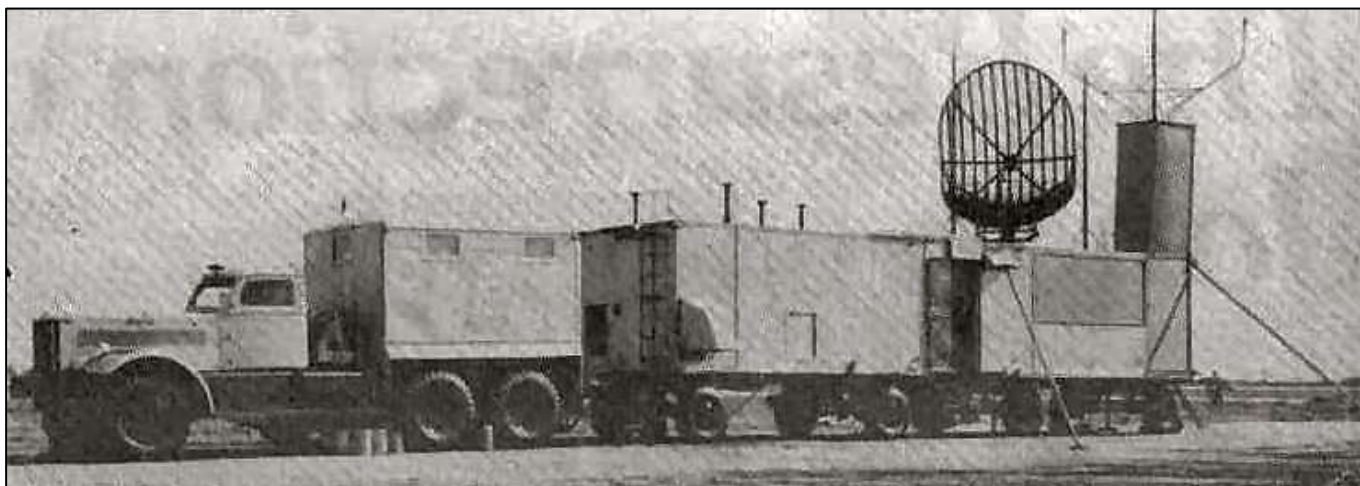
Laverton were used as radar targets. The AN/CPN-4 required a high level of operator skill to achieve the maximum radar performance. When introduced it was the only RAAF ground based radar, being equipped with a search radar of 30nm range, later increased to 40nm, a precision approach radar to provide the talk down service and VHF and HF radars both with direction finding equipment.

***FlgOff "Inky" Howill seated in the operations trailer. The upper screen is the search screen, the lower the precision screen, the top half represents glide path, the lower the centre line.***



Servicing was a major problem, the 2000 odd valves took three weeks to check! While a runway change could take up to one hour, assuming to prime mover started, the whole radar-set had to be repositioned. A complete radar was shipped to Christchurch to provide talk down services for competitions in the 1952 London-Christchurch Air Race. Another set went to Essendon for the 1956 Olympic Games. During the six week deployment nearly one thousand talkdowns were provided. One hundred actual talkdowns, in cloud, were provided on the day prior to opening the Games. Although an instrument landing system was installed at Essendon, a lot of the overseas carriers were next equipped with ILS. TAA were the first Australian airline to accept the service offered by the RAAF. The first approach was done in VMC.

Over the years the Radar proved itself to RAAF Aircrew. A flight of six Lincolns had to be talked down at Sale when fog closed down all other suitable airfields in Victoria. The first aircraft landed at 2.00 am, the last at 5.00 am. In another incident a solo student, in a Vampire, was talked down when all his Instruments failed at night.



The AN/CPN-4 was positioned only 150 feet from the runway edge, talk downs to touchdown were achieved by watching the aircraft through the half open door. The sighting had its risks, a Lincoln ground looped and stopped, within feet of the radar operations position! On quiet nights The Goon Show was transmitted on the HF radios for the benefit of the Lincoln crews.



The RAAF purchased some more Gilfillan Radars in 1958, the famous QUAD Radar, to supplement the older AN/CPN 4's. The AN/CPN-4 stayed in service until replaced with the current Raytheon Precision Approach Radars. The Amberley CPN-4 was used by 114CRU, in the search function, until 1986 when it was purchased by the Weapons Research Establishment in South Australia.

## B52 – re-engined?

There has been a lot of speculation about re-engineering the B-52 but don't hold your breath – see [HERE](#).

## F-35 Design flaws?

Another report has surfaced rubbishing the F-35. It says there are 883 design flaws with the aircraft, it doesn't actually what those design flaws are, one could be they forgot to put in an ash tray for the pilot, or there is nowhere to store the DVDs after playing them, but a mob called POGO reckons there are 162 flaws of which no-one know knows how to fix.

You can read their report [HERE](#).







## All Appy Reunion – Brisbane.

On Saturday the 22<sup>nd</sup> February, 2020, a bunch of Ex-Appies, along with their lovely ladies, got together at the Transcontinental Hotel at the top end of George St in Brisbane for their annual get together.



Once again, the day was organised by Rob Wilson, who along with the total Committee, is retiring and handing the reins to a bunch of younger blokes. Rob says anyone under 80 is eligible to put their hand up to sit on the new committee.

At about 3.00pm, the election was held and the new committee is:



President:  
Secretary:  
Treasurer:

Martin "Dutchy" Holland  
Ken Goold  
Mike Yarrow



A total of 98 blokes came from far and wide to get together, to have a few drinks and to relive those Wagga days when as young 15 year old wide-eyed, mostly immature impressionable kids, they left their families and joined the big RAAF family. 3 years later, as mature young men, in most cases with their first taste of a lot of things, they were ready to join the “real” Air Force. Some did their 15 years and left while others stayed put and achieved high rank.

The three services had an apprentice scheme which ran from 1948 until 1993 (Course 1 - Anzacs to Course 46 – Sprogs) and which can only be described as a complete success. Trainees left the scheme as fit young men, well trained in their chosen trade, accustomed to living a disciplined lifestyle and able and prepared to work as a team. Most made life-long friends and after leaving the service in some cases more than 40 years ago, can still meet up with old mates and chat on as if it was only yesterday. You can see the full list of both Wagga and Laverton courses [HERE](#).

Civvy life doesn't offer that!

The following made the effort to be at the reunion: Where indicated against a name, the number indicates their Appy Course.



Bill Moore 6 and Dave Lee were the gate keepers, checking off names, taking cash and issuing name tags. Ken Fischer 10 is waiting his turn to be issued with his “free-drink” token.

I don't call it growing old, I call it exceeding the warranty.





Everyone grabbing a drink and taking up a position.

Click [HERE](#) to see video



Doug Pickering 20.





Gay and Jim Morris 8



Jo Skyring, Charmaine Roberts, Di Perren



Allan Pickering, Barry Hillsley 30, Doug Pickering 20.

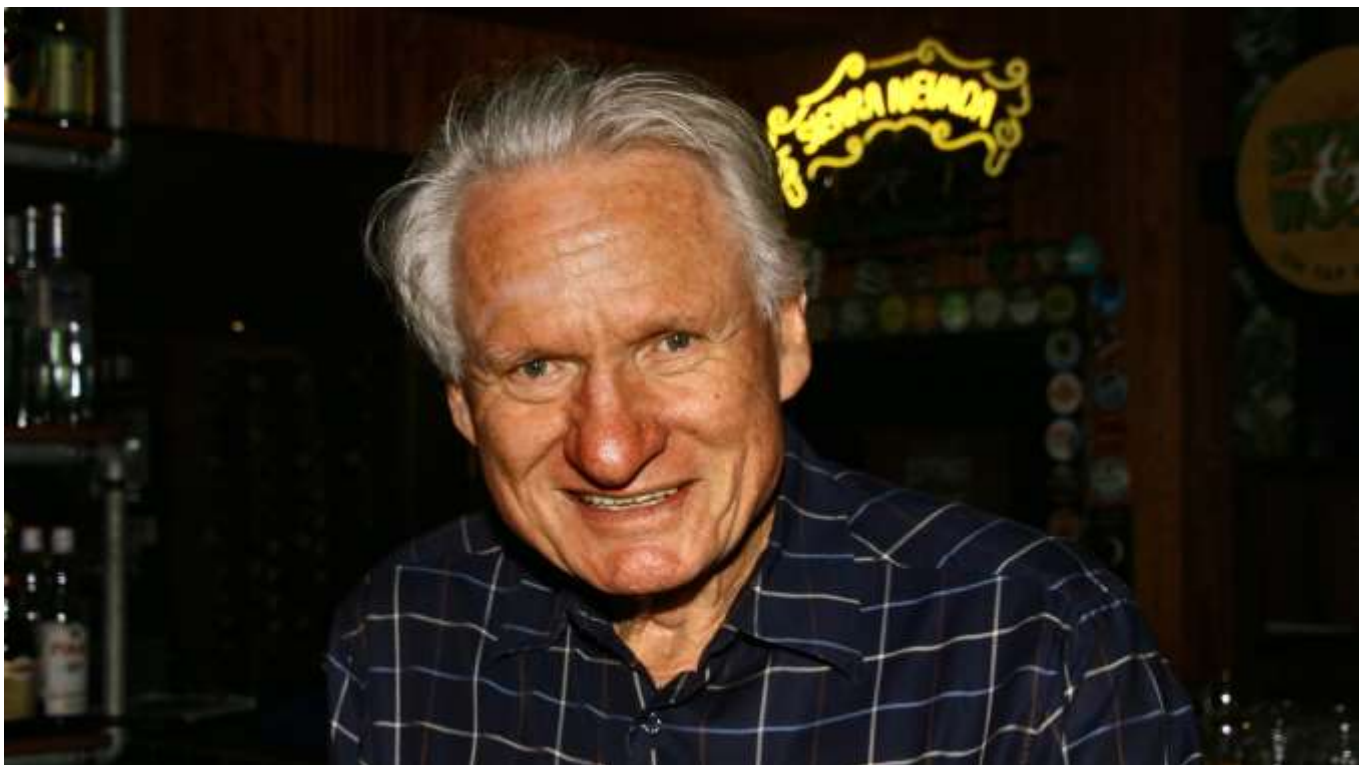


Barry 8 and Jasmine Jacka





Bill Hewson 29, Andy Gorton 32.



Bill Moore 16





Bruce McNaughton 22, Bruce Craig 22, Les Skyring 22.



Bruce McNaughton 22, Russ Perren 22.



Col Phillips, Stan Flack 9, John Richardson 9.



Dags Dowward 14, Don Warner 15, Gav Grears





Don Worner 15, Tony Bevan 17.



"Dutchy" Holland 27, Neil McGrath 27





Edith Henry, Julanne Williams.



Greg Dyce 20, Denis Thompson 20, John Welch 20



Greg Lacey 31, Jeff Graham 29



Jock Fiddes 8, Ron McGuigan 8, Bill Black 8.





John Porter 17, Tony Bevan 17, Ted Strugnell 17.



Kath Dyball.





Kaye and Ralph Donelan 15



Ken Fischer 10, Phil Duncan 10, Gordon Leo 10, Denis Griggs 10, Aussie Pratt 10, Graham Bickle 10



Ken Goold 27, Rob Wilson 15



Kerry Cook 17, Greg Roberts 17, Ivan Henry 17.





Les Skyring 22, Bruce Craig 22.



Lorraine Gane, Kay Donelan.





Marlene Griggs, Philip Duncan 10, Ken Fischer 10.



Merv McDougall 8, Barb Lowery, Les 8 and Gwenda Bunn.



Mick Garrow 31, Ken Ford 31, Ken Patterson, Vic Schaumburg 31, Greg Lacey 31, Mark Curlewis 31.



Nev Williams 9.





Peggy Anderson, Margaret Wilson.



All's quiet, lunch is being served.





Pete Smith 8, Jock Fiddes 8, Kev Stapleton 34.



Phil Waterhouse 18, John Porter 17, Ray Viner 18 , Don Pickering 20.

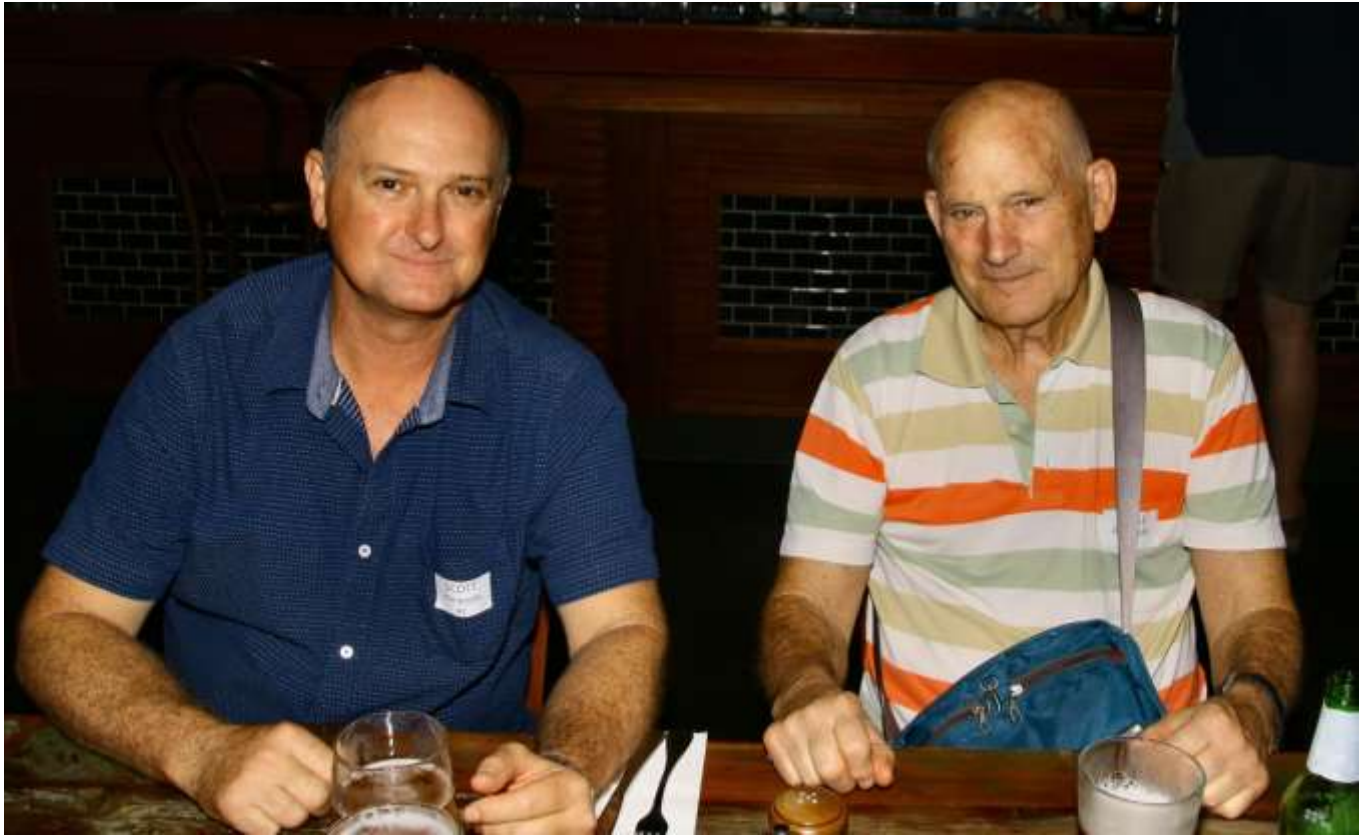


"Pud" Passmore 17.



Ron 27 and Kath Dyball





Scott Atkinson 42, "Dags" Dorward 14.



Tony Bevan 17, Greg Roberts 17, Kerry Cook 17.





Tricia and Keith Row 15.



Wayne Gane, Barb Sargent.



## 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.

### Compare Health Insurance Policies.

There are many organisations offering to show you the best Health Insurer to suit your needs, but a lot of them are affiliated with one or more Insurer, all receive a commission if they steer you to a particular Insurer and the higher the cover they get you to take out, the more commission they receive. SO! You should be very careful when using them.

At the moment, there are 37 different Health Funds in Australia and many sites, such as iSelect, Compare the Market, Choosi, Canstar, Finder and Compare Insurance, etc, all offering to steer you to the "correct" one for your needs. You would be well advised to leave all these alone. Click [HERE](#) to see what Choice says of them.



There has been some reform in the legislation governing Health Insurance and today it is a little easier to make an informed decision. Policies are now sorted into Gold, Silver, Bronze and Basic categories, Each category has a set of minimum standards which that category must offer to be eligible for inclusion in that tier, however, Insurers can offer additional levels of cover within each category.

Click [HERE](#) to see the minimum offer under each category.

So, what do you do? Luckily the Federal Government also has a site which you can visit to find the right Insurer for you. This site asks you a heap of questions to find your exact need, (for instance people our age do not need maternity cover), then once it has all the information it needs it will display a table with a number of suggested Insurers.

You can visit that site [HERE](#).

I can't believe how old people my age are.





## 7 things to eat or avoid to lower your blood pressure.



High blood pressure is called the silent killer. That's because it has no symptoms. Having high blood pressure (hypertension) increases your risk of heart disease, stroke, heart failure and kidney disease.

There is some good news. High blood pressure can be treated or prevented. Eating oats, fruit and vegetables and beetroot, in particular helps, so does avoiding salt, liquorice, caffeine and alcohol.

Optimal blood pressure is 120 mmHg or less over 80 mmHg or less. Lowering it by 1-2 mmHg can have a big impact on reducing your risk of heart disease and stroke, and the nation's health care costs.



### What to eat to lower your blood pressure.

#### ***Rolled oats.***

A review with five research trials included tested the impact of oats on systolic blood pressure (the first blood pressure number, which is the pressure at which the heart pumps blood) and diastolic blood pressure (the second number, which is when the heart relaxes) in about 400 healthy adults. The researchers found that systolic blood pressure was 2.7 mmHg lower and diastolic blood pressure was 1.5 mmHg lower when participants ate around 60 grams of rolled oats (a packed half-cup raw oats) or 25 grams of oat bran per day.

This quantity of oats or oat bran contains around four grams of a type of fibre called beta-glucan. For each extra one gram of total daily fibre, there was an extra 0.11 mmHg reduction in diastolic blood pressure. The recommended minimum daily adult fibre intakes are 30 grams for men and 25 grams for women. While some of fibre's effect is due to weight loss, soluble fibres produce bioactive products when they're fermented in the large bowel. These work directly to lower blood pressure.

To improve your blood pressure, eat rolled oats or oat bran for breakfast, add to meat patties, or mix with breadcrumbs in recipes that call for crumbing.

#### ***Beetroot.***

Beetroot is extremely rich in a compound called inorganic nitrate. During digestion, this gets converted into nitric oxide, which causes arteries to dilate. This directly lowers the pressure in them. A review of 16 trials of mostly healthy young men found drinking beetroot juice was associated with a 4.4 mmHg reduction in systolic blood pressure but it found no change in





diastolic blood pressure. A recent US trial in 68 adults who already had high blood pressure found beetroot juice reduced systolic and diastolic blood pressure.

The men were randomly assigned to drink 250ml (one cup) of beetroot juice daily for four weeks or a non-active placebo. Blood pressure in the men who drank the beetroot juice reduced over 24 hours, with systolic blood pressure 7.7 mmHg lower and diastolic blood pressure 5.2 mmHg lower.

Try wrapping whole fresh beetroot in foil and baking in the oven until soft, or grate beetroot and stir-fry with red onion and curry paste and eat as a relish.

### **Vitamin C**

Vitamin C, or ascorbic acid, is found in fresh vegetables and fruit. An average serve contains 10-40mg of vitamin C. In a review of 29 short-term trials of vitamin C supplements, people were given 500 mg of vitamin C per day for about eight weeks. Blood pressure significantly improved, with an average reduction in systolic blood pressure of 3.84 mmHg and 1.48 mmHg for diastolic blood pressure. When only those with existing high blood pressure were considered, the drop in systolic blood pressure was 4.85 mmHg, however, those at risk of kidney stones need to be cautious about taking vitamin C supplements. Excess vitamin C is excreted via the kidneys and can contribute to the formation of kidney stones.

Finally settling down to my vegan, gluten free, soy free, antibiotics free, raw, non GMO, organic, fat free, low carb meal!



One advantage of getting more vitamin C from eating more vegetables and fruit is that you boost your potassium intake, which helps counter the effects of sodium from salt.

## **What to avoid to lower blood pressure.**

### **Salt.**

Salt or sodium chloride has been used to preserve foods and as a flavour enhancer for centuries, but high salt intakes are associated with higher blood pressure.

Adults need between 1.2 to 2.4g of salt each day (one-quarter to a half teaspoon), which is equivalent to 460 to 920mg of sodium. If you add salt to food yourself this pushes your sodium intake even higher. A review of studies involving 3,230 people showed that reducing salt intakes by 4.4 grams a day could reduce systolic blood pressure by about 4.2 mmHg and diastolic by 2.1 mmHg. In those who had high blood pressure there were even bigger reductions of 5.4 mmHg (systolic) and 2.8 mmHg (diastolic).

Avoid foods high in sodium. Don't add salt and try to choose lower-salt versions of processed foods.



**Alcohol.**

Consuming one or more alcoholic drink a day is associated with systolic blood pressure that is about 2.7 mmHg and diastolic blood pressure 1.4 mmHg higher than non-drinkers. Interestingly, when you first drink an alcoholic beverage, blood pressure goes down, only to rise later. A rise in blood pressure after drinking alcohol is more likely to happen when you're awake, rather during sleep. The bad news is that larger amounts of alcohol increase your risk of high blood pressure, especially in men, but also to a lesser extent in women.



**Liquorice.**

High blood pressure due to eating black liquorice is rare, but case reports have occurred. Most liquorice lollies sold currently contains very little true liquorice root and therefore, little glycyrrhizic acid (GZA), the active ingredient. Occasionally, liquorice candy does contain GZA in large amounts which causes sodium retention and potassium loss. This contributes to high blood pressure. So check liquorice food labels. Take care if it contains liquorice root.

**Caffeine**

Caffeine is most commonly consumed in coffee, tea, cola and energy drinks. High intakes of caffeine from coffee increase blood pressure in the short term. In a review of five trials, people given one to two cups of strong coffee had an increase in their systolic blood pressure of 8.1 mmHg and 5.7 mmHg for diastolic blood pressure, up to about three hours after drinking it.

But three studies that lasted two weeks found drinking coffee did not increase blood pressure compared with decaffeinated coffee or avoiding caffeine. So you need to monitor your individual response to caffeine.





## Daily aspirin therapy: Understand the benefits and risks



Daily aspirin therapy can be a lifesaving option, it may lower your risk of heart attack, but it's not for everyone. Get the facts before considering a daily aspirin.

If you've had a heart attack or stroke, your doctor will likely recommend you take a daily aspirin unless you have a serious allergy or history of bleeding. If you have a high risk of having a first heart attack, your doctor will likely recommend aspirin after weighing the risks and benefits.



You shouldn't start daily aspirin therapy on your own, however. While taking an occasional aspirin or two is safe for most adults to use for headaches, body aches or fever, daily use of aspirin can have serious side effects, including internal bleeding.

### How can aspirin prevent a heart attack?

Aspirin interferes with your blood's clotting action. When you bleed, your blood's clotting cells, called platelets, build up at the site of your wound. The platelets help form a plug that seals the opening in your blood vessel to stop bleeding, but this clotting can also happen within the vessels that supply your heart with blood. If your blood vessels are already narrowed from atherosclerosis, the build-up of fatty deposits in your arteries, a fatty deposit in your vessel lining can burst. If this happens, a blood clot can quickly form and block the artery which could prevent blood flow to the heart and cause a heart attack. Aspirin therapy reduces the clumping action of platelets — possibly preventing a heart attack.

### Should you take a daily aspirin?

Talk with your doctor about whether daily aspirin therapy might help you prevent a heart attack. Your doctor may suggest daily aspirin therapy if:

- You've already had a heart attack or stroke.
- You haven't had a heart attack, but you have had a stent placed in a coronary artery, you have had coronary bypass surgery, or you have chest pain due to coronary artery disease (angina).
- You've never had a heart attack, but you're at high risk of having one.
- You have diabetes and at least one other heart disease risk factor — such as smoking or high blood pressure — and you're a man older than 50 or a woman older than 60. The use





of aspirin to prevent heart attacks in people with diabetes but no other risk factor is controversial.

The U.S. Preventive Services Task Force recommends daily aspirin therapy if you're age 50 to 59, you're not at increased bleeding risk, and you have an increased risk of heart attack or stroke of 10 percent or greater over the next 10 years. If you're age 60 to 69, you aren't at increased bleeding risk, and you have a high risk of heart attack or stroke of 10 percent or greater over the next 10 years, talk to your doctor about daily aspirin therapy.

More research is needed to determine the benefits and risks of daily aspirin use in adults younger than age 50 and older than age 70 before a recommendation can be made for or against aspirin use to prevent cardiovascular disease and colorectal cancer for these age groups. Although aspirin has been recommended in the past for certain groups of people without a history of heart attack, there's some disagreement among experts about whether the benefits of aspirin outweigh its potential risks. The US Food and Drug



Administration doesn't recommend aspirin therapy for the prevention of heart attacks in people who haven't already had a heart attack, stroke or another cardiovascular condition.

Guidelines are varied between organizations, but they're evolving as more research is done. The benefits of daily aspirin therapy don't outweigh the risk of bleeding in people with a low risk of heart attacks. The higher your risk of heart attack, the more likely it is that the benefits of daily aspirin outweigh the risk of bleeding. The bottom line is that before taking a daily aspirin you should have a discussion with your doctor.

### **Should you avoid daily aspirin therapy if you have another health condition?**

Before starting daily aspirin therapy under the advice of your doctor, you should let him or her know if you have a health condition that could increase your risk of bleeding or other complications. These conditions include:

- A bleeding or clotting disorder (bleeding easily)
- Aspirin allergy, which can include asthma caused by aspirin
- Bleeding stomach ulcers

### **What's the best dose of aspirin to take?**

Your doctor will discuss what dose is right for you. Very low doses of aspirin, such as 75 to 150 milligrams (mg), but most commonly 81 mg, can be effective. Your doctor will usually prescribe



a daily dose anywhere from 75 mg, the amount in an adult low-dose aspirin, to 325 mg (a regular strength tablet). If you have had a heart attack or have had a heart stent placed, it's very important to take aspirin and any other blood-thinning medications exactly as recommended.

### **What happens if you stop taking aspirin every day?**

You might be surprised to learn that stopping daily aspirin therapy can have a rebound effect that may increase your risk of heart attack. If you have had a heart attack or a stent placed in one or more of your heart arteries, stopping daily aspirin therapy can lead to a life-threatening heart attack. If you have been taking daily aspirin therapy and want to stop, it's important to talk to your doctor before making any changes. Suddenly stopping daily aspirin therapy could have a rebound effect that may trigger a blood clot.

### **Can you take aspirin if you regularly take ibuprofen or another nonsteroidal anti-inflammatory drug (NSAID) for another condition?**

Both aspirin and nonsteroidal anti-inflammatory medications (NSAIDs), such as ibuprofen (Motrin IB, Advil, others) and naproxen sodium (Aleve), reduce the clotting action of blood platelets. Regular use of nonsteroidal anti-inflammatory medications can increase your bleeding risk. Some NSAIDs can increase the risk of heart attacks on their own. Additionally, some NSAIDs can adversely interact with aspirin, increasing the risk of bleeding even more.

If you need only a single dose of ibuprofen, take it two hours after the aspirin. If you need to take ibuprofen or other NSAIDs more often, talk to your doctor about medication alternatives that won't interfere with daily aspirin therapy.



### **What are the possible side effects of daily aspirin therapy?**

Side effects and complications of taking aspirin include:

- Stroke caused by a burst blood vessel. While daily aspirin can help prevent a clot-related stroke, it may increase your risk of a bleeding stroke (hemorrhagic stroke).
- Gastrointestinal bleeding. Daily aspirin use increases your risk of developing a stomach ulcer. And, if you have a bleeding ulcer or bleeding anywhere else in your gastrointestinal tract, taking aspirin will cause it to bleed more, perhaps to a life-threatening extent.
- Allergic reaction. If you're allergic to aspirin, taking any amount of aspirin can trigger a serious allergic reaction.



If you're taking aspirin and need a surgical procedure or dental work, be sure to tell the surgeon or dentist that you take daily aspirin and how much, otherwise you risk excessive bleeding during surgery. Don't stop taking aspirin without talking to your doctor, however. People who regularly take aspirin and drink alcohol can have an increased risk of stomach bleeding. Talk to your doctor about how much alcohol is safe to drink. If you choose to drink alcohol, do so in moderation. For healthy adults, that means up to one drink a day for women of all ages and men older than age 65, and up to two drinks a day for men age 65 and younger.

### What are possible drug interactions with daily aspirin therapy?

If you're already taking an anticoagulant, such as warfarin (Coumadin, Jantoven), apixaban (Eliquis), dabigatran (Pradaxa) or rivaroxaban (Xarelto) for another condition, combining it with aspirin may greatly increase the risk of major bleeding complications, however, there may be some conditions for which combining a low dose of aspirin with warfarin or another anticoagulant is appropriate. This therapy always needs to be carefully discussed with your doctor.



Other medications and herbal supplements also may increase your risk of bleeding. Medications that can interact with aspirin include:

- Heparin
- Ibuprofen (Advil, Motrin IB, others), when taken regularly
- Corticosteroids
- Clopidogrel (Plavix)
- Some antidepressants (clomipramine, paroxetine, others)

Taking some dietary supplements can also increase your bleeding risk. These include:

- Bilberry
- Capsaicin
- Cat's claw
- Danshen
- Evening primrose oil
- Ginkgo
- Kava
- Ma-Huang
- Omega-3 fatty acids (fish oil)

**If you take daily aspirin, is it still safe to take an aspirin during a heart attack?**





If you think you're having a heart attack, the most important thing for you to do is call 000 or emergency medical services. Don't delay calling for help. Aspirin alone won't save your life if you're having a heart attack. The operator may advise you to chew an aspirin, but will first ask questions to make sure you're not allergic to aspirin or you don't have any other health conditions that would make taking an aspirin during a heart attack too risky. It's OK to chew an aspirin if your doctor has previously told you to do so if you think you're having a heart attack — but call 000 or emergency medical services first.

### Should you take a coated aspirin?

Enteric-coated aspirin is designed to pass through your stomach and not disintegrate until it reaches your small intestine. It may be gentler on the stomach and may be appropriate for some people who take a daily aspirin, especially in those with a history of gastritis or ulcers, however, some researchers think there's no evidence that taking an enteric-coated aspirin decreases your chance of developing gastrointestinal bleeding. In addition, some research has found that coated aspirin may not be as effective as plain aspirin when taken at the time of a possible heart attack. Talk to your doctor if you're concerned about ways to decrease your bleeding risk.

## Butter V's Margarine – again!!

When you are in the dairy aisle in the supermarket, how often do you see a butter product being marketed as healthy? Almost never. It's always the margarine alternative that boasts of health benefits, but in reality, it's the other way around. Real authentic butter is the one that's better for your health. Why? Read on to find out.

### Butter is the real thing.

Big brand butter contains two natural ingredients, cream and salt. Even if you choose a cheaper store brand, the ingredient list is just as short, unless, of course, you opt for unsalted, in which case you're looking at a single ingredient!



Margarine is a totally different story. The substance that creates margarine is nothing more than a scientific process, an experiment really, which created something that has proven to be incredibly bad for our bodies - trans fats. Just look at the laundry list of ingredients. Vegetable oils, water, phytosterol esters, salt, milk solids, emulsifiers, preservative, food acid, natural flavours, vitamin A and D, natural colour.



Margarine was created as a cheaper alternative to butter back in the late 1800s, when the French emperor Napoleon challenged the people to make a butter-like product for the military and lower-class citizens. It started being mass produced in 1903 when it was found that adding hydrogen



to vegetable oil turns it into a more solid, spreadable product. Margarine was much cheaper to produce than butter and so it became very popular.

### Good vs Bad Fats.

Fatty acids like omega 3 and 6 are really [important for our brain function](#). Vitamins A, D and E and all fat-soluble vitamins help transport fat around the body, so natural fats are good. Real butter contains all of them!

Trans fats act differently, their molecular structure is different, and so they provide no help to the body in the way natural fats do. In recent years, studies have shown that trans fats can have really bad effects on our health.



- One study ([Dalainas & Ioannou, 2008](#)) showed a 23% increase in coronary artery disease in just a 2% increase in energy taken from trans fats.
- Another one in 2012 also found that [trans fats increase your risk of heart disease](#).
- Yet another discovered that even the negligible amount in some foods can [increase your dementia risk](#). That last one came after the [artificial trans fat ban](#) that took place in the US last year. Even though it's officially been banned (at least when artificially created), trans fats still find their way into foods and still cause health problems.

### Why butter is good for you.

Butter is full of immune-boosting vitamins. It contains [Lauric Acid](#) (also found in breast milk and coconut oil). Real butter is a great source of healthy cholesterol, fatty acids, antioxidants, and also helps with nutrient absorption. It also contains a Lot of Healthy Saturated Fats. The “war” against saturated fat was based on bad science. It was never really proven that it caused any harm, in fact, recent studies are suggesting more and more that there is no association at all between saturated fat and cardiovascular disease. The fat found in simple carbohydrates like bread and sugar is actually (according to recent research) what is to blame for heart disease.



### What if your doctor still recommends margarine instead of butter?

This is where things get tricky, because many doctors still recommend margarine over butter for patients with heart disease. Here's the thing, though, when they make that recommendation, they're thinking about newer margarine products that are made without trans fat, mostly by swapping the hydrogenated oil to water or regular liquid vegetable oil. Sure, that's better than the earlier versions, but it's still the equivalent of a science project versus real, natural food.



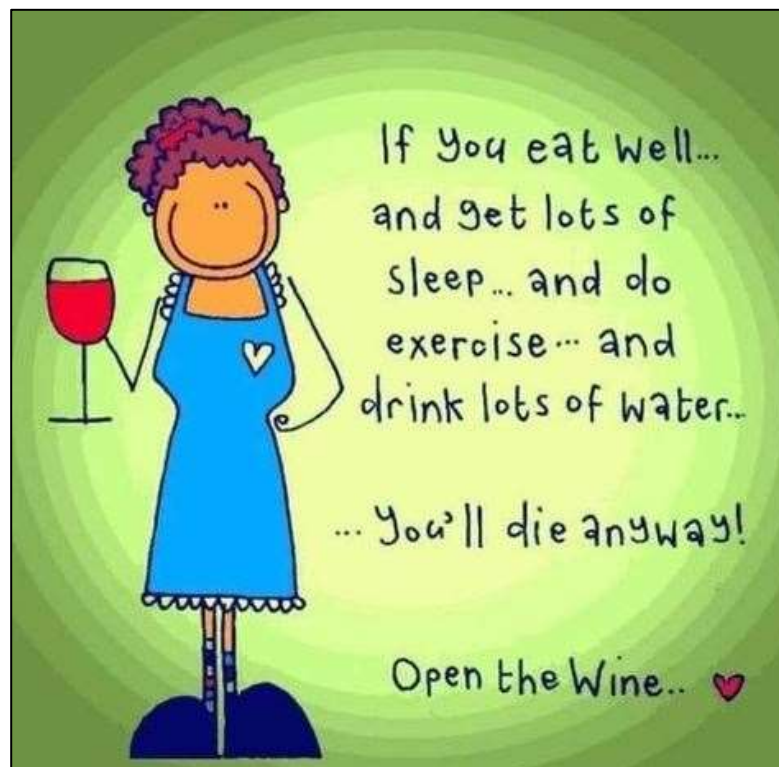
Plus, it doesn't taste nearly as rich and the newer studies are showing no association with heart disease. While never recommending ignoring your doctor's recommendation, it's worth asking him if margarine is still the best option in that case, or if it would perhaps be smarter to just use a little butter instead.

### **Margarine will never be as natural as butter.**

No matter how healthy margarine manufacturers try to make their product, they'll never come close to matching the sheer naturalness and wholesomeness of good, real butter, in fact, the harder they try, the longer their ingredients list becomes! Unless your doctor absolutely forbids you from eating butter, the real deal is always the best choice. If you truly are unable to eat it, you're better off finding a different way to flavour your food than turning to a processed product like margarine.

Butter is a completely natural food essential to your health. Make sure you buy an organic butter from grass-fed cows.

Good natural fats are good for you. Having higher levels of cholesterol is also no longer thought to be as bad for you, and slightly higher levels of cholesterol in women have been actually [linked to a longer life](#). So, the next time you think you are doing your body good by choosing a low fat butter alternative, think again and go for the real thing instead.







## Wellness Claim #8: You have to keep a water bottle handy all the time

The best way to treat your body like a temple, banish fatigue, ace your workout, and end headaches for good is to keep it well watered, some wellness influencers claim. Preferably from a trendy water bottle that you sip from every few minutes.

The truth: "Hydration is important, but it's been made far more complicated than it needs to be," says [Douglas Casa](#), Ph.D., a sweat and hydration researcher at the University of Connecticut. The vast majority of healthy people adequately meet their daily hydration needs by letting thirst be their guide - which means drink when you're thirsty and stop when you aren't.

Here's a bunch of overhyped Wellness Promises that are myths.

1. [Pink himalayan salt](#) isn't more "nutritious" than regular table salt. While it may contain higher trace amounts of some minerals, the amounts are insignificant and afford no additional health benefits. [Read the full story.](#)
2. [Lectins](#) are not bad for you. This family of protein compounds found in beans and other plants do not make those plants bad for you. [Read the full story.](#)
3. [Probiotics](#) probably can't boost your mood, your immune system, or your overall wellness. They might help with irritable bowel syndrome, though. [Read the full story.](#)
4. [Kombucha](#) isn't making you any healthier. Yes, it has some buzzy-sounding probiotics in it, but they're not doing anything for you. [Read the full story.](#)
5. "[Natural sugars](#)" like agave syrup and coconut sugar aren't any better for you than the refined white stuff. All sweeteners are basically the same in terms of calories and nutrients. [Read the full story.](#)
6. [Antiperspirant](#) does not cause breast cancer. The active ingredient, aluminium, can [stain](#) your clothes, though. [Read the full story.](#)
7. "Alkalizing" your body with [alkaline water](#) (or anything else) is not a thing. You can't change your body's pH through what you eat, nor would you want to. [Read the full story.](#)
8. [Apple cider vinegar](#) is good for salads. Not for treating your acid reflux or curing your acne. [Read the full story.](#)
9. You don't need to [detox](#) with a [juice cleanse](#). Your body has a built in detoxification system in the form of your liver and kidneys. [Read the full story.](#)
10. [Activated charcoal](#) is only helpful if you're in the ER and need your stomach pumped. It's not a detox for your skin or your digestive system. [Read the full story.](#)
11. [Charcoal toothpaste](#) doesn't strengthen your teeth. And it might wear away your enamel. [Read the full story.](#)
12. The [ketogenic diet](#) isn't a magical weight-loss trick. It works like every other diet by putting you in a caloric deficit, but it could also lead to nutritional deficiencies. [Read the full story.](#)
13. [Lemon water](#) will not boost your metabolism. It won't detox your body either, but the acid content can eat away at your tooth enamel. [Read the full story.](#)
14. [Dark chocolate](#) is probably not better for you than other sweets. Studies that have found a connection between chocolate consumption and better health merely show



that there's an association; they don't prove that chocolate is the reason. [Read the full story.](#)

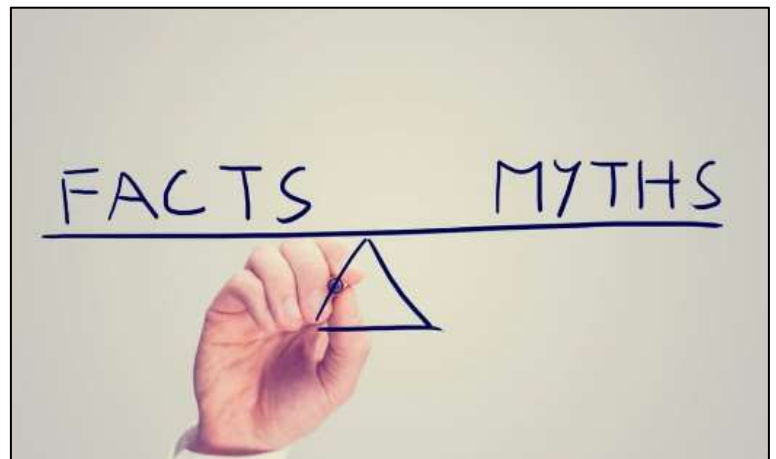
15. [Gluten is perfectly fine](#) for the vast majority of people. The only legitimate reasons to cut it out of your diet are if you have celiac disease or you experience stomach pain, vomiting, or diarrhea after eating it. [Read the full story.](#)

## The biggest lies the food industry tells consumers.

### Calories in a Serving.

The food industry hides the real calorie and sugar content its products contain by telling consumers the product has more than one serving. For instance, it might state a chocolate bar or soda bottle contains two servings. The majority of people don't stop when they finish half a drink or candy bar; they finish the entire thing. The food industry uses this to their advantage and state there are only a certain number of calories in each serving.

Consumers need to be careful when reading labels and check the number of servings in the products. This means if the product is two servings, and each one is 200 calories, the entire product contains 400 calories. For instance, if you have a 1 litre bottle of soft drink that says it contains 100 calories and 27 grams of sugar for every serving, that means the entire bottle contains 300 calories and 81 grams of sugar. The majority of people would have no problem drinking an entire 1 litre bottle of soft drink in one sitting.



Bottom Line: Be sure you check the number of servings on the label. You also want to multiply the sugar and calorie content by the number of servings to determine the total amount in the container. When keeping track of food intake, an app like [Noom](#) with an extensive food database managed by nutritionists is the best way to ensure your serving sizes are where they need to be.

Another good site is FoodSwitch which is maintained by Bupa. Download the App on your phone, you can then scan everything you buy and it will tell you the ingredients.

### Trans Fat.

Currently, in Australia there is no requirement for the label on a food product to list trans fat in the nutrition information panel. The exceptions to this are if a nutrition claim made on the product about other fats (such as omega-3 or cholesterol or monounsaturated fat). Always check the list of ingredients—if you see partially hydrogenated oil anywhere on the label, the product contains



trans fats. Even if a processed food is free of trans fats, it may contain other potentially harmful ingredients such as vegetable oils and soybean oil.

Bottom Line: Avoid foods that have partially hydrogenated oil or other types of high-Omega-6 vegetable oil in the list of ingredients.

### Ingredients.

Many people experience adverse reactions to some of the ingredients in certain foods and choose to avoid them. The problem is the food manufacturers often take steps to hide those controversial ingredients by referring to them by technical names that most people do not recognize. For instance, European labels may call MSG (monosodium glutamate) E621 while Carrageenan may be referred to as E407. The same may be true of many types of sugar. For example, "evaporated cane juice" is nothing but sugar.



Bottom Line: The food industry has a tendency to hide controversial ingredients by calling them by another name.

### Processed Foods.

The flavour in many processed foods sounds natural. One example is Orange-flavoured vitamin water that tastes like oranges. Except for one thing: it doesn't contain any actual oranges. The sweet taste comes from a combination of sugar while the orange flavour is the result of highly refined chemicals that fool the taste sensors in the mouth into thinking it is oranges. Keep in mind just because a product tastes like real food doesn't mean there is any in there. Blueberry, orange, strawberry, and others are quite often just chemicals that have been refined to taste like the natural product.

Bottom Line: Even though a product has the taste of natural food doesn't mean the product contains any of the natural product.

### Eating processed food makes it harder to burn calories.

[Studies](#) have shown that when you eat a diet high in processed foods, your body will find it harder to burn fewer calories. This is because the calories from processed foods are not easy to burn due to all the chemical additives, extra refined sugar, and salt that they contain. Whole foods are





amazing for overall health and wellness. Switch out those processed foods for more natural varieties, track with an app like [Noom](#), and see just how nutritious real foods can be.

### Gluten Free.

Eating a diet free of gluten is quite popular today. According to [HarvardHealth](#), one report, nearly a third of all Americans are either consuming foods free of gluten or are attempting to restrict their intake of gluten. Products that are labeled as being “gluten-free” in order to replace foods that are gluten are not healthy. In most cases, these foods are made from high glycemic starches that are highly refined such as tapioca starch, corn starch, and potato starch. They may also be packed full of sugar. The concept behind eating gluten-free should involve getting rid of the bread and other unhealthy foods and replacing them with real foods.

Bottom Line: Products labeled as “gluten-free” often contain a variety of unhealthy ingredients. Avoid those products and eat real food instead. Many gluten-free products are not healthy because they frequently include sugar, tapioca starch, gums (stabilizers like guar gum, carrageenan gum, etc.) all of which affect enzyme production and cause digestive issues including bloating, gas, constipation and/or diarrhea.

### Low-Fat or Fat-Free.

The “war” on fat resulted in an enormous amount of processed foods being marketed as low-fat or no-fat. You will find labels on these products that say “low-fat,” “reduced fat,” or “fat-free.” These products with the fat removed or reduced are unhealthy. Foods without fat lack flavour and are not appealing to the taste buds. To compensate for the lack of taste, these foods usually include an abundance of sugar, artificial sweeteners, or other unhealthy ingredients. Added sugars are much worse than fat, but, too much saturated fat can still contribute to health risks if eaten in excess.

Bottom Line: Any product that includes the words “low-fat” or any similar terminology on the label is more than likely unhealthy.





## Sugar.

Most people don't bother reading the list of ingredients before they make a purchase. Even those who do read the labels can be fooled by the ways food manufacturers disguise the true ingredients in the foods. Ingredients are listed according to its placement in the product. In other words, the first one listed is the one that is used the most, the second ingredient listed is the second in frequency and so on. If sugar appears early in the list, the product is loaded with sugar. The problem is food



manufacturers use a variety of names for sugar in the products. Some may contain "sugar," "high fructose corn syrup," and "evaporated cane juice." All of these are just different names for ordinary sugar. This allows them to include some healthier-sounding ingredient as the first one on the list, however, if you were to add all the amounts for the different types of sugar, you would find sugar would be right at the top.

Bottom Line: Read the label and make sure to verify whether a product contains more than one type of sugar. If that is the case, the sugar may be one of the top ingredients. The goal is a simple snack, made from ingredients you can pronounce, with no artificial sweeteners, that supports your overall health, and is relatively mild in flavour. If you recognize all the ingredients, you are on the right track!

## Low-Carb Foods.

The food industry tell you the benefits of a low carb diet so food manufacturers got wind of the trend and begun offering a variety of low-carb food products. The problem with these types of foods just like the low-fat food is not all of them are healthy. These junk foods are usually processed and contain unhealthy ingredients.

Bottom Line: Low-carb products are not always healthy and are often highly processed.

## Whole Grains.

The food industry tells you that [whole grains](#) are one of the [healthiest foods](#) and even though whole grains are healthier than refined grains, there is no evidence to support the premise that eating whole grains is better than not eating any grains at all. Processed food products such as cereals often state they contain whole grains, what the food industry doesn't tell you is that the grains in the products are not always whole but have been crushed into a very fine flour. While a product may contain small amounts of whole grains, it probably also contains many other harmful ingredients such as sugar and its liquid counterpart, high fructose corn syrup.

## Arthur's Articles.

I left you in my journey of life into the RAAF at 2.00 p.m. on the 24<sup>th</sup> August 1960, moments after five raw recruits had been attested into the Royal Australian Air Force. We were bundled into waiting taxis and driven across the Brisbane CBD, across the Brisbane River to the South Brisbane Station, the terminal of all interstate trains in the 1950's and 60's.



We were met by an RAAF Movements NCO who profusely apologised that we would not be given a sleeper as we were to alight from this train at Awaba Station (near Lake Macquarie NSW) at 4 a.m. the next morning. I do recall throngs of Life Insurance salesmen from every company in Brisbane surrounding us as we attempted to get on the train, trying to sell their wares. Their brisk activity interested me as either they were tackling us because we had just become wage earners of enormous sums or they knew that a train wreck on the Brisbane to Sydney line was imminent!

If I had succumbed to their salesmanship overtures, I would have had to make further explanation to my step-father on my next return home as he was the senior man in one of Brisbane's leading life insurance companies, and he would have expected that if I needed more life insurance, I would have been obliged to take it out through him.

The train trip to Awaba was unremarkable, and as planned, we arrived at Awaba Station in the early hours of the morning. Sleep had been patchy either due to the excitement of the day or the anticipation of what lay ahead.

On arrival at Awaba Station we were met by a five-ton International truck. The driver likewise apologised that a bus was not available to collect the five of us and our limited baggage. We were invited to climb into the back of the International truck with our luggage.

On arrival at RAAF Base Rathmines, we were met by a Corporal Drill Instructor (DI) with the forceful tones of, "Get out of that truck, you nasty little man!" Oh dear, I wasn't a nasty little man when I left the recruiting centre in Brisbane the day before.

Now my intention here is not to make comment about the issue of uniforms, accommodation, meals or their training methods. Being a Recruit Training Unit, I knew that the main reason I was sent to Rathmines was to convert my civilian thinking into that of a military man. On hearing a command or order in civilian life, it took time to debate the order and the probable outcome on each party before choosing to adopt that instruction or refuse it. While the military way was to react to the order or instruction immediately and without question. The story that went around was akin to the one when you are told to jump, the only question you dare ask is "How high?" I must say that I enjoyed my basic recruit training and I must confess that I believe I walked out of Rathmines three months later, almost in the mould of a 'military man'.





I was amused by the term 'Poolies' and soon found out, as many of you would know, that the 'Pool' was a repository for trainee's waiting for enough members to join them to commence their course. On my first 'Poolies' parade, I was dispatched to the Officers' Mess to wash dixies. "OK, I thought, I've never bashed dixies before. What are the perks?" I soon learnt that although it was monotonous, but it was not too hard work. However, the 'perks' were that the dixie bashers got to eat the left-over food that had been on offer to the Officers of the unit.



That reminded of a comic strip I once read of Bluey and Curly serving in the Army during World War II as written by Alex Gurney. While eating in the Mess hall, Bluey and Curley were asked by the Orderly Officer what they thought of the meal. Curly replied, "Just right, Sir." The O/O snapped back, "What do you mean, 'Just right?'" To which Curley cheekily replied, "Well, any better and it would have gone to the Officers' Mess and any worse and we couldn't have eaten it!" The Officers' Mess had the reputation of good food, and as a perk to the 'Poolie', my dixie bashing introduction to the RAAF, I confirmed Alex Gurney's theory.

The first weekend in the Air Force, all recruits had to work. I worked bashing dixies in the Officers' Mess. Great perks!

Somehow I must have let my liking for the position slip out for a few days ;later, on the morning Poolies' Parade when tasks were given out, I was changed from the Officers' Mess kitchen to the Boiler Room and my task was to keep the boilers stoked with coke to maintain hot water in the showers for the trainees.

A previous guy had been threatened by the trainees that if he let the hot water stop flowing and the boilers went out, they would throw him into the beautiful Lake Macquarie. He took the threat made jokingly, seriously, and never slept causing him to collapse from which he found the door out of the Air Force and not his upcoming recruit course.

I managed a schedule between sleep, stoking the boilers, relaxation, stoking the boilers, taking my meals, stoking the boilers which provided a constant flow of hot water, and I must say, life was relatively easy, and I was never threatened to be thrown into Lake Macquarie!

I began Recruit Course No. 543 after a short while and as I say, revelled in the study, lectures, parade duty, bivouacs, and life was not much different to when I attended Air Force Cadet camps at RAAF Base Archerfield. We were the last course to hold a passing out parade at Rathmines as Course No. 544 finished there but they were not afforded a passing out parade.

After the RAAF handed over the base, it became a Holiday Camp. Except for all the sweat and tears of the basic recruit course, we believed we were in a Holiday Camp. Rathmines was a beautiful place on the banks of the Lake Macquarie, a place I will never forget.

An insurance salesman had purchased one of the crash boats that were on standby when Rathmines housed Flying Boats. I recall the number of his former crash-boat was JK-047. This suave insurance salesman would canvas the base after working hours and invite recruits to join



him on a day on JK-047. I joined him one Saturday and we went down the lake to Nelson's Point and watched a regatta down there. Of course, his next visit to those recruits he had invited on his crash boat the previous weekend would be his first 'customers' to hear all the benefits of his brand of life insurance. You guessed it. I had a lovely day on JK-047 but did not succumb to his spiel.



Along the banks of the Lake Macquarie stood several disused hangars. Stories were rife among the troops that one held a famous Catalina Flying Boat. No one had ever seen the Catalina, but stories still multiplied. Years later, I was going to gym with a fellow veteran and we began talking about this mysterious Catalina that was allegedly housed in one of the hangars on the shores of lake Macquarie. During World War II, [Rathmines](#) was the largest Sea-plane base in the southern hemisphere. Was this the last of the 168 flying boats that were based at Rathmines? My gym colleague, Hap Pryor, cast some light on this mysterious last Catalina supposedly in the hangars at Rathmines.

Hap had joined the Air Force two years before me from Adaminaby near Cooma in N.S.W. Hap had been posted to Rathmines to do his basic recruit course. He then moved on to Wagga to become an Airframe Fitter and rose to the rank of Sergeant before undertaking a Warrant Officer Disciplinary (WOD) course at Point Cook. Hap revealed that the front of the hangar that housed the Catalina was open at the end facing the lake. That makes sense, I thought. This Catalina (right) was later towed to Sydney on a barge and is presently on display at the Powerhouse Museum in Darling Harbour.



Access to Rathmines was rather remote. I recall one weekend a group from my course decided to go into Newcastle after stand-down one Friday. One of our course members had been an ice-skater and he was going to demonstrate how easy it is to ice skate to the rest of us inquisitive would-be ice skaters.

We hitched a ride into Toronto Station and took the local train to Newcastle. We arrived at the ice rink but our colleague, on showing how easy it is to skate, did a 180, head to tail, and fell on the ice, splitting his head open. The ice-skating lesson was over and medical assistance was the order of the day. Later that night, we headed back to Rathmines and as there was no public transport running to Toronto or Rathmines for that matter, the group had to hitch-hike back to Rathmines. I never ventured outside Rathmines on a weekend again unless it was the time, I sailed on JK-047 or the one visit to Sydney or the two or three visits home to Brisbane.

Three of us on Course 543 decided to take in the 'big smoke' of Sydney one weekend. We answered a notice pinned on the notice board placed by Rathmines WOD, Warrant Officer Carter. Now Warrant Officer Carter was probably a very nice man, but he had a reputation to uphold and



as WOD of a Recruit Training Unit, he had to be one stepdown from a pugilist in his authority and control of his recruits.

This massive man drove the three of us to Sydney with a Sergeant Drill Instructor as his front seat passenger. They chatted throughout the south bound and the north bound journeys. We three recruits sat quietly in the back seat going down to Sydney and on our return without saying a word to our front seat passengers. We paid the driver for our trip but made sure his path never crossed ours again during our time at Rathmines. As I say, he probably was a very nice man, but he sure had the wind up his recruits.

There was a transport driver, George Dyett, who was at the end of his twenty-year career, with a family in Ipswich, he was posted to Rathmines to see out his career before drawing a pension. George liked to go home to Ipswich every weekend unless he was on duty. Two or three times he took two others and me to defray his travel expenses. In those days our travel time had to include times we lost while waiting for any of the five ferries we had to cross rivers if we went via the Pacific Highway, so we mainly chose to travel the New England Highway.

On the last occasion, on our return journey to Rathmines, George's Ford Prefect Mark Two (probably a 1955/56 model,) began to experience engine trouble just out of Ipswich. It coughed and spluttered all the way to Rathmines, arriving just before parade time on the Monday morning. Somehow the three recruits made it to the parade, but due to the lack of sleep, Monday became a very long day. I never risked a trip home of a weekend after that.



After the RAAF left Rathmines, some of the park was sold by the local council but most of it remains as a recreational area. The New South Wales Government listed the former RAAF Base site as a Heritage Site. The local council holds a 'back-to-Rathmines' event every two years with the next event due in May 2021.

Rathmines holds a very soft spot in my life, being the first RAAF base I served at in my Permanent Air Force career. If you count all RAAF service, it was the second base as I remember RAAF Base Archerfield, during my service as an Air Cadet with No. 15 Flight, when the main road to Beaudesert had to be closed to traffic while an RAAF Lincoln Bomber crossed the road to taxi before take-off.

I trust I have rekindled many happy memories of RAAF Base Rathmines for some of our readers, but if I have stirred up unpleasant memories for some, I do apologise but I will still report, sixty years after the event, I liked Rathmines and the memories I hold of my four short months there are very comforting.

In late November 1960, having passed out from Number One Recruit Training Unit as a fully militarised model of a 1960's airman, (or was it the opposite of 'model' which is 'a horrible example?') I headed south by train for my next adventure, to RAAF Base Ballarat, to Radio





School where many RAAF members of that era were trained, either at the School of Radio or its predecessor, the RAAF Wireless Air Gunners' School.

### Memories of RAAF People Who Influenced Me

One of the people who most influenced my almost twenty-six-year RAAF career was John Rossiter. John was a Squadron Leader Navigator when posted to Hong Kong as the Commanding Officer of Base Squadron Butterworth (Detachment A) as well as Commander, Australian Forces Hong Kong.



***John Rossiter (C.O.) enjoys a relaxing Unit Hawaiian Night in Hong Kong***

I arrived at Base Squadron Butterworth (Detachment A) in April 1972 when Squadron Leader Graham Perske was the C.O. Graham was replaced by John Rossiter in 1973. John took a keen interest in the Unit's Rugby Union team, the 'Koalas'. The Unit did not attract sufficient Rugby players so the Koalas opened their ranks to British civilians and anyone who wanted a run of a Sunday afternoon, either on the hard surface of the Happy Valley football ground in Causeway Bay or the slightly grassier field at the British Military Hospital on the mainland. John was pleased to accept the position of Patron of the Koalas.

In Hong Kong, I studied at the British Ministry of Defence's Chinese Language School at Lye Yue Mun, just at the top of the hill from the Shau Kei Wan tram terminus. My commitment to the classroom at Lye Yue Mun was, to say the least, 'part-time'. I had a tutor three days a week and the rest of my study time was private study at home.



I found an outlet in the Unit's Rugby Union football team, the 'Koalas'. On Sundays when the team would play any team that chose to play against us, I ran the line as a referee.



I began writing a weekly two-page sheet, appropriately called 'The Gum Leaf', and told the world of this great Rugby Union team in Hong Kong that would take on all challengers, along with weekly tit-bits about the members and their wives.

The newsletter had a wide distribution. Many football teams swallowed the bumf of our supposed prowess. We played teams from the visiting ships such as HMAS Paramatta. Scores may not have reflected our greatness being in the fifties to the Koalas score of nil! But we always boasted that we won the drinking competition after the game. We played military teams from Singapore,



the French training ship, the S.S. Forbin, (a genuine sailing ship,) and local British Army teams all with a similar result. Koalas – nil, but the after-match drinking competition was always ours!



*The 'Koalas' in action at the British Military Hospital field in Hong Kong*

With encouragement from our members, I commenced writing an end-of-season glossy "Gum Leaf" magazine. I made an appointment with the Manager of Rothmans (cigarettes) Hong Kong who agreed to meet me at the exclusive Hong Kong Club. I boldly bound into the Hong Kong Club at this gentleman's invitation and laid my plans to publish a glossy magazine, on the line.

Thankfully, the Manager of Rothmans saw an opportunity to 'get his word out' and agreed that if he could have the full back page to advertise his product, he would pay all publishing expenses for us. We went to print. Mr. Rothmans was very generous to our extraordinarily unworthy Rugby Union team. We had the name. Shame we couldn't win a game! Behind all the organisation going on behind the scenes was our Commanding Officer and Patron of the Koalas Rugby Union football team, John Rossiter.

At football season's end, we held a break-up party in the China Fleet Club in Wan Chai. Meadows Freight, a local Hong Kong company owned by an expatriate Australian, a great supporter both on the field and financially of the Koalas, provided Four and Twenty pies and Fourx beer from Sydney. A great night was had but nine months later, ten of our Koalas members' wives gave birth. Our daughter, Paula, was one of those babies. We all agreed that it was something in the Aussie pies or the beer! I also used the night to launch my glossy 'Gum Leaf' magazine.



After the release and ready acceptance of the glossy 'Gum Leaf' magazine, John called me into his office one day, and commented on the glossy magazine I had produced. He asked me why I wasn't an officer? I made a disparaging smart remark, although inappropriate, to my



Commanding Officer. John insisted he would like to write me up for a commission. I left Hong Kong with John Rossiter's best wishes in November 1974. On the 5<sup>th</sup> March 1975, I was commissioned as a Pilot Officer.

I never met John Rossiter again. Nevertheless, forty-five years later, I can say "Thank you John Rossiter for the faith you had in me to write me up so well that I did gain my commission."

I've always pondered the fact if it was because of my linguistic skills that saw me commissioned or was it because I produced the glossy 'Gum Leaf' magazine in 1974? I'll never know but can only guess! "Go Koalas! Go Koalas! Go Koalas!"





## RAAF Museum - Point Cook.

The Museum at Point Cook is the official museum of the RAAF, which, after the RAF, is the second oldest air force in the world. It displays aircraft of significance to the RAAF from its inception as the Australian Flying Corps right up to the present day. At the direction of Air Marshal Sir George Jones, the RAAF Museum was formed in 1952 and fell under the administration of Headquarters Point Cook until 1988 when it became a separate unit of the RAAF. It is currently overseen by the force's Air Training Wing.



The Base at Point Cook, which is the oldest continuously operating military airbase in the world, is an essential part of the story of the RAAF and the development of military and civil aviation in Australia.

The Australian Government acquired Point Cook in 1913 to establish the nation's first military flying school. The newly formed 'Central Flying School' started with two officer instructors, a few mechanics, two biplanes, two monoplanes and a Bristol Box-kite. The first military flight in Australia took place on 1 March 1914 and the first training course began in August with four student pilots, including Richard Williams and Thomas Walter White.



During World War I the Australian Flying Corps (AFC) was established at Point Cook as a new element of the army. Many of its pilots saw active duty overseas, in the Middle East and the Western Front.

The first Australian airman to die in action was Lieutenant [George Merz](#), one of the first pilot graduates from Point Cook, who was killed in Mesopotamia. During the war 65 Australians became 'aces' by shooting down at least five planes and Lieutenant Frank McNamara, who trained at Point Cook, won Australia's sole air Victoria Cross while serving with No 1 Squadron, AFC.



Throughout this period Point Cook remained the focal point of military aviation in Australia, serving as a flying training unit as well as the assembly point for most AFC units travelling overseas.

Williams and White served in the Middle East and are noted for their distinguished service and special association with RAAF Base Point Cook. Williams is known as the father of the RAAF, for his efforts in promoting air power in Australia's defence. White wrote Sky Saga, a Story of Empire Airmen in the Second World War and in 1949 was appointed Minister for Air and Civil Aviation in the Menzies Government.

The RAAF, formed on the 31st of March 1921, was the second professional air force in the world, established three years later than the British Royal Air Force. With the outbreak of the Second World War in September 1939, Base Point Cook became the focus of RAAF training in Australia, a role it maintained until the 1990s. The parade ground at Point Cook, completed in 1930, became a prominent feature of RAAF bases elsewhere in Australia. The Air Force Memorial, unveiled on the edge of the parade ground in November 1938, was the first and principal monument to Australian airmen killed in World War I.

After World War II, the base also became home to a range of significant units and facilities, including the RAAF Staff College (1949 to 1960), the RAAF College (later Academy) for training officer cadets from 1947, and the RAAF School of Languages (1950 to 2000).

Point Cook occupies an area of about 250 hectares on the shores of Port Phillip Bay. When the base was established, the proximity of Port Phillip Bay made Point Cook a choice location for seaplanes as well as conventional land planes. Flying was in its infancy and still experimental, so the area's sea-level altitude and absence of hills made it ideal for training and development purposes. The design of the base influenced the planning and development of later military aviation bases in Australia. It includes rare examples of buildings specific to the pre-World War I, World War II and inter war periods. These include the oldest hangars and workshops in Australia, built in 1914; the AFC complex, including the seaplane jetty, dating from 1916 and operating until 1937; the water-plane hangar, built in 1914 and the seaplane complex dating from the late 1920s.

Today Point Cook is home to the RAAF Museum. Some of the exhibits include:





Walking from the car park we did notice this magnificent Prince Skyline GT, possibly belonging to someone who works at the museum. These vehicles were built by the Japanese Prince Motors company back in 1965. They were powered by a 2 litre straight 6 OHC engine, with 3 twin barrel Weber carburettors. Power was delivered to the rear wheels via 5 speed close ratio gear box. A friend of ours, the late Phil Penny, had one at Radschool – nothing could catch him.



The entrance to the museum.







The walls of the entrance are covered in numerous exhibits on subjects and periods of historical significance. These exhibits display the history of the RAAF Museum's home at Point Cook and track major developments over the years for Australia's Aircraft Industry.

The gallery also takes a look at the history of Air Force Chaplains and the RAAF Medical Service and of the invaluable service provided by the WAAF and WRAAF, the Women's Auxiliary Australian Air Force and the Women's Royal Australian Air Force. These organisations form an important part of the RAAF's history until 1977, when women were transferred to the RAAF.

We noticed one such exhibit that we had to include for our mate Don who will most likely print it out and hang it over the mantel piece, that's if Lyn lets him.



There are also many exhibits that focus on Australian air power contributions to major conflicts, including World War I, World War II, Post World War II conflicts and operations and Australia's history of peacekeeping and civil aid. Lots of reading, don't forget your glasses.

Every time I start thinking too much about how I look, I just find a pub with a Happy Hour and by the time I leave, I look just fine.



## The Douglas A-20C Boston.



Produced in the USA prior to World War 2 the Douglas Boston was a light bomber and attack aircraft Powered by two 1600hp Wright Cyclone radial engines giving a top speed of 260 knots (480 kph) and could deliver 454 kg of bombs over a range of 1200 kilometres. Only operated by one Squadron in RAAF Service, the initial aircraft for the RAAF were originally ordered by the French Air Force but this order was transferred to the RAF after the fall of France in 1940 and was soon diverted to the Dutch East Indies not long after Japan's entry into the war. When Java fell into enemy hands the aircraft were then diverted to Melbourne where they were accepted by the RAAF.

The aircraft were then allocated to No 22 Squadron at Richmond and carried out anti-submarine patrols and coastal defence missions. The Squadron was then moved to Port Moresby to attack enemy troops, supply dumps and lines of communication throughout the Buna-Gona region. The Squadron was re-equipped with the later A-20G Bostons in 1943 and then transferred to Goodenough Island. RAAF Bostons often had four fixed forward-firing 0.50-inch machine guns mounted in the nose of the aircraft, the transparent sections of the nose were faired over with painted aluminium and the crew number was reduced from three to two. A couple of the Bostons operated by the RAAF also had a fixed 0.30-inch machine gun in the extreme tail. This gun was operated electrically by the rear-gunner. RAAF Bostons took part in the Battle of Bismarck Sea and contributed in attacks on a large Japanese convoy headed towards Lae in Papua New Guinea.

This Boston, A28-8 or 'J' for Jessica, was delivered to Melbourne in April 1942 and was sent to No 22 Squadron. When the Squadron was transferred to Goodenough Island, A28-8 carried out operations until it crashed, as a result of battle damage, at Goodenough airstrip on 12 December 1943. It remained at the site until the aircraft was recovered in 1987 along with five other wrecked aircraft from the jungles of Papua New Guinea. A28-8 was taken to Amberley for restoration to static condition and







was then transported to the RAAF Museum. It is pictured here at Amberley back in 2003 with Graeme Benthien.

'J' for Jessica, A28-8, is the only survivor of the 69 Bostons operated by the RAAF.

### Caribou A4-152.



This particular aircraft was accepted by the RAAF and arrived at Richmond in June 1964. In 1967 it was sent to Vietnam but in 1968 it was involved in an accident and shipped back to De Havilland's in Sydney for repairs. It continued to fly with the RAAF until the whole fleet were retired in 2009. It was then flown to Point Cook where it received a "royal" reception from the fireys before going onto static display.



### C-130H Hercules A97-011



36 Sqn at Richmond was the first RAAF squadron to operate the Lockheed C-130 aircraft, having obtained their 12 C-130A models back in 1958. The RAAF at the time was the only Air Force, outside of the USA, to operate the C-130. In 1978, after 20 years successful service, 36 Sqn





traded in their A models for the H model which were retired in 2006 when 36Sqn began to be equipped with C-17 Globemasters.

### **Bristol Freighter, E Model Herc, P3 Orion.**



These 3 aircraft, which are parked out in the open, are not open for inspection – which is a shame. We don't know what the Museum's intentions are with regard to all its large aircraft, but at the moment you can't even get close to them, let alone look inside. This is a completely different approach to that employed by the Queensland Air Museum where you can get up close and touch the aircraft.

The RAAF had four Bristol Freighter Mk 21Es, (known at Bristol Freighters), the one at Point Cook, A81-1, arrived on the 14<sup>th</sup> April 1949, whilst A81-2 and 3 flew into RAAF Base Mallala (Woomera) later that year. In 1951, a fourth Mk 21E, A81-4 arrived at No 34 Squadron.

In October and December, engine problems caused A81-1 to make forced landings at Woomera



and Mallala respectively, but little damage occurred. After major repairs and reconditioning in the second half of 1952, the aircraft was returned to No 34 Squadron, and in May made yet another forced landing at Woomera due to engine problems. Several forced landing

troubled this aircraft until in 1967, the aircraft was sold to Air Express, and subsequently flown to Archerfield. A81-1 was registered VH-SJG and flew freight runs to Tasmania, Queensland and Papua New Guinea.

The aircraft flew its last freight run on the 1<sup>st</sup> July 1978, after which it was repainted by members of the Friends of the RAAF Museum and put on static display at the RAAF Museum.



Delivered from Lockheed in August 1966, A97-160, like all of the RAAF's **C-130E** aircraft, entered service with 37 Squadron at Richmond. During A97-160's 34-year RAAF career, the aircraft flew



strategic transport tasks in support of the Army, Navy and RAAF, and also flew a variety of notable and special loads, including the Pope-mobile, the Jackson Pollock painting Blue Poles, and a bull presented as a gift to the Chinese government.

This aircraft flew the last flight of the RAAF's C-130Es on the 14<sup>th</sup> November 2000 under the command of Squadron Leader Mike Beattie, flying from Richmond to Point Cook

for delivery to the RAAF Museum. The total airframe hours for this aircraft are 25,833.4.

**Orion, P-3C, A9-751** was delivered to Point Cook from Edinburgh on the 16th November 2017. This aircraft was the first P-3C Orion delivered to the Air Force in February 1978 and it arrived in Australia at Edinburgh in May that year.

During its life at Edinburgh, it participated in the aerial search for MH370 which concluded on the 28<sup>th</sup> APR 2014.





You can see its arrival at Point Cook [HERE](#)

### HS-748, A10-601



Originally designed by Avro, then built by Hawker Siddeley, this aircraft was ordered new by the Australian Government for the Air Force. It first flew in February 1968, was powered by Rolls Royce Dart 534 engines and was used as a test bed to certify those engines. The certification process was completed in June 1968 after which it underwent a major overhaul and refit to RAAF standards. It was accepted by the RAAF in August 1968 and left England on the ferry flight to Australia in September 1968, arriving East Sale shortly after.

It was allocated to the School of Air Navigation, RAAF East Sale and then transferred to the reformed 32 Squadron, East Sale in July 1989. In 1997 32 Sqn leased several Beechcraft B200 and traded those for B350s in 2003. The HS748s were finally retired in June 2004. The RAAF operated 8 of these aircraft as nav trainers and 2 as VIP transport aircraft.

601 was flown from Sale down to Point Cook early in 2004 and has been a static display ever since, though it does look a little worse for wear at the moment. Below is what it looks like after a good tub.







Apart from the aircraft tout in the open, the Museum contains many more aircraft in various hangars.

There is the **Training Hangar** which contains the following aircraft:

[Maurice Farman Shorthorn](#)

[Avro 504K](#)

[De Havilland Tiger Moth](#)

[De Havilland Vampire](#)

[CAC Winjeel](#)

[Victa CT4A](#)



### **The Aircraft display Hangar.**

This hangar contains the largest collection of military aircraft and related artefacts in Australia. The public viewing gallery above the Museum's Aircraft display hangar provides a great view and information on a fascinating cross section of the collection ranging from a GAF Pika, which was the manned version of the Jindivik target drone, through several generations of fighter aircraft, helicopters, trainers and fire fighting vehicles.

This hangar also contains the **Supermarine Seagull (Walrus)**.



The Supermarine Seagull III was a British designed and built amphibian bi-plane. The prototype, the Seagull I, was developed in 1921 and this led to improvements for the construction of 25 Seagull II, in 1922, for use by the Royal Navy and Royal Air Force. Further improvements resulted



in the Seagull III, fitted with a Napier Lion V engine, becoming available in 1925. The Royal Australian Air Force ordered six Seagull Mk IIIs (called the Walrus in British service) in 1925 to replace its Fairey IIID seaplanes at a cost of £8,000 (\$16,000) each. The aircraft were freighted to Australia arriving in mid-1926 with the first test flight conducted in June of that year. A further three aircraft were ordered in 1927.

The Seagull was constructed from timber and canvas and the Australian version had a radiator modified for tropical usage. The lower wing was set in the shoulder position and the engine was mounted in a nacelle slung from the upper wing; powering a four-blade propeller in 'tractor' configuration. The aircraft carried a crew of three with the pilot being a RAAF officer, the observer (navigator) a naval officer and the telegraphist air gunner a naval rating. The Seagulls were allocated to 101 Flight RAAF and three aircraft took part in the Great Barrier Reef Survey during 1926-27 and were based at Bowen in far north Queensland. Due to their size and the logistics / engineering needs the aircraft were based ashore and carried out regular flights over the reef to conduct photographic surveys in support of survey work being conducted by HMA Ships Geranium and Moresby.

The Seagulls were normally located at Point Cook, but following the commissioning of the sea plane carrier HMAS Albatross, in January 1929, they were embarked regularly for training exercises; where the aircraft proved very useful in spotting and signalling corrections, for the fall of shot during gunnery practice firings. The Seagulls were also employed on reconnaissance flights where they were also adept in locating other vessels and signalling, via wireless telegraphy, the location of the ships. The range of the wireless telegraphy equipment was however only 30 kilometres in good weather conditions.

They did have other limitations - due to there being no catapult installed in Albatross the Seagulls had to be craned off for each launching and craned back on once they had landed alongside the ship. Up to six Seagulls could be embarked in Albatross in her hangar and then ranged on her forward deck for impending flights. Thus flying operations were heavily dependent on weather and sea state. Deployments to New Guinea waters were undertaken to test the Seagulls performance in tropical conditions and the aircraft proved repeatedly that it could take off with a full load without difficulty.



On 19 March 1930 Albatross was operating in Tasmanian waters when Seagull A9-4 crashed in Norfolk Bay. The pilot and observer survived the crash but 21 year old Acting Leading Telegraphist Donald McGowan became wedged in the rear of the fuselage and drowned. He was buried with full naval honours in Hobart.

Seagulls could also be embarked in the heavy cruisers HMA Ships Australia and Canberra. Again the aircraft had to be craned on and off the ship for flying operations due to the inability to use a catapult system. In late 1932 both cruisers embarked a Seagull during their deployment to



northern waters and the aircraft embarked in Australia conducted extensive photographic reconnaissance of islands between the Torres Strait and the Solomon Islands.

After Albatross was placed in reserve, in April 1933, the Naval Board requested a Seagull III be permanently allocated to each of the heavy cruisers. Two Seagulls were damaged beyond repair while operating from the cruisers during 1934-35; both due to extreme bad weather when lashed down on deck. The last Seagull III was operated by Canberra during 1935-36 and was disembarked at Point Cook on 3 March 1936.

The Seagull III was an effective aircraft for use by warships but were well and truly out of date once the catapult launched Seagull V (Walrus) became available.

### **De Havilland Vampire.**

The Vampire was initially introduced into RAAF service in 1949 as a single-seat fighter. The two-seat trainer version was ordered in October 1951 to introduce service pilots to jet aircraft. Mainly constructed by de Havilland Aircraft at Bankstown in Sydney, the first dozen fuselages were from British production. The initial order of 36 Vampire trainers was delivered by 1955, however, with the upcoming introduction of jet aircraft to the pilot's course syllabus, an additional 68 Vampire trainers were ordered.



Previously, pilots were trained on Tiger Moths and Wirraways and converted to Vampires at an Operational Training Unit. With the introduction of the Winjeel to replace both of these types and the increasing use of jet aircraft by the RAAF, the Vampire was introduced to the student's syllabus before graduation. In this case the aircraft was operated by No 2 Flying Training School at Pearce.





The first of the new T Mk 35 model trainers entered service in September 1957, and the new training system commenced in early 1958. In 1969, the Vampire was replaced by the Macchi as an advanced trainer. A small number of these aircraft were then operated by No 5 Operational Training Unit during 1970 pending the arrival of two-seat Mirage fighters/trainers.

The Vampire was also operated by the Central Flying School at East Sale to train flying instructors for the RAAF. This unit also used the aircraft in a number of aerobatic teams, including the "Telstars". Another distinction for the type is that the first ejection performed in Australia was from a Vampire trainer. In September 1952, Flying Officer Collins ejected from A79-601, the first production aircraft, prior to its official handover to the RAAF.

The aircraft on display was restored by Maintenance Squadron East Sale in the mid-1990s, and is a composite made from the wings and tail booms of A79-827 and the fuselage pod of A79-616. After display at the RAAF's 75th Anniversary Open Day at East Sale, the aircraft was relocated to Point Cook for display. The aircraft is painted as A79-616, an aircraft operated by Central Flying School, and wears the colours of the "Telstars" aerobatic team.

## Flying displays

Where Point Cook differs from other aviation museums, is it conducts regular flying displays. Subject to suitable weather, every Tuesday, Thursday, and Sunday at 1pm there is an interactive flying display at the RAAF Museum. This program is ideal for families and children. It is absolutely free. Bookings are not required.



The flying program runs for most of the year (except over the Christmas and New Year period). Regular aircraft on display include the Winjeel, Harvard (above), CT4A, Sopwith Pup, Tiger Moth, RE8, and the Mustang. Click [HERE](#) to see the [Winjeels](#).

The wife said "Watcha doing today?". I said "Nothing."  
She said, "You did that yesterday". I said, "I wasn't finished".



### Mustang A68-750

This aircraft started life as A89-170. It was received from CAC Fisherman's Bend on 23 February 1950 and went straight into storage with No 1 Aircraft Depot Detachment B at Tocumwal, NSW. It was ferried to RAAF Schofields via Fairbairn in August 1950 and was operated by No 78 Wing. It transferred to No 2 Operational Training Unit in April 1952 and then No 23 (City of Brisbane) Squadron in October 1953 where it had a short service career before returning to storage with 3 AD in October 1956.

In 1959 it was approved for disposal but subsequently withdrawn and held by the Queensland Flight of the Air Training Corps as an instructional aid before being issued to the RAAF Museum in September 1970, arriving dismantled where it was restored to an almost flyable condition. It was then placed on display in a semi-complete condition in the late 1970s until 1990.

Restoration to flying condition commenced in 1991 and was completed in early 1999, the aircraft was painted in the markings of [P-51D Mustang A68-750](#). It had its first public outing at the International Airshow at Avalon.

You can see more info on the Museum [HERE](#).

### Volunteers.

The Museum is always looking for people with a lot, or even a little, spare time to join our wonderful team of Volunteers. An understanding of Air Force history is helpful but not essential. Reliability, ability to work as part of a team and enthusiasm are important.

Our volunteers are vital to the smooth running of the RAAF Museum. They take part in a range of activities including:



- acting as tour guides
- assisting visitors
- helping in research
- assisting with technical projects such as restoration and aircraft cleaning.

Volunteer information sessions are held three times a year in March, July, and October. At these sessions, they provide an overview of different areas of the RAAF Museum and the opportunities that are available. After that, if you are interested in volunteering, there is an induction session held three times a year in April, August, and October.

If you would like to offer your time as a Volunteer or to find out more, please get in touch. Phone the Volunteer Coordinator on (03) 8348 6341 during business hours or email then at [RAAF.MuseumInfo@defence.gov.au](mailto:RAAF.MuseumInfo@defence.gov.au) with the word "volunteer" in the subject line.

## Friends

The Friends of the RAAF Museum are a vital ingredient in the future development of the Museum. Friends can be active or financial members.

There are many benefits to becoming a Friend of the RAAF Museum, including:

- a quarterly publication, Aerogram, updates Friends on all Museum news
- a free Museum calendar each year
- free admission to Museum air displays
- 15% discount in the Museum Shop.

You'll also have the satisfaction of being part of one of Melbourne's most popular visitor attractions and home to one of the best collections of historical aircraft in the world.

## Active Friends

Friends of the RAAF Museum are the public face of the museum as volunteer Host Officers. Host Officers work in the main display area and act as tour guides for group bookings. Host Officers also assist visitors by answering questions, pointing out details of exhibits and directing visitors throughout the Museum and the RAAF Base.

The Museum also relies on its Friends behind the scenes. Friends volunteer to assist with many aircraft restoration projects and conduct a great deal of research. Volunteers greatly reduce the time these projects take by donating their time. They are also invaluable when the time comes for major activities, such as flying displays.

Volunteers at the RAAF Museum also participate in Training Days. These are an opportunity for qualified Museum staff and special guests to provide information to assist volunteers with their duties. The Museum provides training on topics as diverse as aircraft handling, first aid, and curatorial practices.

## Supporting Members





Whether due to distance or a busy schedule, the Museum understands that not everyone who is interested in the RAAF Museum is able to spend time at the Museum.

Because of this, the Friends of the RAAF Museum also have Supporting Members, who contribute an annual fee that helps fund the activities of the Museum in all areas, from stores and aircraft acquisitions to restoration projects.

**Want to know more?**

If you would like to know more about becoming involved in the RAAF Museum as a Financial or Supporting Member, please get in touch.

Email [RAAF.MuseumInfo@defence.gov.au](mailto:RAAF.MuseumInfo@defence.gov.au) or phone the Volunteer Coordinator (03) 8348 6341 to request a copy of the Friends of the RAAF Museum brochure.



## All Appy Reunion.

On Saturday the 25<sup>th</sup> January, 2020, a bunch of ex-Appies and ex-JEATS with their lovely ladies, got together at the Werribee RSL, as they normally do, for a few beers, a few nibbles, to tell a few tall tales and to generally have a good time.



Organiser of the annual event was, as usual, Phil "Dick" Tracy who was on 13 Appy, way back in 1959 – 1961.

People came from far and wide to be at the 46<sup>th</sup> get together which started at 1.00 pm and went on and on. Finger food was served throughout the afternoon then those that wished, enjoyed an evening meal at the RSL.





People paid \$20 to be at the event which included the finger food as well as free drinks well into the afternoon, that's well organised.

Dick Tracy (left) and Graeme Oxley welcomed everyone to the get together and to everyone's delight, advised an extra few bob was being placed over the bar.



Those also who made the effort to be there were: (all names left to right)



Brett Poyner, Bill Beggs.





Carol Maloney, Graham "Chook" Henry



"Dick" Tracy, Bob Brackin, Garry Jarvis.



Errol Fisk, Gene Fisk, Graham Henry, Bruce Kean, (seated) Connie Fisk, Carol Maloney.



Geoff Goss, Igor Nigol, Barry Andersen, Don Ralph, Mick Banton, George Lewandowski.





Graeme Oxley, Barry Hillsley, Ian Stuart, Doug Patterson.



Harry Andrew, John Vanderlinden, Bob Irvine, Mick Stade.





Janet Hicks, Glenda Trainor.



John and Nancy Kubale, Graham Henry.



John Heath, Allan Hobby, Bob Warwick.



John Cecchin, Lyall Rogers.





Lorraine Heath, Ros Kean.



Neil McAllister, Paul Shadbolt, John Hicks, Ken Marsh.

H





Paddy Ireland, Mick Banton, Gordon Charlton.



Peter Tuncks, Errol Fisk, Bob Bennett, Charlie Downes.



Ron Bubeck, Ian Dettmann.

While we were there, Werribee celebrated Australia Day in a friendly relaxed way – in the small park near the railway station. Those that know Werribee from a long time ago will know [THIS](#) area. Pity you can't hear them as the band were pretty good.

I asked a flight attendant to change my seat because of a crying baby next to me.  
It turns out you can't do that if the baby is yours.





## National Vietnam Vets Museum, Phillip Island.

Back in 2014 we had a [story on the Museum](#) and as it's been some time since we had a look through it, while in Melbourne we decided to check it out again.



The museum is an easy 1¾ hours drive south of Melbourne, on Phillip Island and if you've never been, you should. Phillip Island has a lot to offer, you can spend about 2½ to 3 hours in the Museum then rest of the day looking over the island itself.

Back in 2014 we were shown over the exhibits by Gary "Gus" Parker (right), one of the instigators of the Museum and a bloke we'd known for quite a while but sadly Gary is no longer with us, having fought the big fight but unfortunately lost the battle with the dreaded cancer.

We noticed quite a few changes since our last visit, the outside of the building has had a complete revamp, exhibits have been added and a lot of the exhibits inside have been worked on and tarted up.







A sign on the wall at the entrance gives a description of the origin of the museum, it says:

*The National Vietnam Veterans Museum (NVVM) was originally founded by Vietnam veterans to help and support veterans to cope better with their experiences during the Vietnam War and after their return to Australia.*

*The NVVM is dedicated to veterans of Australia's longest war, the Vietnam War, from 1962 to 1975.*

*In 1996 Vietnam veteran John Methven (right) and his wife Krishna joined the "Vets Connect" ride around Australia for six weeks, driving a Land Rover and display trailer full of his personal memorabilia as an embryonic mobile museum. Fuel was funded by the Department of Veterans Affairs (DVA) to help "Vet Connect" reach out to many veterans who had "gone bush" and to make them aware that the Vietnam Veterans Association of Australia (VVAA) had been formed to lobby for recognition and improved welfare and conditions for all veterans affected by the war.*



*A growing collection of memorabilia, images and stories were contributed to the trailer both during and following this tour. When the Methvens retired to San Remo, next to Phillip Island, a garage was arranged in March 1998 and this became the first Vietnam Veterans Museum, open to the public. Donations continued to arrive, space became an issue and the collection moved to a new space in 1999 which had previously been five shops.*

*The museum was run and manned by volunteers and came under the auspices of the Patriotic Trust Fund (set up after the Second World War by the Victorian Government). By late 2003, the museum was forced to re-locate once again and with the concurrence of the VVAA, 1¼ acres of land was purchased next to the Phillip Island airstrip.*

*A Bellman hangar was purchased and transported on site and a number of "new" veterans joined the VVAA Museum Sub-Branch, one foundation member was the Methven's pet dog, "Jack". Two committees were established, one for the sub-branch welfare and pension obligations and one to focus on the museum for business planning and fundraising.*

*The first major grant was \$30,000 from the DVA. Then the Vietnamese community raised \$20,000. Most funds for the museum development come from the veteran community, through donations from VVAA sub-branches, RSLs and individuals who purchased either a family or individual "brick" as part of the museum's "Buy-a-Brick" campaign. The Victorian Vietnam Veterans Motorcycle Club and Royal Australian Army Service Corps (RAASC) also raised nearly \$20,000. A joint application with the Bass Coast Shire to the Regional Development Victoria's Small Towns Development Fund raised \$250,000, along with a Federal grant for \$58,500 from the Regional Partnerships Program.*



*The San Remo Museum site was closed on the 15<sup>th</sup> November, 2006, relocated to the new permanent Phillip Island site and re-opened on the 15<sup>th</sup> December, 2006. On the 9<sup>th</sup> March 2007, the new National Vietnam Veterans Museum was opened by the Premier of Victoria, Mr Steve*



*Bracks MP in front of about 2,000 veterans, families and dignitaries. The National Vietnam Veterans Museum vision had been achieved.*

*A second hangar was added and a workshop to support an aircraft restoration program established. In December, 2012, the NVVM became a company limited by guarantee and an independent museum managed by a Chief Executive Officer (CEO) reporting to a Board of Directors. While the museum continued to accommodate the VVAA Museum sub-branch, the sub-branch was no longer responsible for museum management.*

*The first CEO was Gary Parker and the first Chairman of the Board was John Methven OAM, the museum founder, The Board also appointed, as first patron of the museum, Air Vice Marshall Alan Reed, AO (right). All three were Vietnam Veterans.*



*The NVVM remains the spiritual home for Vietnam veterans and protects and preserves their legacy and heritage arising from their participation in the Vietnam War. Today, the National Vietnam Veterans Museum seeks to remember, interpret and relate the experience of the veterans of the Vietnam era and the enduring impact of the war on society.*

I like long walks, especially when they are taken by people who annoy me.

Some of the exhibits at the museum include:



**Caribou A4-231**, This aircraft joined the RAAF in 1965 and served with 38 Sqn at Richmond, then Amberley then Townsville. It was discharged in 2009 and flown to Oakey where it sat for 6 years until being acquired by the Museum. It's now in dire need of some TLC. The Museum also got A4-204 which is in bits out the back, looks to being used as a Christmas tree.





**Grumman Tracker.** The RAN bought this aircraft, one of a total of 32, from the US Navy in 1977 and operated it until it was retired in 1984. It was acquired by the Museum in 2013 and after some TLC, now sits outside the front of the museum.



**Iroquois A2 -110.** This aircraft was delivered to 9 Sqn in Vung Tau in 1969. It was repatriated to Australia in 1971 and took up residence at Amberley until the Sqn began to be re-equipped with the Blackhawk in 1988. The Sqn moved to Townsville in 89 and all aircraft were transferred to the Army in January 1990.





**International 6X6 AACO (Australian Army Cab Over)** These trucks were built by International Harvester at their Dandenong (Vic) plant. Two assembly lines worked in tandem, with Army vehicles occupying one line and trucks for commercial civvy use produced on the other. The Army eventually obtained a total of 2,370 of the vehicles, in both 4X4 and 6X6 configurations. They were powered by a 6 cylinder petrol engine, burning 50 litres every 100km





**Ford M151 Jeep.** This little vehicle, which is an improved version of the original WW2 jeep, was built by the Ford Motor company and is distinguishable by its horizontal slotted grill. The Willys company, which also manufactured Jeeps, had a trademark on the traditional seven slot vertical grill so Ford developed their own. Production of this model commenced in 1960 and stopped in 1982 when more than 100,000 of these great little vehicles had been built. They were powered by a 2.3 litre inline 4 cylinder OHV petrol engine. In 1988, due to demand, production was restarted and today the little vehicle is still in service in many countries around the world. They are fitted with a four speed manual gear box which drives the rear wheels. Four wheel drive can be selected when needed however, there is no reduction box.



**Centurion Tank.** Although Vietnam was not a tank war, the Australian Centurion was a very handy machine and proved its worth many times over. In 1965, Australia sent an infantry battalion to Vietnam, increasing its size to a full brigade in 1966. Australian M113 APC's also participated in the fighting, but their poor firepower and thin armour did not allow the Australians to use them in the thickest fighting. In September 1967, the Australian government decided they would reinforce the Australian forces in Vietnam with a Centurion tank unit. This caused a wave of criticism, as the military "experts" proclaimed that in the thick jungle terrain of Vietnam, the tanks would be all but useless and they would become mobile pillboxes at best. Before they were sent to Vietnam, they were modified by the 4th Base Workshops in Bandiana, Vic.

9 Centurions were loaded aboard the Jeparit and reached Vung Tau in Feb 1968. After a short period of training with infantry, they participated in their first combat operation in March 1968, called "Pinaroo". Its task was to destroy strong Vietcong units, occupying the badly accessible Long Hai mountain range, south from the main Australian forces base in Nui Dat. During the three week operation, the tanks proved themselves to be very good at destroying enemy positions. These positions were very well placed and only direct tank gun fire could destroy them





at the distance of several hundred meters. The remaining positions that weren't blasted away were crushed under the tracks of the 50 ton beasts.

In September 1968, the number of Centurions in Vietnam was increased to 28. The tanks prowled the jungle with minimal speeds, sometimes they advanced as little as 500 meters per hour due to the thick flora – this caused extreme fuel consumption, which jumped to 12 gallons per mile (2,800 litres per 100 km), which is why aircraft had to bring in huge amounts of fuel in giant rubber 4,500 litre bladders.

Despite the initial Australian worries, the Centurions have proved themselves to be very useful on the battlefield of Vietnam and they also turned out to be very resilient when taking damage, withstanding multiple shell hits. The Australian Centurions fought in Vietnam until September 1971, when the Australian units were pulled out of the country. They influenced the fighting in the Phuoc Tuy province a lot and the Australian “diggers” remember them fondly to this day.

They carried a crew of four, a Commander, Gunner, Loader and driver and were powered by a Rolls Royce V12 Meteor petrol engine with a top speed of about 34 kph. They had a 5 speed crash gear-box and drum brakes. Armament consisted of a twenty pounder main gun and two machine guns.

In all, Australia had 131 Centurions which were all retired in 1977.



**A84-307 Canberra.** This particular aircraft was originally meant for the RAF but in 1950 was allocated to the RAAF. This was the first Canberra to arrive in Australia and arrived at 1AD at Laverton in August 1951. It was shortly handed over to ARDU at Laverton and from there it spent time at Amberley, Avalon and several postings overseas until it was retired in 1973. It is one of three aircraft brought out from the UK before production started in Australia and is the world's oldest surviving Canberra. There is more info on the Canberra [HERE](#)





Part of the ground floor display in hangar one.

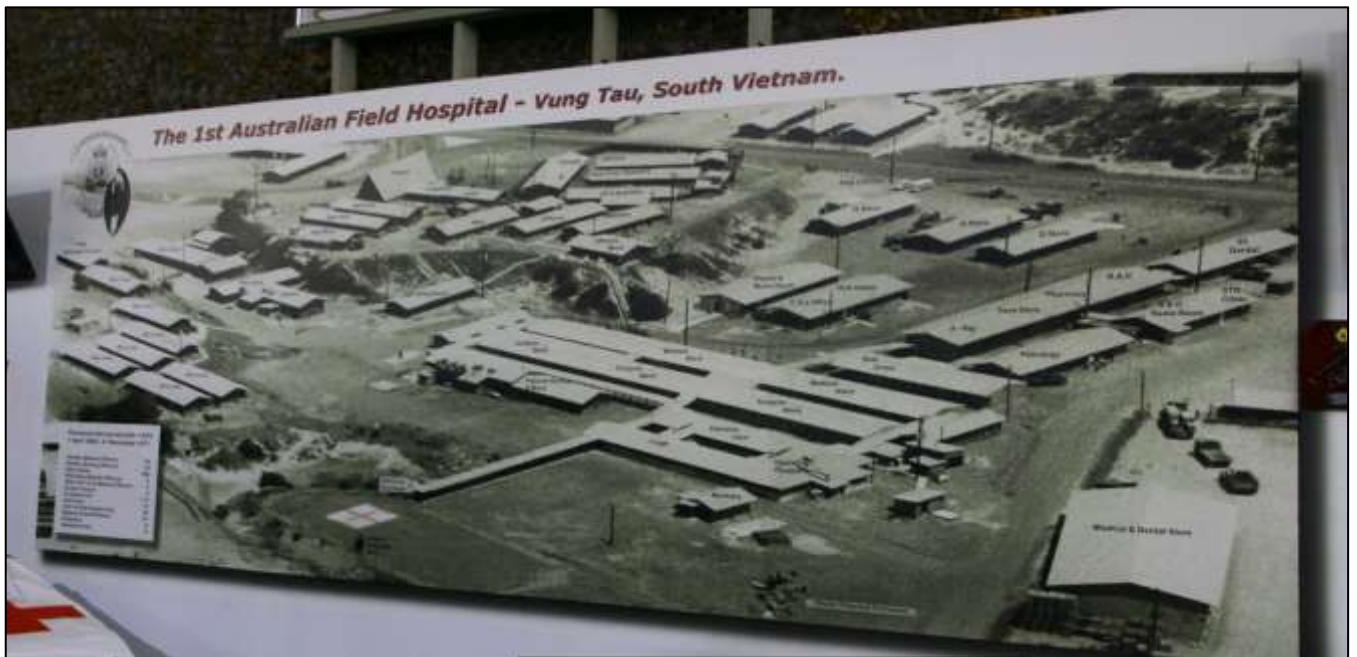


The Museum has a 20 minute holographic light and sound show which you can watch in their darkened theatrette. This show gives an overview of Australia's involvement in Vietnam, explains why we were there, describes the conditions in country and the deplorable treatment personnel received on their return to Australia. Definitely well worth the time to watch it.

The only reason I would take up walking is so that I could hear heavy breathing again



**Bell AH-1G Cobra attack helicopter.** The Cobra was a heavily armed ground attack helicopter used by the U.S. Army in Vietnam to support Australian and U.S. Army ground operations. In addition to the M197 three barrelled 20mm Gatling gun, it carried eight anti-armour missiles and forty eight 2.75mm unguided air to ground rockets. This particular aircraft served in Vietnam from 1968 until 1971 and was damaged twice in combat. It is currently finished in a low visibility all-over mid green which includes the full US Army insignia and carries the Serial No. 0-15092.



**Back Beach hospital.** (Click the pic for a bigger view)





Back Beach Hospital, or 1 (Aust) Field Hospital to give it its official name, was raised at Vung Tau on the 1<sup>st</sup> April 1968 and withdrawn from Vietnam on the 21<sup>st</sup> November, 1971. The hospital site was first occupied by 2 Field Ambulance (1966 - 67) followed by 8 Field Ambulance (1967 - 68). When the hospital was raised, in 1968, 8 Field Ambulance moved to Nui Dat where it remained until 1972.

The radio call-sign "Vampire" was used by all three medical units – someone obviously had a sense of humour.

In October 1969 the American 36 Evacuation Hospital, which was on the base at Vung Tau, closed, requiring the surgical facilities of the Hospital to cope with all casualties, including severe injuries previously treated by the US facility. The high standard of para-medical services provided by the hospital led to a remarkable statistic, 98.5% of Australian soldiers who reached the hospital alive survived their injuries or illness.

Personnel who served with the Hospital April 1968 – November 1971:

|                                       |     |                             |    |
|---------------------------------------|-----|-----------------------------|----|
| RAAMC (Medical Officers)              | 82  | RAANC (Nursing Officers)    | 43 |
| Other ranks                           | 586 | RAN (Navy Medical Officers) | 8  |
| RAAF (RAAF medical Officers)          | 2   | Civilian doctors            | 4  |
| 33 Dental unit                        | 111 | Red Cross                   | 21 |
| Det 1 <sup>st</sup> Field Hygiene Coy | 58  | Medical & Dental stores     | 37 |
| Chaplains                             | 9   | Salvation Army              | 9  |

The Museum is well worth a visit, if you're in the vicinity, give it a go. The Museum is open every day from 10.00am to 5.00pm, except for Good Friday, Christmas Eve, Christmas Day, Boxing Day and New Year's Day.

Admission costs are:

|  |                  |
|--|------------------|
| Adults                                     | \$15             |
| Child (5-15 years)                         | \$10             |
| Children under 5                           | Free             |
| Family (2 adults, 3 children)              | \$40             |
| Seniors, Aged Pensioners, Vietnam Veterans | \$12             |
| Pre-booked groups                          | \$10 per person  |
| Pre-booked school groups                   | \$10 per student |

I have to walk early in the morning, before my brain figures out what I'm doing





After the Museum, we decided to have a look over the Island, first stop, which is just a bit further “up the road” from the Museum is the Phillip Island racing circuit.



Motorsport has been synonymous with Phillip Island since 1928, when British driver A.C.R. White raced his Austin 7 to victory in the very first Australian Grand Prix, held for cars on a 6.5 mile open road course. The Grand Prix was held annually until 1935, but by then motorcycle racing had taken hold, with events held on a 12 mile unsealed public road course until 1941, when excessive corner dust finished racing.

However, the appetite for competition had been whetted and plans for a permanent circuit were laid down in 1952 with the formation of the Phillip Island Auto Racing Club (PIARC). Three hundred acres of land is purchased by the PIARC for £6,000 (\$12,000). The new circuit opened in March 1956 with a car race but later that year motorcycling returned to Phillip Island.

The first Armstrong 500 touring car race was held at Phillip Island in 1960, won by Frank Coad and John Roxburgh driving a Vauxhall Cresta. The following year, Bob Jane and Harry Firth won in a Mercedes-Benz 220E, while the 1962 race fell to them again, this time in a Ford Falcon. However the constant pounding from the big touring cars caused the breakup of the track surface and after the third edition, the race switched to Bathurst in 1963, forcing temporary closure.



However it was not all bad news for Phillip Island, as the ownership changed hands in 1962, when the track was purchased by former racer Len Lukey, who joined with PIARC in a rebuilding programme. Racing returned to the circuit in 1967 and another golden era seemed to beckon. Unfortunately, Lukey passed away in 1978, leaving the circuit to fall once again into disrepair with only sporadic meetings held, and the land essentially just being farmed by its owners.

In 1985 Phillip Island Circuit purchased by Placetac Pty Ltd, with the view to re-introducing racing to the famous facility. Then Wayne Gardner burst on to the international motorcycle scene, winning the 500cc world championship in 1987. On the back of the euphoria surrounding that triumph, Australia scored a Grand Prix, with engineer and promoter Bob Barnard and his Barfield company arranging to run it at The Island. Half a kilometre was cut from the track, leaving it at 4.445 kilometres, as the then vast sum of A\$5 million was spent upgrading it. Gardner, already a national icon, captured his country's imagination with two rides in 1989 and '90 that are recalled among the greatest moments in Australia's illustrious sporting history. Disaster struck again in the 1990s though. The decision to ban tobacco and alcohol





advertising by the Victoria State Government would make 1990 the last GP event at Phillip Island for seven years, however, the 500cc race would prove to be the most thrilling of the year with Wayne Gardner holding off a determined Mick Doohan to win by less than a second.

The Victorian Government had merely been early adopters of laws which would ultimately see the end of tobacco sponsorship in motor racing, so by 1997 the Grand Prix was restored to Phillip Island once more. Doohan was on course for victory in the year of its return before an uncharacteristic tumble but made amends the next year in probably the most emotional of all the victories which netted him five world titles.

The circuit was brought into new ownership in 2004, when it was sold to Linfox Property Group Pty Ltd for an undisclosed figure. Under the new ownership, a \$2 million safety upgrade was carried out, primarily to improve safety for motorcycle racing. Major works were carried out on the pit exit and entry, safety barriers were moved further back from the track in several places and new and bigger run-offs and gravel traps were installed. Further investment was made at the end of the 2012 season when the entire track was resurfaced in a \$3 million upgrade.

The setting for the circuit is fabulous, right on the coast with plenty of hilly spots to sit and watch the races. The day we were there they were holding an event, motorcycles were hurtling around the circuit at a million miles an hour so we were restricted to where we could go without paying the admission price, so we had a quick look and then moved on.

Every time I hear the dirty word 'exercise', I wash my mouth out with chocolate.

Next stop on our clockwise circuit of the Island was the penguin parade centre.



Phillip Island's iconic Penguin Parade is one of Australia's most popular tourist attractions and in July 2019 it opened the doors to an exciting and visually breathtaking new visitor centre.





The new centre and car park areas have been moved back from the coast from where the original 30 year old building stood returning that area of land to the penguins. Up to 1400 breeding penguins will soon be able to reclaim this area as their own. The new centre contains a state-of-the-art theatre, capable of seating up to 100 people, a café, sit down restaurant and modern retail spaces and can manage visitor demands including a peak of over 3,000 people.



The centre was designed with the environment in mind, it contains an array of 666 solar panels on the roof, a water filtration system to recycle rainwater for non-potable use, increased roof and floor insulation and double-glazed windows.





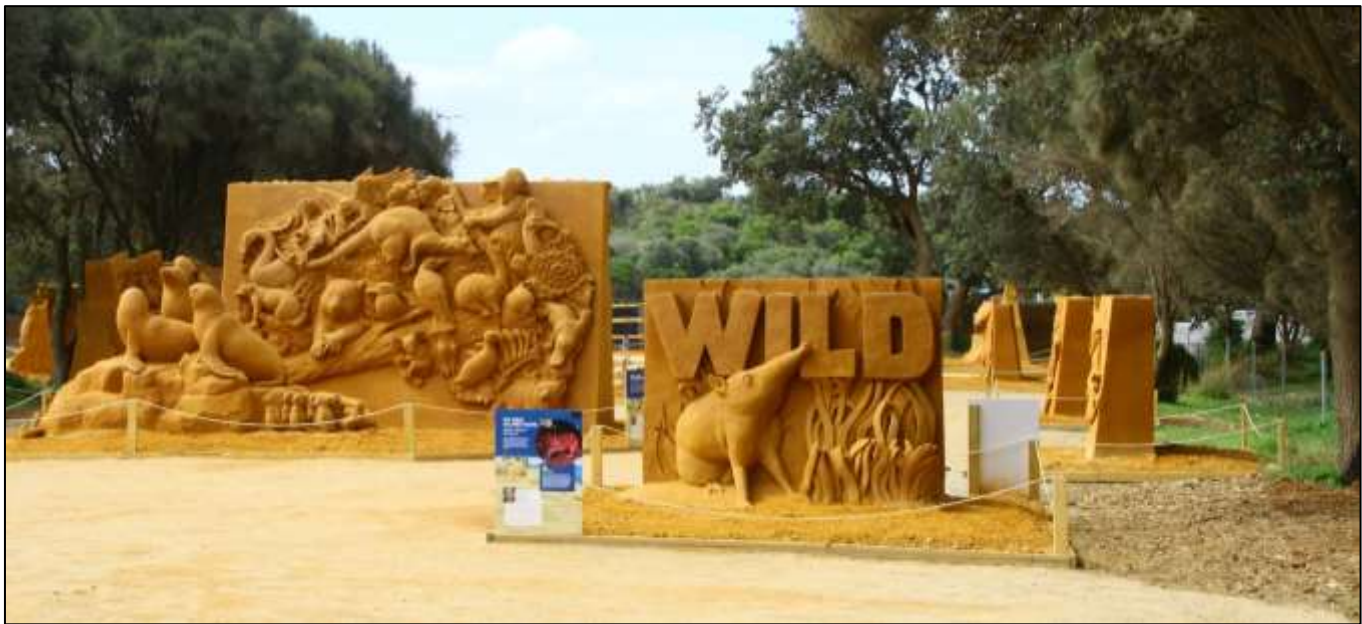


Low carbon building materials have been used throughout the centre's construction, including Victorian Ash hardwood for the impressive laminated beams.

Its spectacular architectural design was acknowledged internationally, having been announced as a winner at the 2019 International Architecture Awards, out of a field of over 380 submissions from 41 countries.

I do have flabby thighs, but fortunately my stomach covers them.

Just a short walk from the Penguin centre was the "Wild" sand sculpture exhibition. This exhibition opened on Boxing Day 2019 and is open from 10.00am until 6.00pm every day. Those amazingly talented artists have used over 700 tonnes of "Brickies Sand" to produce intricate sculptures which are then given a waterproof coating to protect them from heavy rain.



"Brickies Sand" is a type of sand that is used most commonly in the bricklaying and masonry industry. It has a higher level of clay content which allows it to become "stickier". The artists moved to the Gold Coast and produced their wonderful sculptures along the waterfront, in front of Maccas, from the 14<sup>th</sup> Feb to the 1<sup>st</sup> March 2020.

The advantage of exercising every day is so when you die, they'll say,  
'Well, he looks good doesn't he.'



From the Penguin Centre is was just a short drive to the western end of the Island to “The Nobbies” from where, if you’re lucky, you can see Australian Fur Seals on Seal Rocks.



Australian fur seals were over-harvested during the 1800s and have taken a long time to recover. During most of the 1900s less than 10,000 pups were born annually but numbers started to increase during the 1980s and 1990s. A species-wide estimate of live pups in 2002 recorded a near-doubling of annual pup production since the 1980s.

Live pup numbers increased again in 2007 when it was estimated the total number of seals was in the vicinity of 120,000. Seals live on a diet of various species of fish and also squid which they forage for in Bass Strait.

We didn’t see a one!!



There is a kiosk on the point but we thought it a bit tired.

If you are going to try cross-country skiing, start with a small country.





Continuing with our clockwise circuit brought us to Cowes which is the main settlement on Phillip Island and which sits on the northern side of the Island. It has a population of 4,850 people, big enough to support both a Woolies and Coles stores as well as an IGA. It has a lovely main street which drops down to the water.



From Cowes it was time to head back to Melbourne but not before checking out the Koala Reserve. The Reserve has a boardwalk which provides exceptional koala viewing inside a secure fenced off area which protects the koalas from dingoes, wild dogs etc.

If you've ever been koala looking you'll know that, apart from dropping on the occasional tourist, they don't do a lot. They just curl up in a tree and ignore the world.

Still, it's a bit of a thrill to see them, if you live in a city apart from going to a zoo, you're never likely to see one but here you can see them 'in the wild'.

Unlike a zoo, the Koala Reserve is really unique as visitors get the chance to see them in their natural habitat, living as they would in the wild. The Reserve has been essential in saving Phillip Island's koala population in its natural bush environment.

Another spectacular area is the woodland walk. You wander through natural bush, amongst hundreds of different species of Australian wildlife, including wallabies, possums, echidnas and snakes.







The Koala Reserve also features a visitor interpretation centre with gift shop and educational displays, which visitors will find extremely fascinating and informative. The Koala Reserve is part of the Phillip Island Nature Parks and

From there it was time to cross the bridge back onto the mainland and the return trip back to Melbourne. When in Melbourne, set aside a day and do the tour of Phillip Island, it's well worth it.





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## John Laming.

Aeroplanes and other stuff.

### No Thanks – I'll go Civil.

One experience I had of the slow spool up characteristics of those early gas turbines was in 1960, when I had to ferry Group Captain "Spike" Marsh from Laverton to Richmond in a dual seat Vampire Mk.33 where he was to attend a Courts Martial on some unfortunate airman. He was a large man who had some difficulty fitting into the right hand seat. There was much heaving on parachute and ejection seat straps and some un-officer like language as oxygen and radio leads became entangled around his bone dome. The weather was poor all the way to Richmond and wasn't any better when we got there.



With external fuel tanks fitted under the wings, there was enough fuel to get to Richmond and if necessary using Williamtown as an alternate which would have left us with perhaps 15 minutes fixed reserve. As we climbed through 25,000 ft en route Laverton to Richmond and in heavy cloud, the Spike in the right hand seat clutched his head and complained bitterly of a severe headache. This bitching occurred again in the cruise and I murmured sympathetically. Approaching Canberra at 31,000 ft, I was having my own troubles with precipitation static causing squealing noises on the VHF and rendering the radio compass as useless as the proverbial whatsits on a bull.

The Group Captain was getting very annoyed and testily knocked my hand from the ADF switches whilst shouting at me through the intercom to stop the racket coming through the earphones. Again he complained of a headache and I suspected he might be suffering from lack of oxygen flow. Approaching Richmond, the tower advised us of low cloud and visibility half a mile in heavy rain, but that a Ground Controlled Approach (GCA) to 200 ft was available. I knew that the GCA radar was prone to losing the target due to rain attenuation and decided it would be safer to divert from overhead Richmond at high altitude to arrive at Williamtown with reserves intact. The Group Captain, who had quietened down and was content with mumbling into his oxygen mask, suddenly came to life. He demanded that I attempt the GCA, as he had an





important engagement that day. I tried to explain that the weather was bad news and that we could be critically short of fuel if we failed to get in first go.

The Group Captain was normally a most pleasant chap to work with, but his irrational manner throughout the flight reminded me of a fighting drunk. I reluctantly went along with his demands and we pitched over from 31,000 ft into a 4000 fpm initial rate of descent. I mentally went over the missed approach procedure as we were guided by GCA on to final approach. At 500 ft, GCA advised that visibility had dropped to under half a mile, with indeterminate cloud base. The missed approach required an immediate left turn through 90 degrees and I remembered that with external tanks fitted, the landing gear had to be selected up without delay otherwise the gear flipper doors would not close. This was because of suction between the gear doors and the curved side of the adjacent external fuel tank.



At 200 ft, the controller gave us a slight heading change and advised that as we were now at the minimums we should look ahead and land visually. He was clearly an optimist because I was unable to see anything due to the heavy rain. The time had come to give it away and exit stage left. As I opened up to climb power, the Group Captain grabbed the control column, closed the throttle, shouting that he had the runway to the right. We went into a high rate of descent, as I realized that what he thought was the runway was actually the long parallel taxiway! At this point I thought bugger this for a joke and pulling aircraft captain rank, firmly told him I had control, "Sir".

Advising ATC that we were diverting, I pushed the throttle fully open and began a left climbing turn, whilst retracting the gear and flaps. The engine took ages to wind up from the idle closed throttle setting that the Group Captain had left me with and there was much loud rumbling and rocketing jet pipe temperatures. The port red gear warning light stayed on, so I adjusted the nose attitude to keep the speed back. It was the first time I had done an overshoot with external tanks fitted, particularly in cloud and with an irate VIP sitting next to me.

I was locked on instruments in a climbing turn, when I became aware of my passenger pushing on the stick and saying "watch the speed man, watch the speed". I pointed out to him through gritted teeth that the bloody flipper was not closing and that I had to keep the speed back to minimize the external tank suction effect. To my relief the red light went out and we soon accelerated to 290 knots as we passed overhead the Richmond NDB en route to Williamtown.

Sydney ATC asked for our ETA at Williamtown and I muttered that I didn't have a clue, just kindly give me an immediate clearance to cruising altitude. As we climbed rapidly through 20,000 ft the Group Captain began his head shaking and again complained of headaches. He had his problems and I had mine, in particular rapidly diminishing fuel contents. Ten minutes later we got our descent clearance and with the fuel gauges hovering near empty we were vectored into yet another high altitude VHF/DF let down. We became visual at 1500 ft and were soon on the runway.

As I taxied towards the tarmac area, the canopy began to mist over with condensation. I was therefore grateful when the Group Captain volunteered to stand up in the cockpit and guide me to the parking spot. He undid his harness and attempted to stand up, only to be dragged back,



garrotted by the radio leads attached to his bone-dome. His curses were terrible to hear and I silently thanked the Lord that the sound of the RR Goblin engine drowned the muffled sound of my hysterical laughter into my oxygen mask.

On the tarmac and with the engine winding down, I suggested to the Grouper that we could refuel and have another go at getting into Richmond in an hour or so. "No thanks", he said, "I'll go Civil" meaning he would catch a TAA flight to Sydney and get a train to Richmond. With that we went our separate ways. I didn't blame him one bit. I stayed the night at Williamstown and flew solo back to Laverton next day.

Whilst the oxygen system was being serviced, an engineer found that the passenger side oxygen hose had completely separated from its supply box. During strapping into the small cockpit of the Vampire at Laverton, Spike had inadvertently pulled his oxygen hose from its supply socket. When he tested the mask for correct flow, all he inhaled was fresh air! A less fit man would have been unconscious at our high cruising altitudes, but in this case the effect of anoxia caused only severe headaches and irrational behaviour.

The other day someone told me I could make ice cubes with left-over wine.  
I was confused, what is left-over wine?

## Hercs doing things Hercs weren't meant to do.

Barrie Wallis  
23 September 1966

My fourth flight "solo" as a fully qualified Flight Engineer with No 36 Squadron at Richmond, flying on an A model "Hercules". It was an afternoon training flight and was planned for two 2:00 hour sessions starting with a 1300 Hrs take off.

The crew were: -

|                               |                                   |
|-------------------------------|-----------------------------------|
| Captain                       | Flt Lt Bruce Clarke Q.F.I – I.R.E |
| Copilot (conversion training) | Flt Lt Arch Streeter              |
| Flight Engineer               | Sgt Barrie Wallis                 |
| Loadmaster                    | Sgt Les Wells                     |

The aircraft was: - RAAF Hercules A97-207



It was proposed that after the first 2Hr training session the pilots would change over, with engines running and the second session would carry the same SNCOs. We were planned to take off at 1300 Hrs so the Loadie and I preflighted the aircraft and when the pilots arrived we were briefed by Flt Lt Clarke as to the content of the training mission. He said that we would be going out to the training area to the North West and demonstrate and practice "Stalls", both clean then dirty.



We were the only aircraft in the training area at that time on that day so, B.C. said we were planned to do these stalls at 5,000 ft AGL over the Blue Mountains, however for this session we would go up to 15,000 ft to save time, and after recovery from the last stall we would carry out a practice medium level ADF approach. All done we "started and departed" and in transit to the training area Les secured the cargo compartment of loose articles that could become missiles during the stalls.

Almost to the training area BC called Les and checked the condition of his domain, and when told all was ready, BC told Les to come forward and strap into the vacant Navigator seat for the practice stalls. The layout in this session was Arch Streeter (who was on a conversion course) was occupying the left hand normal Captains position and the Co Pilots seat was occupied by Bruce Clarke. When the Flight Deck was also made secure we started our first stall, a simple "clean" stall which was demonstrated and an effective recovery carried out. During the stall Bruce Clarke demonstrated that when in the stall even though the aircraft was normally stable, very little lateral control was available however on the application of power the aircraft would actually climb out of the stall if necessary.

During the next stall Bruce Clarke entered the stall by closing all throttles to the Flight Idle position and raised the nose. When in the stall which was charted to occur at 95Kts, Bruce Clarke demonstrated the absence of lateral control by rolling the ailerons from full left to full right without the aircraft responding and when the



speed decreasing past the stall figure Bruce Clarke said that the longer the aircraft is left in the stall the buffet gets worse and all control is lost. Just past this point the aircraft rolled to the Left and Bruce Clarke attempted to pick up the dropping wing, but with no lateral control the aircraft rolled to 93° onto its back and entered a spin.

At this point Bruce Clarke announced that we had rolled into a spin and he had taken standard recovery action. So we went down and during that spin, after what seemed an eternity Bruce said that the aircraft was not responding but standard recovery action held on. Again after what was





a lifetime to us new members, the aircraft responded and the spin stopped, Bruce said we were out of that but now we have to get it on the ground. I carried out a visual inspection from the cargo compartment but nothing was out of the ordinary much to my surprise. We made a speedy return to Richmond and once on the ground logged the aircraft in for a high "G" inspection. At the bottom of the spin at the pull out which was between 7000 and 8000 ft we pulled 3.2 positive "G".

Next came the investigation as to why a normally docile and well-mannered C-130A would spin. After all the evidence was put together no defect could be blamed, however the mechanics of the Hercules was partly the cause aggravated by humans. To explain this further one has to come to grips with a constant speed Turbo Prop engine. It always runs at the same speed however, to make it function correctly, by adding more fuel to the engine the system will increase propeller pitch rather than increase RPM which is governed and so cause more work to be done, consequently when the fuel flow is reduced to the Flight Idle position the propeller pitch will decrease towards the zero position and stay there. Now with four engines the Flight Idle position in relation to the blade angle was not the same, so that at Flight Idle there were four different power settings.

Next at the Flight Idle position if the fuel is low, this can cause the propeller pitch to decrease below zero degrees and become negative. Obviously, this is not a desirable thing to happen so when the "Negative Torque" reaches a set figure the mechanical (NTS) system will physically attempt to increase pitch and thus hold it at a predetermined value, this being -1400 Inch Pounds of Torque. So now to put this knowledge into our docile C-130A.



In the air when starting to practice the stalls, the four throttles were pulled back to Flight Idle and in this case engines 3 and 4 on the right hand side remained in positive thrust, just how much I cannot remember, then engines 1 and 2 on the left hand side were producing Negative thrust just above the N.T.S. system activation. Now in the air as the speed decreased the stall started and as it was held there we lost aileron control, then a short time later engines 3 and 4 which were producing positive thrust attempted to accelerate that wing, thus producing lift, while engines 1 and 2 were in Negative thrust and attempting to decelerate that wing, thus creating



drag. It naturally followed that without aileron control and differential thrust there was only one situation that would occur, and it did.

One outcome was to then make a Standard Operating Procedure requiring that BEFORE entering stalls when the power was reduced to Flight Idle a power asymmetry check was carried out and all engine outputs were aligned.

The aircraft involved in this incident was A97-207 and at the end of the inspection it was found that several rivets on the upper surface of the left hand horizontal stabilizer had popped and there was speculation that these had popped some time prior to the stalls anyway, nothing else. The aircraft was given a clean bill of health and from that moment onwards it never flew straight again without cross trimming.

I never flew in 207 for another six months but do remember its flying characteristics well.

Unfortunately, Bruce is no longer with us.

Wine improves with age – the older I get the better I like it.

## The Avro Lancaster in all its Glory.



The Avro Lancaster bomber first came into service in March 1942 and, as the main RAF heavy bomber, soon became as iconic a part of the British air war as the Supermarine Spitfire.





The aircraft was 69 feet 4 inches long (21.11 metres), 102 ft wide (31.09 m) and 20 ft 6 in height (6.25 m). According to [BAE System's heritage page](#) on the Lancaster bomber, entitled 'Avro 683 Lancaster', it could reach speeds of up to 282 mph (454 km/h) at a weight of 63,000 lb on its four Rolls-Royce Merlin V12 engines. (Although this varied by altitude, and these figures are for the Lancaster I - weights varied with later models).

There were 15 different versions of the aircraft besides the 683 base model. It had an impressive lifting capacity, weighing 36,900 lb empty (or 16,738 kg), it was able to haul an additional 33,100 lb (or 15,014 kg) in fuel and bombs. It had a long, unobstructed bomb bay that allowed it to carry the RAF's largest bombs, up to and including the 12,000 lb (5,400 kg) blockbusters, one of which could destroy an entire street or large building.

The impressive bomb hauling capacity meant that Lancasters could be modified to carry the bouncing bombs used in Operation Chastise (the 'Dambusters' raid) against the Ruhr Valley dams. In fact, later on, the Lancaster was able to haul the 22,000-lb Grand Slam Earthquake bomb.



Air Marshal Arthur 'Bomber' Harris may have stepped up the bombing campaign against Germany with his first "1,000 bomber raid" against Cologne in May, 1942, but he couldn't sustain assaults on this scale. Britain was only able to produce 7,377 Lancasters during the war, at a cost of £45,000 to £50,000 each (around £2 million today.)

The Lancaster design was an improvement upon the twin-engined Avro Manchester bomber. The two Vulture engines in the Manchester were switched out for four Merlin ones and production, for the most part, was done in Lancashire before final assembly in Cheshire. Lancaster is the county town for Lancashire and the name of the aircraft derives from there.



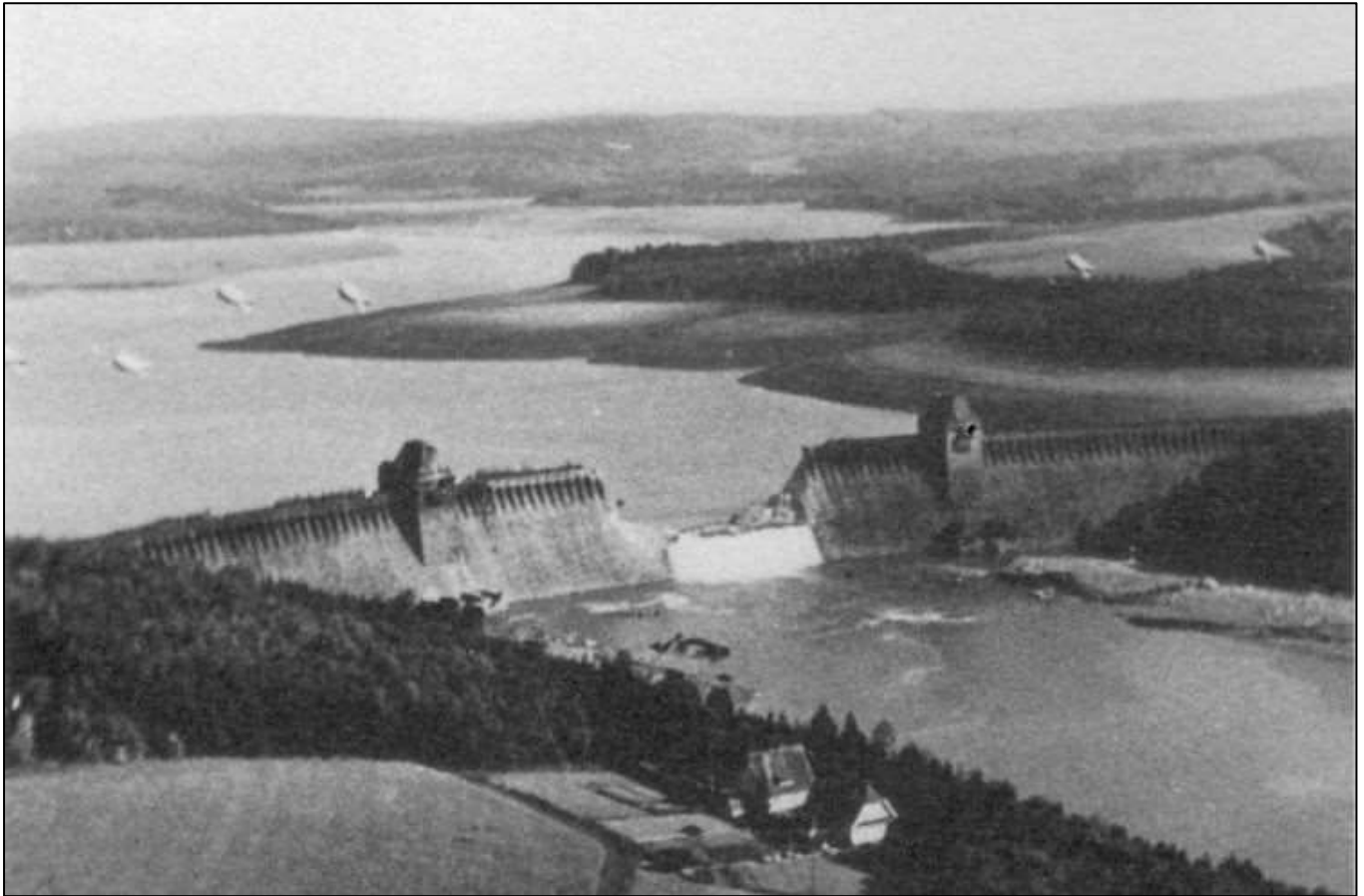


According to the Bomber Command Museum, over half of the Lancasters produced, 3,932 of them, were shot down during the war, at a total cost of £186,770,000 (or £7,397,375,152 when adjusted for inflation). Infinitely worse than the material cost was the scale of human loss. The Royal Air Force Benevolent Fund lists 55,573 men as having died serving with Bomber Command during the war. Many were from Britain, but men - mostly in their late teens - also came from Commonwealth countries and included those who'd escaped from Nazi occupation in Poland, France, and Czechoslovakia.

This is more people than all the personnel who serve in the whole of the RAF today.



The most famous Lancaster bomber mission was undertaken by 617 Squadron against the Ruhr Valley in Germany and was officially dubbed 'Operation Chastise'. The Dambusters, as crews then did without modern computerised equipment and had to navigate using maps, compasses, pencils and rulers, flying in a World War 2 sortie was akin to taking "a seven-hour maths exam in the dark while being shot at". These difficulties were intrinsic to all bombing missions, though, for the pilots of Operation Chastise, the Dambusters raid had the additional challenge of having to be flown a mere 100 feet off the ground to avoid radar.



Unlike its American counterpart, the B-17G, which bristled with an impressive 13 .50-caliber machine guns, the Lancaster only had 10 such guns, in three sets of twin-gun turrets located on the belly (ventral guns), on top (dorsal guns), and in the nose and a set of four guns in the tail. These were M1919 Browning machine guns with 1000 rounds each, or enough for roughly two minutes of continuous firing.

Lancasters were also crewed by fewer men than the 10-man B-17s. A pilot and flight engineer would be in the cockpit, with the bomb-aimer on his stomach in the compartment underneath them, aiming and releasing bombs as well as the front machine-gun. Tucked behind the pilot and flight engineer was the navigator and near him was the wireless operator, who also fired the dorsal guns when necessary. Rounding out the 7-man crew were the ventral and rear gunners at the back of the plane.



Conditions were tough. The impressive haulage capacity meant a trade off in armour plating, so crews were vulnerable to enemy fire, and the cold.



At 20,000 feet, temperatures inside the cramped aircraft could plummet to minus 40, potentially leading to frostbite.

Today there are only 17 surviving Lancaster bombers in the world, but only two of them are able to fly.

Wine – cheaper than botox and paralyzes more muscles.



#### A new wine for seniors

California vintners in the Napa Valley area, which primarily produces Pinot Blanc, Pinot Noir and Pinot Grigio wines, have developed a new hybrid grape that acts as an anti-diuretic. It is expected to reduce the number of trips older people have to make to the bathroom during the night.

The new wine will be marketed as Pino More.





## The Merlin engine

The legendary Rolls-Royce Merlin engine powered numerous aircraft used by the RAF during World War Two. It actually powered forty different aircraft during World War Two but it is primarily associated with the Supermarine Spitfire, Hurricane Hurricane, Avro Lancaster bomber and the de Havilland Mosquito. The Merlin was also used to upgrade the power of the previously underpowered P51 Mustang used by the USAAF.



The Merlin was first run on the 15<sup>th</sup> October 1933. It passed its type testing in July 1934 when on a test run it generated 790 hp and first took to the air in February 1935. Originally it was officially called the PV-12 but Rolls-Royce had a convention of naming their engines after a bird of prey and once the PV-12 received government funding for its development it became the Merlin. It was a major improvement on the Rolls-Royce Kestrel engine in terms of power. The Kestrel had been a reliable and well-received engine but Rolls-Royce realised that it needed an engine that quickly delivered more power and development was based around the Schneider Trophy winning 'R' engine.

Early production Merlins had numerous problems that led to their reliability being questioned. They leaked their coolants and the cylinder head frequently cracked, however by version 'F' all major issues had been resolved and the engine officially became Merlin Mark I. The engine was constantly improved. In 1937, a highly modified Spitfire was fitted with a strengthened Merlin



engine that in a test generated 2160 hp. This showed a Merlin's potential and by the time World War Two started it had gained a reputation among pilots for its reliability.

One weakness of the engine was that it cut out under negative G force during a steep dive. Me-109's had fuel-injected engines and were not affected by this, but Spitfires and Hurricanes were as they used the carburetted Merlin engines. This problem was partially solved in 1941 by "Miss Shilling's Orifice" – a diaphragm fitted across the float chambers designed by Miss Beatrice "Tilly" Shilling, OBE PhD MSc CEng, an aeronautical engineer who, incidentally also raced motor cycles.



Production of the Merlin engine only stopped in 1950 by which time nearly 150,000 had been made.

You can see an informative video on the engine [HERE](#)

## Super Tanker

The Boeing 747 supertanker is one of several aerial fire-fighting airtankers derived from various Boeing 747 models. the aircraft are rated to carry up to 74,000 litres of fire retardant or water and are the largest aerial firefighting aircraft in the world.



Initially developed by US based Evergreen International Aviation, the first supertanker was based on a 747-200 but never entered service. The second supertanker was based on a 747-100 originally manufactured by Boeing in 1971 for delta air lines. It entered service for the first time in 2009, fighting a fire in Cuenca, Spain and made its first American operation on the 31<sup>st</sup> August, 2009 at the Oak Glen fire in California. It is no longer in service. The third 747 supertanker was developed by global supertanker services which acquired most of Evergreen's assets after Evergreen ceased all aviation-related operations in 2013 due to financial challenges.



The global supertanker is a Boeing 747-400 dubbed the spirit of John Muir. It was certified for firefighting flights by the Federal Aviation Administration in September 2016 and fought fires in Chile and Israel before being contracted by US officials to fight California wildfires in 2017. It also took part in firefighting in Bolivia in August 2019.

You can see it in action [HERE](#).

An Irish painter named Murphy, while not a brilliant scholar, was a gifted portrait artist. Over a short number of years, his fame grew and soon people from all over Ireland were coming to the town of Miltown in County Clare to get him to paint their likenesses.

One day, a beautiful young English woman arrived at his house in a stretch limo and asked if he would paint her in the nude. This being the first time anyone had made such a request he was a bit perturbed, particularly when the woman told him that money was no object; in fact, she was willing to pay up to 10,000 pounds.

Not wanting to get into any marital strife, he asked her to wait while he went into the house to confer with Mary, his wife. The couple talked much about the rightness and wrongness of it. It was hard to make the decision but finally his wife agreed, on one condition. He returned and said, "T'would be me pleasure to paint yer portrait, missus," he said, "and the wife says it's okay. I'll paint you in the nude all right - but I have to at least leave me socks on so I have a place to wipe me brushes."

## Boeing 737 Max – will it fly again?

As it has been nearly 12 months since the Boeing 737 MAX was grounded worldwide, the question remains; when will the aircraft fly again? After two fatal crashes saw the plane grounded by regulators across the globe, airlines operating or have Boeing's ground-breaking aircraft on order, began to wonder.

Boeing have been working flat out on a software fix and although it has been submitted to the authorities, don't expect to see the aircraft carrying passengers soon.

Someone who should know when and if the aircraft will be returned to service is Petter Hornfedt, a 35 year old Swedish born Training Captain and Type-rating instructor/examiner on the Boeing 737-800 for Ryanair. Petter is also rated on the A330, B747-400, B747, B757, B737 and the B727.

Click [HERE](#) to see his views on the aircraft .





## Aircraft tyres, why don't they spin them prior to landing.

When you see an aircraft land, you always see big puffs of smoke when the wheels hit the ground, this must put a lot of stress on the tyres and surely wear them out. You'd wonder why someone hasn't designed a landing wheel with a fin or fins on it so that the air will start the wheels turning before the wheels touch the ground? Surely if they did that the tyres would last longer, wouldn't they?

Once again, Petter Hornfedt has the answer, see [HERE](#).

## Flying Fortress

I was in Darwin in 1953 and saw this great old bird. No idea what it was doing there.



## Flying Boats.

Not all that long ago (for some of us) Ansett ran a regular flying boat service from Sydney to Lord Howe Island.

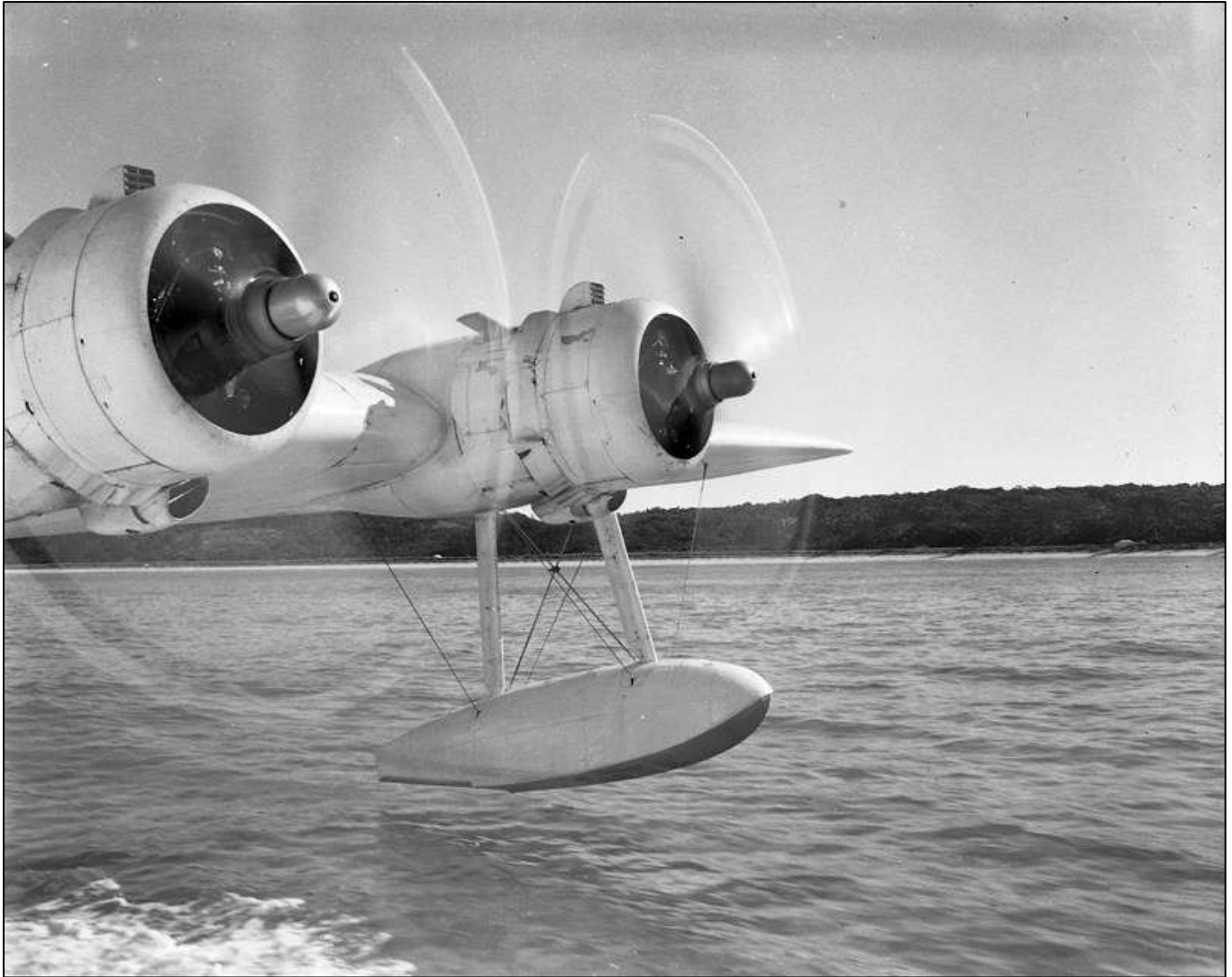
Trans-Oceanic Airways (TOA) pioneered the first commercial passenger flying boat service to Lord Howe in August 1947, with Qantas starting a similar service to the island a few months later. Both companies operated out of the Rose Bay Airport on Sydney Harbour. When TOA and Qantas ceased the Lord Howe Island route three years later in 1950, Ansett filled the niche and offered up to six flights a week from Rose Bay, each way a three-hour trip.

Ansett had three Sandringham aircraft, Beachcomber, Pacific Chieftain and Islander. Beachcomber was originally built in the UK as a Sunderland (1943) and was converted by Ansett



to a Sandringham. Pacific Chieftain suffered severe storm damage twice in 1964 and was replaced by Islander.

By 1974 the production of flying boats had diminished. Parts were expensive and technology and times were moving on. A land airstrip was constructed on Lord Howe and Qantas brought in modern planes to carry larger numbers of people from Sydney and beyond with greater speed. When Beachcomber and Islander left Lord Howe for the last time in 1974, the brief golden age of Australian aviation shimmered into history.



Both Beachcomber and Islander were sold to an ex-US Air Force pilot, Captain Charles Blair (husband of actress Maureen O'Hara). Islander was renamed Excalibur and Beachcomber became Southern Star. Both planes were intended for a tourist service carrying passengers between New York and the Virgin Islands. While this vision never came to pass, it is said that Blair and O'Hara flew Southern Star frequently and that a seat was added to the flight deck especially for O'Hara. When Blair died in 1978 the flying boats fell into disrepair and were eventually sold to cover debts. Excalibur was sold privately and is thought to have eventually made its way into an American aviation collection. Southern Star was bought by the Science



Museum in the United Kingdom and was prepared as the centrepiece of the Solent Sky Museum at the Southampton Hall of Aviation. When the museum opened in May 1984, Beachcomber reappeared restored to name, body and interior in the Ansett colours.

You can see a video of those golden days [HERE](#).

## Plane wreck a monument to a war hero and an ill-starred venture



*“Stand by your glasses steady, for each man who takes off and flies. Here’s to the dead already; three cheers for the next man who dies.”*

Toast proposed by British World War 2 aircrew following the death of a comrade.

In the foothills of the Barrington Tops, in NSW, pieces of a wrecked Lockheed Hudson aircraft are a lonely monument to the three men who died in the 1954 crash, including World War 2 bomber pilot Doug Swain DFC.

The wreckage is also a monument to a bold, unusual and somewhat ill-starred venture by The Sydney Morning Herald newspaper to boost its post-war circulation by operating its own air deliveries of newspapers to the northern parts of NSW. Sydney Morning Herald Flying Services started in 1947 with ex-air-force planes and cost 10 lives in its six years of operation, making a barely perceptible impact on the masthead’s circulation figures.

According to Gavin Souter’s history of the Fairfax publishing business, A Company of Heralds, the service began in February 1947 and was headed by experienced commercial and wartime pilot Harry Purvis. Purvis was sent to Scotland to buy aircraft and found two near-new ex-Royal





Air Force DC3s. A few months later the service bought three surplus Hudson bombers from the RAAF at rock-bottom prices. The service was based at Macquarie Grove, a wartime aerodrome near Camden and the planes took off before dawn, either landing at airstrips to drop off the bundles of newspapers or dropping them on specially prepared drop zones. Souter wrote that the dropped bundles usually bounced four times and once a bundle knocked a policeman off his bicycle near Grafton.

The bundles were wrapped in hessian and then either dropped through a chute cut into the bottom of the aft fuselage of the Hudson or slid off a hinged platform through the rear open cargo door of the DC3. In both cases the co-pilot would be down the rear of the aircraft to operate the chute in the Hudson or to physically lift the platform in the DC3 so the bundles would slide down the inclined platform into the slipstream. For the DC3 the co-pilot would tie himself to the airframe to minimise the chances of him falling overboard in turbulence

Many of the pilots and crew members were former air force men, as were most of the ground crews. See my earlier story [HERE](#).

The service's first fatal accident happened in its eighth month when Hudson VH-SMJ crashed near Muswellbrook while on a trial dropping flight, killing pilot John Hoskins and second pilot Edwin Conner. It was discovered that when the co-pilot was at the rear of the aircraft during the turn toward the drop-zone, the centre of gravity of the Hudson went beyond the aft limit, causing the Hudson to stall. At that low altitude, there was insufficient room to recover.

On New Year's Day, 1950, another Hudson (VH-SMK) crashed shortly after taking off from Camden, killing pilot Dick Cruickshanks and co-pilot Bruce Purvis (nephew of the service's manager, Harry Purvis).

On October 12, 1950, the service's flagship DC3, VH-SMH) crashed at Bungulla, south of Tenterfield, killing pilot R.F. Hartnell and co-pilot B.K. Cridge.

Another fatality occurred when a cleaner, Tony Pinner, was hit by the propeller of a DC3 in a hangar at Camden and killed instantly.

By 1952, Fairfax shut the air delivery service down, mostly for economic reasons. Harry Purvis had resigned and Doug Swain (right) was moved to a desk job – which he hated. At 35, he appeared to feel his career was over and he pushed Fairfax to restart the service. The company agreed, and Hudson VH-SML was put into service to deliver copies of the afternoon Sun newspaper to northern NSW.



Tragically, the plane crashed on the first delivery flight on September 14, 1954. Apart from the pilot, the Hudson was carrying first officer Alistair S. Cole-Milne and a passenger, David C. Burns. According to Souter: "Swain took off from Mascot at 2pm bound for Taree, Kempsey, Armidale, Glen Innes and Tamworth. There was a positioning signal from him near West Maitland, then silence." Newspaper reports at the time said the signal came from Belford, between Greta and



Singleton, at 2.37pm. The Hudson was not approved for flying in bad weather and the crash probably occurred due to Captain Swain trying to keep below cloud in mountainous country.

Two Grafton airmen, Garth Monroe and William Wetherton, who were flying from Newcastle to Tamworth at the time, reported seeing a Hudson circling at 2500 feet, west of Scone, about 4pm. A Singleton schoolteacher said he saw a plane resembling a Hudson flying low over the town at 5.45pm, and Henry Martin, of Branxton, saw a plane flying low over Belford at 6pm.

A search failed to find the plane and the searchers eventually gave up. Then, 15 months after it had disappeared, at 11.10am on the 22<sup>nd</sup> December, 1956, two Butler Air Transport pilots, Captain Bill Jenkins and L. Beales, spotted the wrecked plane about 10km north of Chichester Dam. Captain Jenkins saw something glinting in the sunlight and circled the site before confirming that it was the wreckage of a Hudson. The plane had crashed about 6m from the top of a hill at the foot of the Barrington Ranges. Coincidentally, Bill Jenkins was a former colleague of Doug Swain at the Herald Flying Service.



A Lockheed Hudson in (USAF) wartime livery.

Doug Swain's death ended an illustrious flying career. In the Royal Air Force during World War 2, he and his navigator, Mike Bayon, had flown more than 50 missions in Mosquito bombers as part of the elite pathfinder group. Both men earned the Distinguished Flying Cross for their efforts. He retained some of his wartime daring and displayed it at times in his newspaper delivery job. When he was flying the Dakota, Doug Swain would drop a single rolled-up Sydney Morning Herald to some friendly farmers who lived on country properties among the mountains near Tamworth. He would circle the house then drop half-flap, reduce the airspeed to 95 knots and come in low over the farmer's house. The co-pilot would slide open the starboard window and on the order from Doug, throw the paper down inside the arc of the starboard propeller. In return, boxes of fruit would be waiting each week at Tamworth aerodrome as a gesture of thanks from the farmer. Back at Camden, Doug would give the apples and oranges to the ground staff. It was a happy arrangement,

A year before his fatal crash, Doug Swain had been co-pilot aboard a Mosquito aircraft on a flight from Australia to England to take part in the London to Christchurch Air Race. The pilot was



Aubrey "Titus" Oates DFC. The plane struck monsoon weather in the Bay of Bengal and was forced to ditch. Both men were rescued unharmed.

When news of the discovery of Swain's wrecked Hudson broke in 1956, Oates flew his own Tiger Moth to the area and landed on a ridge 10km from the crash site. Next day he helped police find the wreckage by circling in his plane. A police party led by Inspector W.L. Jefferson, of Maitland, reached the scene from Dungog about noon on the 23<sup>rd</sup> December 1956.



Wreckage of the Hudson after its discovery in 1956.

In 2007 Doug Swain's son, Richard, visited the scene of his father's crash and placed a commemorative plaque at the spot. He had been four when the accident happened. In an article in The Sydney Morning Herald, Richard Swain described finding large pieces of the plane still lying in the thickly timbered scrub.



Click the pics above for larger views.





## Tyabb Air Show.

Sunday 8<sup>th</sup> March 2020

Tyabb is a small town of about 3500 people situated not far from HMAS Cerberus, on Western Port Bay in Victoria. Every second year the Peninsula Aero Club, which owns the Tyabb Air Field, holds an airshow. The show starts at 11.00am and concludes at 4.00pm.

Tickets cost:

|                        |       |
|------------------------|-------|
| Adults (15years +)     | \$50  |
| DVA Concession holders | \$45  |
| Kids <15               | \$10  |
| Families               | \$110 |
| Kids <5                | Free  |

Click [HERE](#) to see video of the event and click [HERE](#) to see the RAAF's C17 doing an overfly.



## Where are they now?

### John David Ord.

Rob Wilson is trying to contact a previous serving friend, John Ord, a Radtech G. He was married to Wendy. Last known he was a lay preacher in Queensland. If anyone can help, let us know and we'll pass on the details to Rob.

### Paul Buldo.

Fiona Hearfield is trying to track down a long lost mate. He was on a course at Radschool mid 1987. Fiona doesn't remember the course name, but was in the room next to the EDPOP basic course that I was on at the time. My question is, is there a list of courses available during 87 that I could suss out to see if he was listed. At the time he was CPL Paul Buldo. Thanks.

*Fiona – at the moment we don't have all the courses – but we're working on getting them. If anyone can help Fiona, let us know and we'll pass on the details to her. Tb*

### Dennis and Anne Wilkes

Marion (aka Mandy) Beer is the eldest daughter of Jim and Gwen Beer. Her father served in the last couple of years of WW2 as a WO and then re-joined the RAAF in approximately 1952 as a permanent member of the RAAF, retiring at the age of 55, 3 years after the death of my mother. His mustering was Radio. His service No. is 051937 (I think). He spent time at Laverton, East Sale and Butterworth at active flying bases, also at Support Command in St Kilda Road, Melbourne and Ops Comm, Glenbrook NSW.



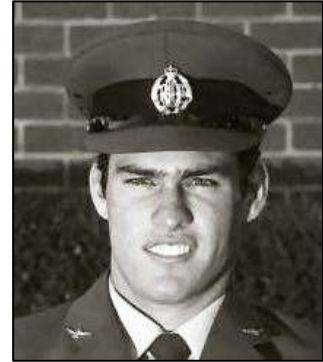


Marion would like to contact Dennis and Anne Wilkes, who were good friends of her parents. Unfortunately, following the death of her mother, she lost touch with a lot of her friends. She was googling and found Dennis' photo at a reunion a couple of years back.

If you can help Marion, let us know and we'll pass on the info.

## Brian Walmsley

Dave Peters is looking for Brian Walmsley, they were both on 108 Telegs together. If you can help, let us know and we'll pass on the info.



## Sick Parade

## Ron Shannon

The world's second best Radtech, that very healthy Ted Mac from the West, said he recently had a yarn with Ron Shannon, an ex 15 Radio Appy, the first Appy course to start at Laverton (1961).

Back in February, Ron was savagely attacked in his own yard. A 29 year old man attacked Ron, knocked him to the ground and stomped on his head after he had been caught trying to steal a broken scooter from Ron's backyard. Luckily a neighbour came to his aid but not before the attacker also stole Ron's car.

Ron was taken to the Royal Perth Hospital but allowed to go home the following afternoon. Ted says Ron's physical condition is now improving (albeit he cannot do what he could a few years ago) but his mind/memory is suffering.







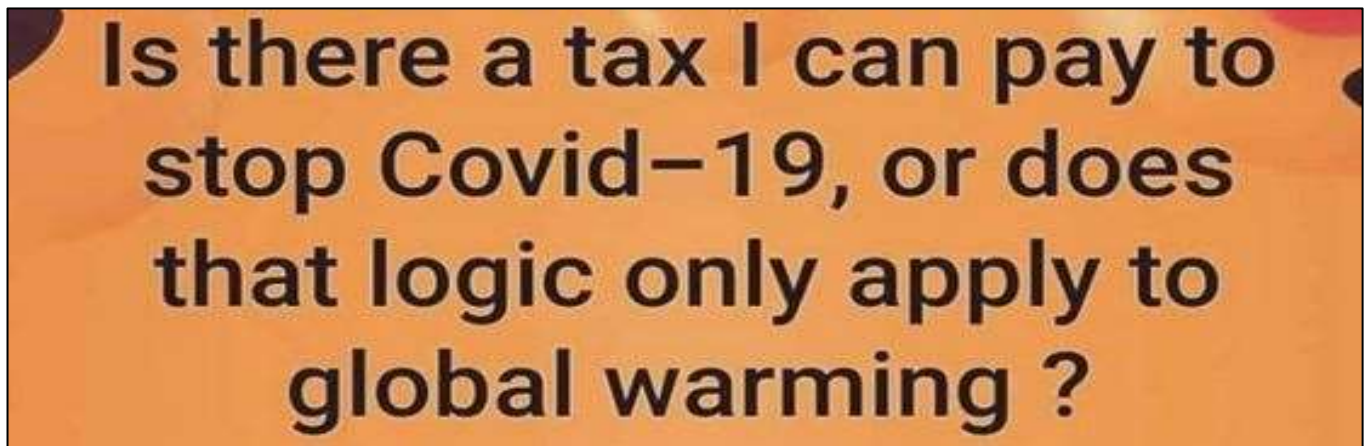
## Stuff

### 11/1 Diploma Course.

At the end of February, the Diploma Cadet Squadron's Number 11 Engineering Course, (No1 Commerce), celebrated their 55th anniversary on Norfolk Island. Thirty five blokes and their lovely ladies made the journey. They were all together at RMIT for four years in the late 60s and have been having reunions every 2½ years since 1990.

Laurie Lindsay made the trip, and for reasons unknown, was allowed by the authorities to return to Oz, and while over there he said he took some pics which he wrapped in brown paper and posted to us.

He says, "Norfolk Island is a great place. You can leave your car open and also your house/apartment. The speed limit is 50 km/hour and it is strongly enforced by the number of potholes in the roads. You must always give way to cattle which graze by the side of the roads and the place is infested with feral chooks. The Norfolk Islanders are terrific people and very friendly. It reminded me of Australia in the 1950s and that is not a derogatory remark. Anybody who wants a great holiday is urged to contact the Norfolk Island Travel Centre [HERE](#)." - for which he was well paid.



We later found out that Floyd Wilson actually took the photos, we know from past experiences anything with a battery in it is a bit beyond Laurie's comprehension.

The following pic is of all the lovely ladies who went along to keep their old blokes on the straight and narrow.



**L-R:** Bev Sillett, Elva Edwards, Chris Hogendijk, Dee Knott, Julie Western, Carol Jewell, Chris Grohovaz, Wilma Nelowkin, Vicky Kennedy, Anita Giles, Sandra Robey, Viv Chandler, Majella Wilson, Wendy Prowse(behind), Cheryl Riley, Helen Bukmanis, Janine Neil

And the blokes were:



**L-R:** Floyd Wilson, Mal Knott, Wally Nelowkin, David Edwards, Jim Kennedy, Andy Hogendijk, Gary Riley, Paul Robey (behind), Bruce Chandler (behind), Laurie Lindsay, Ken Western, Elio Grohovaz, Col Giles (behind), Barry Sillett, Chris Neil, Dave Prowse, Val Bukmanis, Dick Allanson





Some other photos:



During WW2, the US Army Air Force requested that the Australian government construct an aerodrome on Norfolk Island for use by its heavy bombers. The first runway was completed in late 1942, with a RNZAF aircraft landing on Christmas Day. The second runway was opened in February 1943.

The construction of the runways necessitated the destruction of Pine Avenue, a local landmark consisting of about 500 Norfolk Island pines reaching up to 50 metres in height. As Norfolk Island did not have enough flat ground, in 1942 several bulldozers were used to knock the tops off several hills and fill in the valleys between them. Steel mesh was then used to make a solid surface.

The airfield was never used as an operational base, but was available to the Allies for use as a staging depot, a refuge for aircraft in distress, and a possible base for anti-submarine patrols. An RNZAF Radar Unit operated on the island as a navigational aid and it became a stopover for aircraft travelling between Australia, New Caledonia, New Zealand and the Solomon Islands. The RNZAF left the airfield in July 1946.

These days Norfolk Island is an important transit and refuelling point for light aircraft flying between Australia, New Zealand, and the Pacific Islands. The main runway is 6,400 feet long and can handle aircraft up to the Boeing 737 and/or the Airbus A320.

Movements at the airport are very light with an average of between 2-3 aircraft a day.





The troops and the troopettes were met at the airport and bused to the Aloha Apartments and told to form up so they could be detailed off and allocated their dongas. As you can see, discipline was a bit lax.



Because of the airline schedules, the Queenslanders arrived a day earlier than the Mexicans and the Aloha Apartments provided them with a bar-b-q lunch.





After everyone was settled in, it was onto the bus for an island orientation tour. Floyd and Majella Wilson in the front row and behind them Wally and Wilma Nelowkin.



After their strenuous and very taxing 30 minute orientation drive around the island, it was high time to pull up for a breather and a cuppa.





The high tide kitchen was next to their Aloha Apartments and was just the spot for breakfast and morning smoko.



While just up the road was the Castaway Hotel, where they had Sunday Dinner.





And what would an Ex-RAAFies do be without a bunch of coldies, Majella Wilson drew the short straw and headed for the bottleO, nicking an umbrella while no-one was looking.



Bev Sillett and Dave Prowse.





Majella Wilson stocking up on stubby holders, ash trays and glass paper weights from the souvenir shop.



Tuesday night was the Island Fish Fry which is one of the favourite Norfolk Island experiences held at Puppy's Point overlooking gorgeous coastal scenery. Guests are treated to a glorious feast of fresh fried fish, salads, homemade bread, sweets, tea and coffee. Local entertainers add to the ambience as travellers are encouraged to join in the sing-a-long and festivities.



They say watching the sunset is one of the most relaxing activities we know. As the sun lowers itself beyond the horizon, the sky paints a palette of almost unimaginable beauty, a glorious sight of pinks, oranges, reds, deep purples and rich blues.

Norfolk is arguably one of the most picturesque locations on earth to watch this magical event. There are only three things that could make it any better, good company, great food and live music. Thankfully, you find this on Norfolk with the Island Fish Fry.

You are taken out to the cliff top and the Fish Fry starts at 5pm, ensuring you don't miss the sunset even in winter. You enjoy a feast of Island dishes, salads, homemade bread and fresh fried fish, followed by Island desserts, then tea or coffee.

The Island Fish Fry is fun for the whole family, blending the perfect mix of some of the best food on Norfolk, fun entertainment and a spectacular view. And after the sun sets, you'll still have time to be entertained for the rest of your evening.



**THEY SAID A MASK  
AND GLOVES WERE  
ENOUGH TO GO TO  
THE GROCERY STORE**

**THEY LIED,  
EVERYBODY ELSE  
HAD CLOTHES ON**





At the Fish Fry.



Clockwise around the table from 9.00o'clock: Paul Robey, Bev Sillett, Barry Sillett, Mal Knott, Dee Knott, Laurie Lindsay, Carol Jewell, Sandra Robey.





Anita Giles and Helen Bukmanis.



Andy Hogendijk, Paul Robey, Chris Neil, Dick Allanson, Val Bukmanis.





Floyd Wilson.



Transport on the Island was provided by Pine Tree tours.





But before you can eat all that wonderful fish that they serve up at the Fish Fry, the fish has to be caught and these blokes know exactly where and when to go to get a boat load.



Then comes the good part – cleaning the catch, these two blokes have obviously done it before.





The Bi-Centenary Centre. This Centre was opened in October 1974 to commemorate the discovery of Norfolk Island by Captain James Cook in 1774. It contains the Island's Visitor Information Centre, the Post Office and the Customs House and Immigration Centre.



The sign says: *"In 1962 this buoy was removed from waters approximately 200 yards off Cascade Jetty. The buoy was attached permanently by chain to a concrete block on the waterbed. It was used to bring captured whales into shore by means of a pulley. This buoy has been positioned here because it is part of Norfolk Island history"*.



And as everyone was hungry again, having not eaten for at least an hour, it was off to the Captain Cook Monument for a barbecue lunch.

The monument, which is in the Norfolk Island National Park, is on the northern coast where Cook and his officers landed in 1774 on his second voyage around the world in HMS Resolution, is perched on a hill which overlooks the coastline and the endless sea and is decked out with picnic tables, barbecues and toilet facilities making it a popular spot for tourists.

Cook named the island Norfolk Island, which at the time was uninhabited, after the Duchess of Norfolk, the wife of Edward Howard, the 9<sup>th</sup> Duke of Norfolk. Unbeknown to Cook, the Duchess had already died, but he didn't know that at the time. Although the island was uninhabited in 1774, and remained so for the next 14 years, evidence has since been found that the island had been previously occupied by Polynesians.



On January 1788 Lieutenant Philip Gidley King was ordered to lead a party of fifteen convicts, 9 males, 6 females and 7 free men, to take control of Norfolk Island so the Island didn't fall into the hands of the French who were also interested in the south pacific. Lieutenant King is reported in saying that the Island Pines were the most beautiful and finest in the world and would be suitable for masts, yards and spars. Grains and seeds also grow in abundance on Norfolk Island. The only downside to the Island was the lack of a natural safe harbour. Without a harbour this island was of no use, but with a port, Norfolk Island would become of great importance for Great Britain.

The occupation began to flourish. Norfolk Island was soon seen as a farm and its main purpose became the provision of food for Sydney. A township was established and the convicts cultivated the ground and planted crops of vegetables and seeds which were to be shipped back to Sydney to help with the near starvations which were crippling the city. In 1790, Norfolk Island received 300 new convicts and officers from Sydney aboard the HMS Sirius. This new influx of convicts helped relieve the pressure on the Sydney crises. It turned to disaster when the HMS Sirius was wrecked on the reef at Kingston and although there was no loss of life, the stores were ruined and the incident highlighted the settlements vulnerability. The ship crew was marooned on Norfolk for 10 months.

The farming of vegetables and grains for Sydney often failed due to the salty winds as well as the rats, caterpillars and the Norfolk Parrots. The lack of a safe harbour hindered communications and the transport of supplies and produce. Even with these problems a second fleet arrived on Norfolk Island with a cargo of sick and abused convicts, which gave the Island more problems to contend with. In 1794 Lieutenant Philip Gidley King suggested that the penal settlement was too remote and difficult for shipping, and too costly to maintain and should be closed. King left Norfolk Island in 1789 and a succession of short term commandants ruled the island for the next 11 years.





In 1803 the secretary of state, Lord Hobart, called for the removal of the Norfolk Island settlement, to be transferred to Van Diemens Land due to its great expense and the difficulties of communication between Norfolk Island and Sydney. This was a slow process as most of the settlers didn't want to be uprooted. A lot of the convicts had decided to stay on the Island as settlers after they had finished their sentence. The first group of 159 left Norfolk in February 1805. The group comprised of mainly convicts and their families but only 4 settlers. By September 1808 only around 200 remained on the Island. The structures of the settlement were razed or pulled down stone by stone in order to dissuade passing ships from reoccupying Norfolk Island and also to make the Island less alluring for escaped convicts. The farms were destroyed and the domestic animals were shot.

The Island was finally abandoned by 6th June 1825 and stayed that way for 11 years.

In 1836 it was decided that a final place of punishment was needed for recidivists and other antisocial British subjects, such as Irish political prisoners. These were the dark days of the Island, both in terms of human cruelty and degradation. This period also marked the beginning of the decimation of the island's natural biota, as clearing for large-scale agriculture and ambitious building works began. This cruel era ended in 1855 with the removal of the last of the convicts, as deportation become less popular and other programs for the utilisation of convict labour became favoured.

In 1856, 194 people, including descendants from the Bounty, arrived on Norfolk Island from Pitcairn Island aboard the Morayshire. This group consisted of 40 men, 47 women, 54 boys, and 53 girls. The journey of 3,700 miles took five weeks. Norfolk Island still celebrates the 8th of June as its Anniversary day, it is called Bounty Day, and it is a public holiday.



Preparing the barbecue at the Cook Memorial.





Dick Allanson, Sandra Robey, Paul Robey, Majella Wilson, Col Giles, Anita Giles.



**Standing:** Paul Robey, Floyd Wilson, Dick Allanson, Col Giles  
**Seated:** Majella Wilson, Sandra Robey, Anita Giles

I thought growing old would take longer.





Dave Prowse, in the stocks out the front of Barny Duffy's Charcoal Grill, many say a place he should have been 55 years ago.



Dave Prowse, Majella Wilson, Wendy Prowse, getting a bit of couth.





The Island's cemetery at Kingston.





The present Norfolk Island Cemetery, which is situated on the shores of the aptly named Cemetery Bay, is believed to have been established during the Island's second settlement in the 1820s. Before then, burials occurred in various places on the island and the cemeteries used during the first settlement are no longer evident. Nevertheless, headstones and their inscriptions dating from 1792 are to be found here, the early ones probably removed from their original locations and remounted on the current cemetery site. Other headstones from the original cemeteries are believed to have been re-used.

The causes of death recorded on many of the stones reflect the harsh life of the colonial days, including many drownings, accidents and even executions. Amongst them are the graves of many of the descendants of the Bounty mutineers who moved from Pitcairn Islands to Norfolk Island in 1856. Considerable restoration of many of the older stones has obviously taken place in recent years.

Current funeral services are carried out by the Norfolk Island Hospital as there are no commercial funeral parlours or any crematorium facilities.



The Officer quarters, part of the remains of the old convict settlement at Kingston.

My wife says I only have two faults,  
I don't listen and something else.





Officers quarters. If you had to be anyone on the Island back then, it made sense to be an Officer. Not a lot has changed really!



On the right is the surgeon's quarters and the hospital. In front of them is the guard house and crank mill. On the left is the Royal Engineer's office and the blacksmith's shop.





The old Magistrates Quarters, now the golf clubhouse.

The row of Officers' Quarters were built on Military Rd between 1832 and 1847. The similar symmetrical Georgian houses have a separate kitchen and servants' quarters at the rear, linked by an enclosed service courtyard. They were built of calcarenite, a locally quarried limestone and had timber shingled roofs.

The building above was the last built, commencing in 1845. It was constructed for the notorious Stipendiary Magistrate, Samuel Barrow. He was brought to Norfolk Island to enforce prisoner discipline and his actions in 1846 precipitated a convict uprising with 12 of the perpetrators executed. Military Road was renamed Quality Row by the late 1880s.

The Quintal family was allocated the house in 1956 and in 1903, descendants of the family were still living there when the NSW Government introduced a licence system which meant the occupiers could remain in the houses, free of charge, provided they maintained them. What seems to be a fairly good deal upset a few of the tenants who rejected it outright and were therefore compelled to vacate. This upset them even more and they burnt down three of the houses, one of which was the old Magistrates Quarters.

In 1842, Golf had been introduced to the Island by the convicts and in 1907 the golf club began to use the old burnt out building, a wooden structure was added to the front of the building and a tank was installed in its centre. The course today is technically Australia's oldest, existing on its original site. By 1949 the old building was an eyesore and was recommended for demolition but the golfers got together and cleaned it up a bit. Common sense then prevailed and it was decided to rebuild the building back to its original condition and it was opened by the Queen in 1974 and remains the golf clubhouse today.



An old lime kiln on the golf course.

Lime, or 'quick lime', is the product obtained by burning limestone and other calcium-rich substances such as shell and coral. Limestone is comprised of calcium carbonate ( $\text{CaCO}_3$ ) which breaks down during the process of burning to calcium oxide ( $\text{CaO}$ ), or lime and carbon dioxide ( $\text{CO}_2$ ) which is driven off leaving behind the lime in a lumpy or powdery form which may be white, or coloured by Impurities. In the process of burning the limestone undergoes a loss of approximately 44 per cent in weight and 12 to 20 per cent in volume and this shrinking of the load is the primary way in which the operators of the simpler methods of lime-burning judged that the process was complete.

The lime is then slaked with water to form calcium hydroxide or hydrated lime ( $\text{Ca}[\text{OH}]_2$ ), which is mixed with sand to make mortar. As the mortar dries it reverts to calcium oxide ( $\text{CaO}$ ), and absorbs carbon dioxide from the air to form calcium carbonate ( $\text{CaCO}_3$ ), thus completing the cycle.

Varying degrees of Impurities give limes with different characteristics. Lime with a high calcium content slakes quickly giving off considerable heat and makes rapidly setting mortar. Hydraulic limes, which have 10 to 30 per cent of clayey impurities, produce hydraulic cement which is able to set in water as well as in air. 'Natural' or 'Roman' cement, and 'Portland' cement are types of hydraulic cement, the later being produced by the re-burning of an artificial mixture of lime and other substances (silica, alumina, and iron oxide). Lime is used for a variety of purposes, including mortars and plasters in the building Industry, in agriculture to open and lighten clayey soils and improve other soils in various ways and in a variety of chemical and industrial processes.





Lime-burning is a very simple process. The most primitive method was one where limestone or shell was piled on top of or was interlayered with fuel and burnt in the open. A slightly more sophisticated variation was to place the heap in a pit. Such piles might be plastered with mud, clay or turf In some cases. Various forms of kilns were built for the burning of lime. Intermittent Kilns were loaded, fired and emptied for each load of lime. Such operation was expensive in labour and fuel, as the kiln cooled down after each load.

There were various forms of intermittent kilns used, some operated as 'flare' kilns where the fuel and the limestone were kept separated, and 'mixed feed' kilns where fuel and stone were loaded in alternating layers. Continuous kilns were so arranged that fresh fuel and stone could be placed in the kiln and burnt lime withdrawn without interrupting the continuous burning process.

Science doesn't care what you believe.



Kingston, on the south side of the island, is the site of the convict settlement. On the left are the hospital and the surgeon's quarters. On the right is the only jetty.

All goods are shipped in, loaded onto barges and towed to the jetty





The old convict quarters.



The jetty where all goods brought onto the Island are off loaded.





This is what happens when the ship is running late.



Wendy Prowse, Dave Prowse and Majella Wilson at Emily Bay, not far from Kingston.





## Cows Rule!



Cows have the right of way on the Island – but even so, it makes good sense not to crash into one, they tend to change the look of your car somewhat.

One animal that doesn't have right of way on the Island is the cat.

Wild cats cause an awful lot of damage to small native animals and any cat found roaming free is quickly sent to its maker.







While on the Island, Laurie ran into, what he thought, could have been a relation of sort, even though it was probably far removed.

He believes that before he came upon the earth as an Appy brat, in another life he roamed free as one of nature's pets and he spent a quiet hour with these chappies trying to determine whether or not he was related.

Luckily, he still remembered some of their language and they was able to converse backwards and forwards for some time before he finally came to the conclusion that he was from a long line of the Mongolian breed and that they were not related.

Even so, they did promise to meet up later in the day and share a saucer of milk together.





Then sadly it was time to go home – to board the Air New Zealand Airbus A320 for the 2½ hour flight back to OZ.



No airbridge at Norfolk Island, it's grab your bag and out onto the tarmac you go, rain, hail or shine.

A wonderful time was had by all, and a trip to Norfolk is highly recommended.

4 out of 3 people struggle with maths



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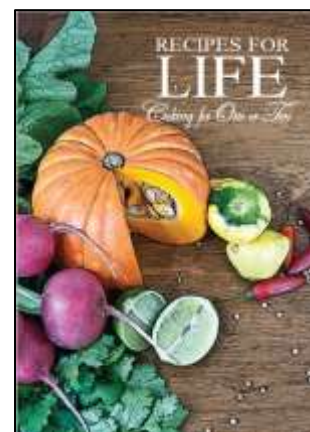
## DVA Issues

### Cooking for one or two.

The Cooking for One or Two cook-book was originally designed in 2005 by the Queensland Division of Nutrition Australia in conjunction with the Department of Veterans' Affairs (DVA).

It was updated by the Research Centre for Gender, Health and Ageing at the University of Newcastle and was funded by the Department of Veterans' Affairs.

Eating right improves your mental outlook, gives you more energy and can even make it easier to manage chronic health conditions. If you're a veteran, you're eligible for support to help make a balanced diet your lifestyle.



You can get a copy of the cookbook [HERE](#).

### Health and Wellbeing Update.

Veterans and their families can now get anonymous counselling support with new Safe Zone Support. It's a free, anonymous counselling line for vulnerable veterans and their families who are reluctant to seek mental health care due to concerns about remaining anonymous. This support line will provide mental health care and assist with managing stress, trauma or significant life challenges, with a particular focus on the special forces community.



Veterans and their families can reach it by calling 1800 142 072 - more information on the new service is available online [HERE](#). Safe Zone Support is in addition to the existing Open Arms 24/7 Counselling Line which can be reached on 1800 011 046.



### Coping with Trauma.

Five new booklets have been developed to support veterans and their families who are Coping with Trauma. These books aim to provide practical information and are designed to provide practical help to veterans and family members who are living with the effects of trauma. The five booklets are free to download via the At Ease website, you can get them here:

|  |  |  |
|--|--|--|
| <a href="#">Supporting your partner.</a>             | <a href="#">Helping your children.</a>         | <a href="#">Supporting your son or daughter.</a> |
| <a href="#">When your parent is having problems.</a> | <a href="#">What's happening to my family?</a> |  |

### The National Commissioner for Defence and Veteran Suicide Prevention.

The veteran community has welcomed the recent announcement of a powerful new independent body which will be created to investigate all suspected veteran and Australian Defence Force (ADF) suicides and causes to help save lives. The National Commissioner will have the enduring power, scope and resources to investigate suicides and related issues as they arise, rather than being restricted by a one-off review looking at past practices. The National Commissioner for Defence and Veteran Suicide Prevention will be empowered to perform two roles:



1. The Commissioner will be an independent and permanent public accountability body, with the same powers of a Royal Commission to compel the production of evidence and summon witnesses and make findings and recommendations to Government.
2. The Commissioner will also provide an ongoing investigative function of individual cases of suicide, working with each state and territory coronial office, making recommendations to Government.

### Veterans Health Week – October 2020

Veterans' Health week will be held from October 24 – 1 November 2020. This year the theme will be Social Connection – Start a conversation at your veteran organisation and consider planning an event. Funding of \$720 per event available from DVA to support your initiative.

### DVA Grants update.

The Commemorative Grants Program offers funding to assist local communities in honouring the service and sacrifice of Australia's service personnel, use [THIS](#) link to find out more information.

Ten TIPS for successful grant applications:



1. Register for alerts and never miss a closing date – go to [www.communitygrants.gov.au](http://www.communitygrants.gov.au)
2. Read the Guidelines – even if you have applied before. They may have changed. Tailor your application to meet criteria.
3. Don't apply for things that are not eligible under the guidelines.
4. Know your Organisation's grant history – acquittals, active grants, your Organisation ID number.
5. Include enough detail in your project plan – who, what, where, why, when.
6. Include enough detail in your budget breakdown – particularly for high cost items
7. Include a needs analysis - explain what community need you are meeting and how you consulted with veterans and ex-service groups.
8. Make sure veterans and their families are the main target group for your project
9. Know attachment limits and accepted file types, as outlined in the guidelines. Attach necessary documents.
10. Allow plenty of time for the assessment process.

### Open Arms Group Programs

Information on Open Arms program for January to June 2020 can be accessed [HERE](#) or you can contact Open Arms if you have a group of interested people and would like to organise a program in your area. Open Arms offer a range of group programs to assist the serving and ex-serving community, as well as their families live their best life. Call 1800 011 046 to speak with an Open Arms staff member for assistance in finding the right program for you. The range of group activities include group treatment programs, relationship retreats and suicide intervention education workshops.

### Be Connected – IT Literacy and social connection for Seniors.

Be Connected offers a simple, affordable and flexible program for groups to provide computer training with a focus on people over 50. If your organisation has members who struggle with technology, then this is for you. The model allows groups to join their network, train mentors, and provides free training modules to guide learning sessions. Once you have joined the network, there is also a grant program of 'activation' grants of up to \$2,000 to get networks started with purchase of items like printers, laptops and venue hire. It's simple to join and apply for. For more information go [HERE](#) or call 1300 795 897.



If you simply want to find online learning resources to get started with computer basics ranging from how to turn a computer on to online shopping and hobbies visit their website for topics and training locations [HERE](#)

### Disaster support.





Our thoughts go out to all of those across the Nation who have been affected by bushfires and floods over the past few months. DHS (Centrelink) is the primary Federal Government agency for responding to disasters. National support services include: Disaster Recovery Payment – The Australian Government Disaster Recovery Payment (AGDRP) provides one-off financial assistance to eligible Australians adversely affected by the bushfires. The rate of AGDRP is \$1000 per eligible adult and \$400 per eligible child. Claims for this payment can be lodged with the Department of Human Services for a period up to six months. AGDRP is available for people who have been seriously injured, have lost their homes or whose homes have been directly damaged, or are the immediate family members of a person who has died, as a direct result of the bushfires.



For more information on eligibility, visit the Department of Human Services website or contact the Australian Government Information Hotline on 180 22 66 for claims assistance.

The Defence Service Homes Insurance Scheme - can be contacted on 1300 552 662 (24 hours or emergencies) or email [insurance@dva.gov.au](mailto:insurance@dva.gov.au) (email response during normal business hours). Clients should provide their name, policy number and brief details of the damage.

Veterans, their families and clients of DVA requiring emergency counselling support can receive this through the Open Arms by calling 1800 011 046 (24hrs). Veterans may also apply for DVA Crisis Payments – see [HERE](#) - dependent on eligibility, or access Lump Sum Advance Payments from their pensions.

Other support services include: Disaster Welfare Assistance Line - 1800 018 444





## Veterans Benefits.

Veteran Benefits Australia partners with service providers Australia-wide to make sure our Aussie veterans get the benefits they are entitled to. DVA Gold and White Card holders are entitled to a number of Fully-Funded (FREE) services that can help improve their general health and wellbeing. These services include

- Fully-Funded Exercise programs that includes one on one training with a university qualified exercise physiologist
- Fully-Funded Physiotherapy treatment from qualified professionals
- Fully-Funded Nutrition programs to educate you on what you are eating and what you should be eating.



And much more!

### Exercise Programs

All the programs are designed by a professional team to fit your specific needs and abilities. Programs include hands on training with a university qualified exercise physiologist. They tackle:

- Chronic disease
- Mobility and strength
- Weight management
- Injuries
- Diabetes
- And more!

Click [HERE](#) to find out more information!

### Physio Treatment.

Physiotherapy uses physical techniques to improve your movement, reduce your pain and stiffness, speed up your healing process and increase your quality of life. All treatment is performed by qualified professionals to make sure they provide the best results possible for you.

Click [HERE](#) to find out more information!

### Nutrition Programs.

All the nutrition programs are designed by a professional team to fit your specific needs and abilities. They also offer:



- In-home cooking demonstrations
- In-home consultations
- Comprehensive nutritional analysis
- Shopping tours
- Anthropometric assessment

Click [HERE](#) to find out more information!

For more information on these services and to find out what else you may be entitled to visit [HERE](#) and check out the newest feature that allows you to search by keyword or category to find out what your DVA Gold or White Card gets you!







## PBS Safety Net threshold lowered – 1 January 2020

From the 1<sup>st</sup> January 2020, the PBS Safety Net thresholds have been lowered:

from \$390.00 to \$316.80 for concessional patients  
from \$1550.70 to \$1486.80 for general patients.

As a result of these changes concessional patients/families require 12 fewer PBS scripts filled each year in order to reach the safety net. For more information on the Safety Net and the lower thresholds, visit the Department of Human Services website [HERE](#).

Pharmacists will need to apply the lower threshold amounts when issuing Safety Net entitlement or concession cards.

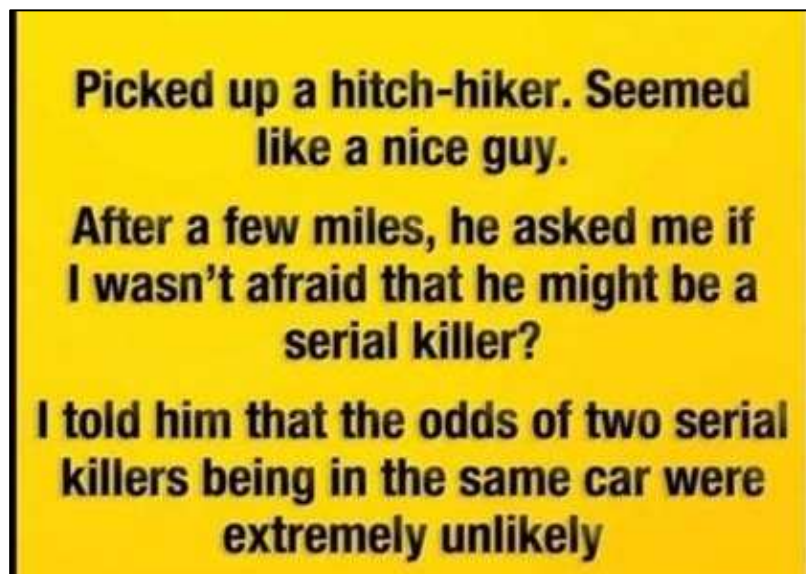


### What are the current patient fees and charges?

The co-payment is the amount you pay towards the cost of your PBS subsidised medicine. Many PBS medicines cost significantly more than the co-payment amount. From the 1st January 2020, you may pay up to \$41.00 for most PBS medicines or \$6.60 if you have a concession card. The Australian Government pays the remaining cost.

Since 1 January 2016, pharmacists may choose to discount the PBS patient co-payment by up to \$1.00. This is not mandatory and it is the pharmacist's choice whether or not to provide a discount. The option to discount the co-payment does not apply for prescriptions which are an early supply of a specified medicine.

The amount of co-payment is adjusted on the 1<sup>st</sup> January each year in line with the Consumer Price Index (CPI).





## Powerful new body to tackle ADF and veteran suicides

A powerful, new independent body will be created to investigate all suspected veteran and Australian Defence Force (ADF) suicides and causes to help save lives. The Morrison Government will establish a permanent National Commissioner for Defence and Veteran Suicide Prevention. The National Commissioner will have the enduring power, scope and resources to investigate suicides and related issues as they arise, rather than being restricted by a one-off review looking at past practices.

Prime Minister Scott Morrison said the independent Commissioner would also have the power to compel witnesses to give evidence. “This is about being forever vigilant for the care and well-being of our veterans,” the Prime Minister said. “Those veterans and all serving men and women protect our community and our freedoms. It is our duty to do the same for them. “I have thought long and hard about the best response to this issue. I have spoken to veterans right across Australia and I have met with their families and also local, state and national organisations. “I believe what we have developed addresses the needs of those veterans, their families and our serving men and women.



“We will be permanently vigilant about their welfare.”

The National Commissioner for Defence and Veteran Suicide Prevention will be empowered to perform two roles:

- The Commissioner will be an independent and permanent public accountability body, with the same powers of a Royal Commission to compel the production of evidence and summon witnesses, and make findings and recommendations to Government.
- The Commissioner will also provide an ongoing investigative function of individual cases of suicide, working with each state and territory coronial office, making recommendations to Government.

The Government will invest an initial \$40 million to support the Commissioner’s work and this will be expanded to ensure they have whatever resources they need. The Government will also establish an immediate, independent review of historical veteran suicide cases, conducted by the Commissioner, focusing on the impact of military service and veterans’ post service experience.

An interim report will be delivered within 12 months. Families will be engaged in this process if they wish, with an opportunity to participate and tell their stories openly and safely. The Australian Institute of Health and Welfare and the Australian Commission on Safety and Quality in Health Care, along with coronial and legal experts, will provide technical expertise in support of this work.

Minister for Veterans and Defence Personnel Darren Chester said the Commissioner would also deliver an Annual Veteran and Defence Suicide Death Report to the Parliament. “This will be a transparent report directly to the Parliament on an annual basis on suicides within the defence and veteran community, including an update on the implementation and evaluation of measures to reduce suicide risk factors,” Mr Chester said.



“The Government is committed to ensuring ADF members, veterans and their families have access to the right support, at the right time, especially those who are vulnerable or at risk.” Minister for Defence, Senator the Hon Linda Reynolds CSC said the Chief of the Defence Force and each Service Chief was committed to being open and transparent, to support improved health outcomes for ADF personnel and veterans. “The mental health and wellbeing of our vets and Defence Force members is an issue of national and enduring importance.

“These comprehensive measures have been developed with a very clear focus on finding the most effective and practical ways of better identifying, preventing, understanding and acting on suicide and suicide risks among our vets and service men and women.” A Veteran Family Advocate will also be appointed to directly engage with the families of veterans, to improve the design of all veteran programs and services, including mental health supports and services.



“The new Veteran Family Advocate will focus on mental health and suicide prevention, and contribute to our understanding of risk factors relating to the wellbeing of veterans and their families, particularly during transition from the ADF,” Mr Chester said.

“The Advocate will represent the views of veterans and their families by engaging and advocating to help shape policy and the administration of veteran benefits and support. “We want to assure defence and veterans’ families that help is available now and it can make a difference. Open Arms – Veterans and Families Counselling provides support and counselling to current ADF members, veterans and their families and can be contacted 24/7 on 1800 011 046.”

## Replacements for medals lost or destroyed

Medals that were lost or damaged in the bushfires may be replaced under the Defence Honours and Awards Replacement Medal Policy.

Current and ex-serving members of the Australian Defence Force are entitled to one replacement set of medals. Holders of a deceased family member’s medals are also entitled to receive one replacement set, provided that replacements have not already been issued. Even if you do not know exactly what medals were lost or damaged, as long as you have the original recipient’s full name and date of birth, Defence can fulfil the request.



To apply for replacement medals, please visit [www.defence.gov.au/medals](http://www.defence.gov.au/medals) and complete the Defence Medals Online Application Form, selecting Replacement Medals as the application type.





Replacement medals cannot be issued if any compensation for their loss or damage has already been received via insurance claims. You can buy replica medals from a range of sources such as coin and medal dealers.

I don't think the therapist is supposed to say "wow," that many times in your first session but here we are.

## Economic Support Payments.

On the 24<sup>th</sup> March, the Australian Government has recently announced two economic stimulus packages.

### First payment

The first is a \$17.6 billion stimulus package, including a one-off \$750 payment to those who receive certain DVA benefits, including:

- Service Pension, Partner Service Pension, Income Support Supplement or Veteran Payment
- Disability Pension
- Special Rate Disability pension
- Permanent Impairment compensation
- War Widow(er)'s Pension or Wholly Dependent Partner payment
- Gold Cards, Commonwealth Seniors Health Cards and Pensioner Concession Cards
- DVA Education Schemes, where recipients are aged 16 and over
- Age or Wife Pension paid by DVA.



These payments will be made automatically to eligible people's nominated bank accounts from 31 March 2020 to people who will have been on one of the eligible payments any time between 12 March 2020 and 13 April 2020.

There is no need to lodge a claim, but you should ensure that DVA has your correct bank details and address. To make sure your details are correct, log in to MyService or call DVA on 1800 555 254.

### **Second payment**

The Government released the second stage of its economic plan (see [HERE](#)) to cushion the economic impact of the coronavirus and help build a bridge to recovery. In addition to the first stimulus payment, the Government will provide a further \$750 payment to social security recipients and those receiving the above DVA benefits. However, it will not be payable to those who receive the Coronavirus supplement, which is an additional \$550 per fortnight on top of social security payments such as JobSeeker Payment.

This second payment will be made automatically from 13 July 2020.

Please routinely check [www.dva.gov.au](http://www.dva.gov.au) for up to date information on the stimulus payments.

## **Deeming rate reductions.**

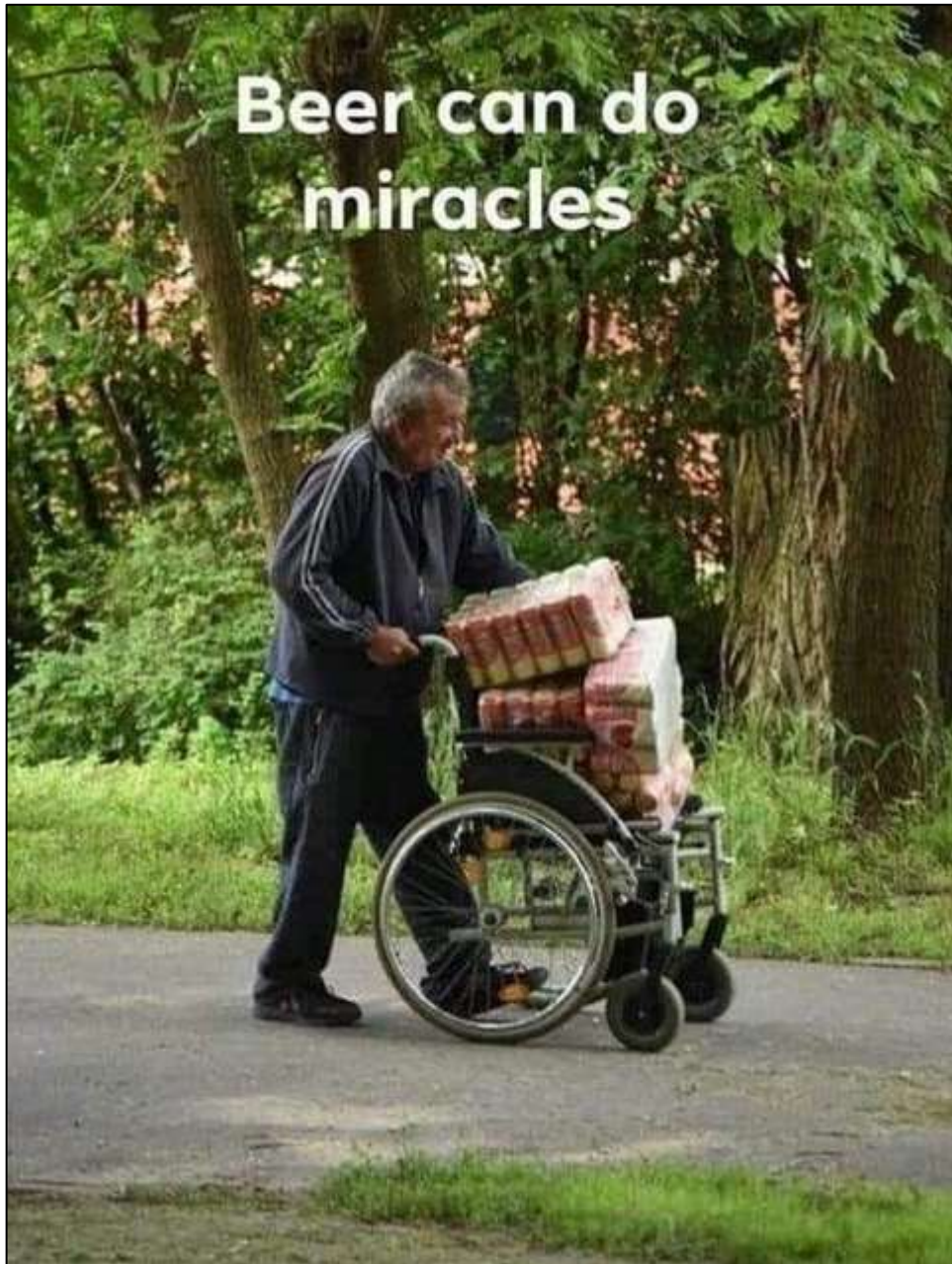
Clients who receive income support payments from DVA will soon benefit from changes to the way financial assets are assessed, thanks to changes to deeming rates.

Financial assets include bank accounts, shares and managed funds. A financial asset is deemed to earn a set rate of return, regardless of how much interest a financial asset actually earns. Deeming rates are set by the Minister for Social Services.

On 22 March, the Prime Minister Scott Morrison announced a second cut to deeming rates. This will mean that the deeming rate will decrease from 1.0% to 0.25% for financial investments up to \$51,800 for singles and \$86,200 for couples. It will be cut from 3.0% to 2.25% for investments over these amounts.

For example, if you have a bank account with a balance of \$5,000, it is currently deemed to earn 1.0% interest. It will soon be deemed to earn 0.25% interest, reducing your assessed income and potentially increasing your pension amount.

The deeming rates reduction takes effect from 1 May 2020. You don't need to do anything. If you have deemed income, DVA will automatically apply the new deeming rates.







*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.*

## Your Say

### DFRDB Debacle.

If you're one of the unlucky ones who were stung when they commuted part of their DFRDB on discharge, there might just be some light at the end of the tunnel. There has been a major review of the DFRDB system which was done by the Ombudsman and which is 83 pages long – you can see it [HERE](#). As a result of this, there is now a claim form which you can fill out which just might give you some comfort.

Click [HERE](#), download the form, it's in Word format, fill it in on line and send it off to the Directorate of Special Financial Claims in Canberra (the address is on the form).

Fingers crossed!

### ADF Afghanistan Inquiry.

The secret Defence probe into alleged unlawful killings by Australian special forces in Afghanistan enters final stages



A secret inquiry into alleged war crimes by Australian special forces is in its final stages and is focusing on accusations of unlawful killings and the cruel treatment of civilians and former enemy fighters. The secret inquiry has been running since May 2016 and members of the Defence community are annoyed at how long the investigation is taking. The Inspector General of the Australian Defence Force says the probe is in its final stages. Investigators are looking into 55 separate incidents of alleged breaches of the rules of war in Afghanistan between 2005 and 2016.





A total of 336 people have given evidence to the probe so far.

The inquiry, by the Inspector General of the Australian Defence Force (IGADF), has been underway since May 2016 and was sparked by allegations and rumours of special forces troops killing unarmed Afghan men and children.

The latest update was contained in the organisation's annual report for 2018-2019, which was only tabled in the Senate recently despite being signed by Inspector General James Gaynor in November last year. It said the investigation was aimed predominately at "unlawful killings of persons who were non-combatants or were no longer combatants, but also 'cruel treatment' of such persons."

The Inquiry is not focused on decisions made during the 'heat of battle', rather, its focus is the treatment of persons who were clearly non-combatants or who were no longer combatants.

The secretive probe is being led by former New South Wales Supreme Court Justice Paul Brereton, who travelled to Afghanistan last year to interview witnesses along with Australian Federal Police officers. The starting point for the IGADF Afghanistan Inquiry — vague rumours of Special Forces soldiers' very serious wrongdoing over a period of more than 10 years — was much less well-defined. Defence Minister Linda Reynolds said she expected the inquiry's final report to be delivered in the next few months. "The ADF is well known and highly respected around the world for its exemplary standards and its insistence on them," she said. "Where there are serious rumours and allegations raised about the conduct of our ADF members, Australians would rightly expect that they are thoroughly examined according to the rigorous and well-established processes in place. "Australians would also expect that ADF members are treated with utmost fairness throughout these processes."



Peter Condon, who flew bird dogs in Vietnam, is against this probe, he recently wrote a letter to the editor of his local newspaper, it's republished here:

"The Inspector-General of the Australian Defence Force (IGADF) is conducting an Inquiry into rumours of possible breaches of the Laws of Armed Conflict by members of the Australian Defence Force (ADF) in Afghanistan, between 2005 and 2016.

To do this inquiry, the IGADF has placed notices in local Afghani newspapers seeking evidence of possible breaches of the laws of armed conflict by Australian servicemen while on operations in a war zone. What an incredible ask. What kind of un-Australian legal professional suggested this approach. Basically, they are asking the enemy to list their complaints into Aussie behaviour while on patrols—no doubt the Afghans are expecting some monetary compensation. I find the IGADF approach positively appalling.





Being a retired serviceman who served as a Forward Air Controller in Vietnam, where I heard of Viet Cong atrocities against local village leaders and others, I know that usual standards deteriorate when on the battlefield. One cannot suppress the emotion of hate for an enemy combatant when one sees the enemy soldier cut a mate's throat. Do you kill that enemy soldier or take him as a prisoner during the hectic battle in progress? If arresting him may cause you to be killed, you kill him. All readers will have experienced the hate that I'm trying to describe when they viewed videos of recent Islamic State atrocities such as the cutting off of a defenceless prisoner's head with a knife and the burning alive of captives in a cage—and that was not while under extreme pressure on the battlefield. The current enemies who we are fighting have no rules.

Changes were made to the Military Justice System in 1985 where the purpose of the Defence Force Discipline Act (DFDA) is to maintain and enforce military discipline. It applies to all Australian Defence Force members in times of peace and war and includes offences that are uniquely military and other offences that occur in a military environment. However, having legal professionals, or anybody else without battlefield experience making decisions on a soldier's behaviour on the battlefield is just not appropriate. They don't understand the complex emotions involved in battle. I often heard the fear in the voices of the infantrymen under attack when they asked me for help. Prior to 1985, Commanding Officers in a combat zone heard charges against their subordinates, and understanding the environment in which the offence occurred, made a decision to punish the offender or not. More serious charges were heard by a Courts Martial panel comprised of senior war experienced officers. The decision was not handed to higher headquarters in Australia years later where the legal teams have no clues other than what is written in a book of law. Peacetime experiences cannot be compared.



Some time ago I researched Charles Bean's writing on the Gallipoli landing in 1915 and I thought I should include a couple of quotes here for the members of the IGADF team. When the Aussie soldiers were rushing up the side of Ari Burnu Knoll only minutes after landing in their small boats, an Australian soldier captured a Turk soldier with his bayonet because his rifle was still full of sand. "Prisoner here" he shouted. "Shoot the bastard" was all he heard from his mates scrambling up the hill. The men had been constantly warned that Turks mutilated men whom they captured or found wounded; but in this case the Turk soldier was escorted down to the beach. War is a dirty business.

Soon after the Turk was spared, some Turks who had caused havoc on one of the landing boats at close range below the Knoll ran from their trench hoping to escape along Shrapnel Gully, but they were chased and caught. "As the Australians got among them, the Turks threw down their rifles; but they were too many to capture, and they were consequently shot." These two incidents happened in the first 60 minutes after landing so any reader should get an appreciation of what probably went on for the remainder of the first day—let alone the whole war. Hate in war is normal. In fact, if you want to win the war, hate is expected.





The Afghanistan Inquiry called by the Inspector General of the Australian Defence Force is a most un-Australian move. May I suggest that the Australian Government steps in and stops this extraordinary hearing. To me it is downright disgusting for the Australian Defence Force to be investigating battlefield actions of our soldiers years after the events supposedly took place. Are they going to go back and examine all of the WWI, WWII, Korea and Vietnam actions too? Yes, there were more. Remember, besides hate on the battlefield there is plenty of fear there too; combine the two and you get some pretty unpredictable soldiers. Unfortunately, the inquiry lawyers would not have experienced those battlefield emotions. Let's hope the judges have front line experience, or at least can suggest to the government that the inquiry be abandoned because their task involves more than the written law; and they are not qualified to judge.

A shameful episode in the governance of the Australian Defence Force”.

## DVA Review of TPI Benefits report.

The Department of Veterans' Affairs (DVA) commissioned KPMG to examine the TPI Federation's campaign for an increase in the TPI payment. KPMG analysed the arguments put forward by the TPI Federation in support of their campaign against the legislative and policy basis for the current TPI payment rate. The same analysis was also conducted on an alternative payment structure proposed by the Disabled Veterans of Australia Network. This included investigation of the overall levels of support available for TPI veterans and consideration of whether any cohorts of the TPI population need greater assistance than others.



KPMG also compared the draft recommendations of the Productivity Commission review “A Better Way to Support Veterans”, released on 11 December 2018, against the TPI Federation's response to the draft Productivity Commission report and their proposed alternative recommendations.

The KPMG Review of TPI Benefits was completed and provided to DVA on 15 November 2019. You can get a copy [HERE](#).

## Climate Change.

If the Corona Virus has done anything, it has got Climate Change off the ABC and out of our lounge rooms and has also give us a break from that spoilt, rather obnoxious brat of a kid, Greta Thunberg. The world's climate is changing, blind Freddy can see that, what we have trouble with is accepting that humanity is the main reason for that change.

[THIS](#) is worth looking at and so is [THIS](#).



Charley, an elderly but new employee at Bunnings, just couldn't seem to get to work on time. Every day he was 5, 10, 15 minutes late. But he was a good worker, really tidy, clean-shaven, sharp-minded and a real credit to the company and obviously demonstrating their "Older Person Friendly" policies. One day the boss called him into the office for a talk. "Charley, I have to tell you, I like your work ethic, you do a bang-up job when you finally get here; but your being late so often is quite bothersome." "Yes, I know boss, and I am working on it." "Well good, you are a team player. That's what I like to hear. Yes sir, I understand your concern and I'll try harder. Seeming puzzled, the manager went on to comment, It's odd though, your coming in late. I know you're retired from the Armed Forces. What did they say to you there if you showed up in the morning so late and so often?" The old man looked down at the floor, then smiled. He chuckled quietly, then said with a grin, "They usually saluted and said, Good morning, Air Commodore, can I get your coffee, sir?"

## Chinese Scientists warn of imminent Global Cooling.

Climate change is real, the climate changes — this fact is never disputed. A new study, led by prominent Chinese scientists, has found that winters in northern China have been warming for the past 6,000 years –unrelated to human activity– but now the prospect of a sudden and severe bout of global cooling is on the horizon and poses a serious danger.

ELECTROVERSE

The paper, which has been accepted for publication by the online Journal of Geophysical Research, found that winds from Arctic Siberia have been growing weaker for thousands of years, the conifer tree line has been retreating north and there has been a steady rise in biodiversity in a general warming trend that continues today. And that's another thing AGW alarmists fail to address, increasing temperatures ALWAYS result in increased biodiversity. Life loves warmth, and, furthermore, it loves carbon.



This weakening of the Siberian wind, according to the researchers, appears to have nothing to do with the increase in greenhouse gases which began with the industrial revolution. Lead scientist Dr Wu Jing, from the Chinese Academy of Sciences, said the study had found no evidence of human influence on northern China's warming winters.

"Driving forces include the sun, the atmosphere, and its interaction with the ocean," Wu explained. "We have detected no evidence of human influence, but that doesn't mean we can just relax and do nothing."



Wu and her colleagues are worried that, as societies become further indoctrinated by the concept of global warming, people will develop a misplaced confidence in our ability to control the climate, which we cannot. Nature, they warned, will likely trick us and catch us totally unprepared, potentially causing chaos, panic, famine and even wars.



Rail-workers braving the cold in central China in 2008 (during solar minimum of weak solar cycle 24), when the nation was hit by devastating winter storms.

There are already concerning signs, according to their paper.

Wu and her colleagues have found that winter warming over the past 6,000 years has been anything but linear, with violent ups and downs occurring roughly every 500 years. After more than 13 years of dedicated research across volcanic lakes in the wilderness of the Greater Khingan Mountain Range in Inner Mongolia, the scientists collected and crunched climate data spanning as far back as 10,000 years and their findings confirmed an earlier study by a separate team of Chinese scientists, published in 2014, which first detected the 500-year cyclical pattern of China's summer monsoons and linked it to solar activity.

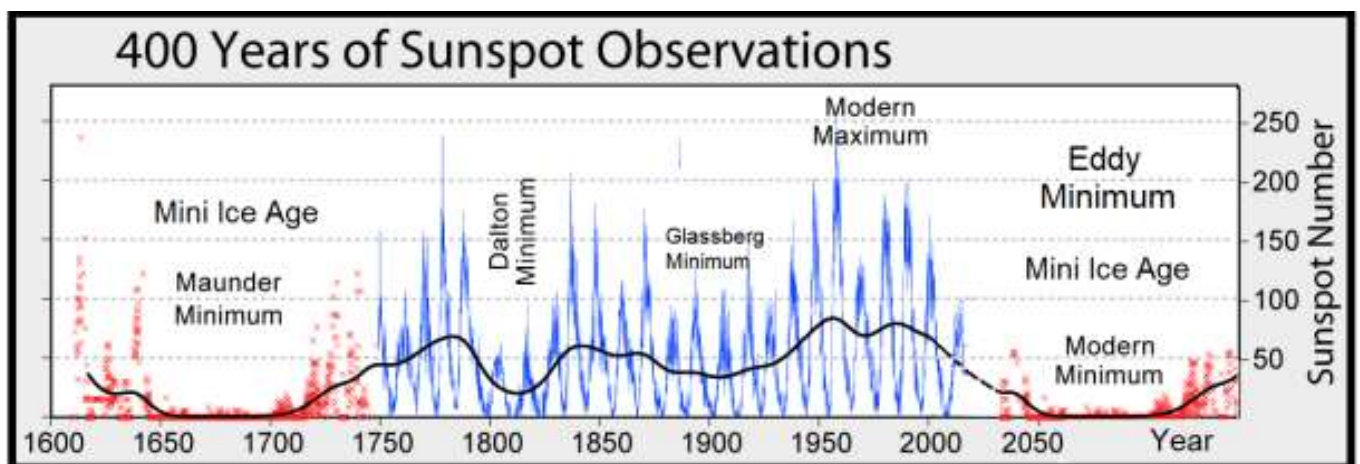
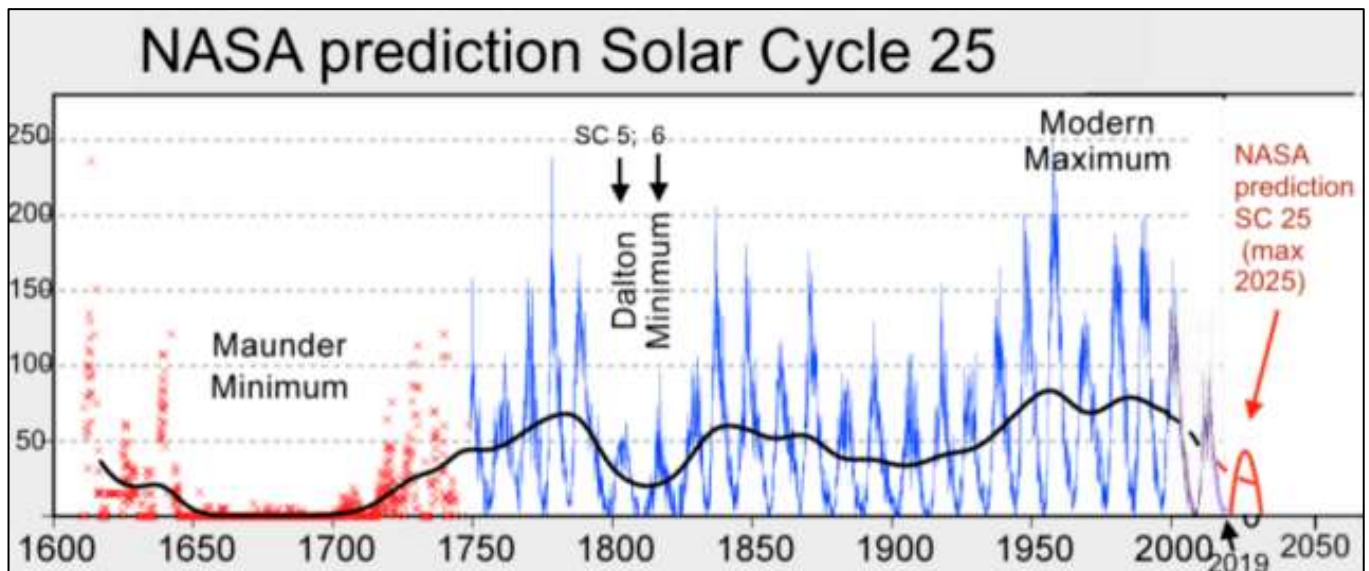
The 2014 paper, which drew on 5,000 years' worth of proxy data, suggested the current warm phase would end within the next several decades, ushering in a brutal 250-year cooling phase. Wu said her latest study not only helped to flesh-out the 500-year cycle, but also revealed a previously unknown mechanism behind the phenomenon, which suggested the impact of the sun on the Earth's climate is much greater than previously thought:





According to Wu, the variation in solar activity alone was not normally strong enough to induce the rapid changes in vegetation the research team observed within the sediment cores of the volcanic lakes. Instead, the scientists found the warming impact was amplified by a massive interaction between surface seawater and the atmosphere in the Pacific Ocean known as the 'El Nino-Southern Oscillation'. As a result of the research findings, Wu said she was now much more worried about global cooling than global warming. "A sharp drop in temperature will benefit nobody," she said. "The biggest problem is that we know it will come, but we don't know exactly when."

The cold times are returning in line with historically low solar activity, and a growing number of scientists from all corners of the world are coming out with this warning. Even NASA agrees, in part at least, with their SC25 forecast revealing it will be "the weakest [solar cycle] of the past 200 years", with the agency correlating previous solar shutdowns to prolonged periods of global cooling – see [here](#).





People need to prepare for the cold, but unfortunately the message stuck on loop across the MSM is one of impending catastrophic warmth, which is illogical and misguided, at best and unfortunately we don't have long.

PS. Antarctica just set its coldest March temperature on record, minus 75.3°C – see [HERE](#)

It was a quiet Monday morning in September 2053 when John awoke with a need to go to the toilet. To John this wasn't just an ordinary day, this was the day he would open the last package of toilet paper his parents had bought in the year 2020.

## But there is this!!

Scientists attribute the global warming trend observed since the mid-20<sup>th</sup> century to the human expansion of the "greenhouse effect", warming that results when the atmosphere traps heat radiating from Earth toward space.



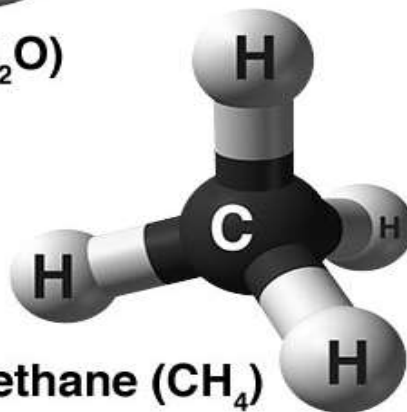
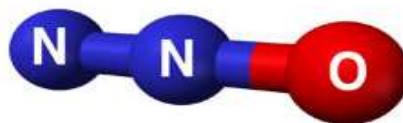
Certain gases in the atmosphere block heat from escaping. Long-lived gases that remain semi-permanently in the atmosphere and do not respond physically or chemically to changes in temperature are described as "forcing" climate change. Gases, such as water vapor, which respond physically or chemically to changes in temperature are seen as "feedbacks."

Gases that contribute to the greenhouse effect include:

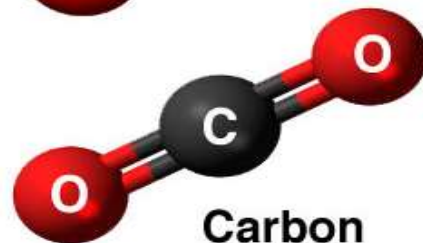


Water vapor (H<sub>2</sub>O)

Nitrous oxide (N<sub>2</sub>O)



Methane (CH<sub>4</sub>)



Carbon dioxide (CO<sub>2</sub>)



**Water vapor.** The most abundant greenhouse gas, but importantly, it acts as a feedback to the climate. Water vapor increases as the Earth's atmosphere warms, but so does the possibility of clouds and precipitation, making these some of the most important feedback mechanisms to the greenhouse effect.

**Carbon dioxide (CO<sub>2</sub>).** A minor but very important component of the atmosphere, carbon dioxide is released through natural processes such as respiration and volcano eruptions and through human activities such as deforestation, land use changes, and burning fossil fuels. Humans have increased atmospheric CO<sub>2</sub> concentration by more than a third since the Industrial Revolution began. This is the most important long-lived "forcing" of climate change.

**Methane.** A hydrocarbon gas produced both through natural sources and human activities, including the decomposition of wastes in landfills, agriculture, and especially rice cultivation, as well as ruminant digestion and manure management associated with domestic livestock. On a molecule-for-molecule basis, methane is a far more active greenhouse gas than carbon dioxide, but also one which is much less abundant in the atmosphere.

**Nitrous oxide.** A powerful greenhouse gas produced by soil cultivation practices, especially the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.

**Chlorofluorocarbons (CFCs).** Synthetic compounds entirely of industrial origin used in a number of applications, but now largely regulated in production and release to the atmosphere by international agreement for their ability to contribute to destruction of the ozone layer. They are also greenhouse gases.

**Not enough greenhouse effect:**

The planet Mars has a very thin atmosphere, nearly all carbon dioxide. Because of the low atmospheric pressure, and with little to no methane or water vapor to reinforce the weak greenhouse effect, Mars has a largely frozen surface that shows no evidence of life.



**Too much greenhouse effect:**

The atmosphere of Venus, like Mars, is nearly all carbon dioxide, but Venus has about 154,000 times as much carbon dioxide in its atmosphere as Earth (and about 19,000 times as much as Mars does), producing a runaway greenhouse effect and a surface temperature hot enough to melt lead.

On Earth, human activities are changing the natural greenhouse. Over the last century the burning of fossil fuels like coal and oil has increased the concentration of atmospheric carbon dioxide (CO<sub>2</sub>). This happens because the coal or oil burning process combines carbon with oxygen in the air to make CO<sub>2</sub>. To a lesser extent, the clearing of land for agriculture, industry, and other human activities has increased concentrations of greenhouse gases.





The consequences of changing the natural atmospheric greenhouse are difficult to predict, but certain effects seem likely:

- On average, Earth will become warmer. Some regions may welcome warmer temperatures, but others may not.
- Warmer conditions will probably lead to more evaporation and precipitation overall, but individual regions will vary, some becoming wetter and others dryer.
- A stronger greenhouse effect will warm the oceans and partially melt glaciers and other ice, increasing sea level.
- Ocean water also will expand if it warms, contributing further to sea level rise.

Meanwhile, some crops and other plants may respond favourably to increased atmospheric CO<sub>2</sub>, growing more vigorously and using water more efficiently. At the same time, higher temperatures and shifting climate patterns may change the areas where crops grow best and affect the makeup of natural plant communities.

### The Role of Human Activity

In its Fifth Assessment Report, the Intergovernmental Panel on Climate Change, a group of 1,300 independent scientific experts from countries all over the world under the auspices of the United Nations, concluded there's a more than 95 percent probability that human activities over the past 50 years have warmed our planet. The industrial activities that our modern civilization depends upon have raised atmospheric carbon dioxide levels from 280 parts per million to 412 parts per million in the last 150 years. The panel also concluded there's a better than 95 percent probability that human-produced greenhouse gases such as carbon dioxide, methane and nitrous oxide have caused much of the observed increase in Earth's temperatures over the past 50 years.

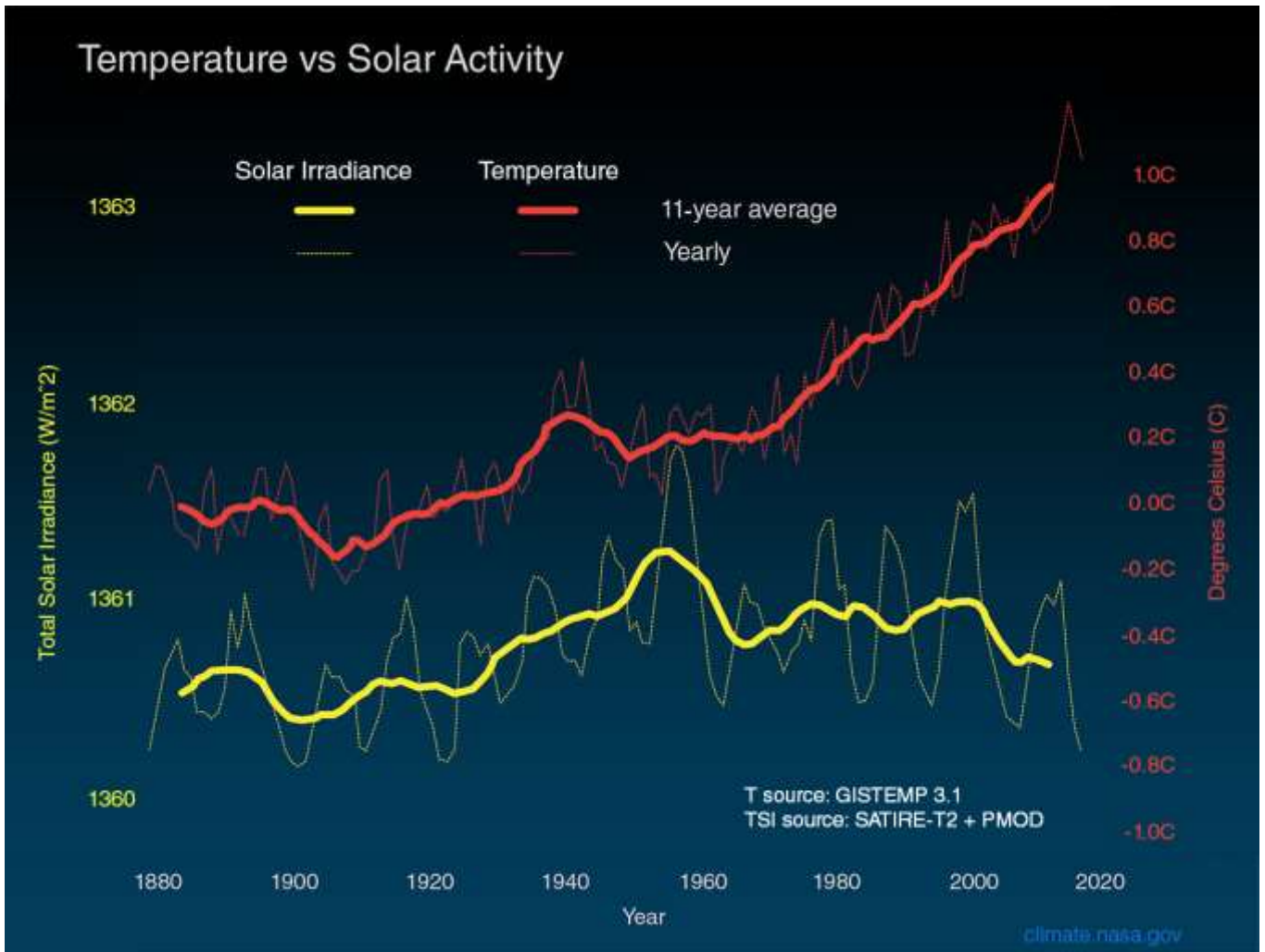
The panel's full Summary for Policymakers report is online [HERE](#).

### Solar Irradiance.

The graph below compares global surface temperature changes (red line) and the Sun's energy that Earth receives (yellow line) in watts (units of energy) per square meter since 1880. The lighter/thinner lines show the yearly levels while the heavier/thicker lines show the 11-year average trends. Eleven-year averages are used to reduce the year-to-year natural noise in the data, making the underlying trends more obvious.

The amount of solar energy that Earth receives has followed the Sun's natural 11-year cycle of small ups and downs with no net increase since the 1950s. Over the same period, global temperature has risen markedly. It is therefore extremely unlikely that the Sun has caused the observed global temperature warming trend over the past half-century.





It's reasonable to assume that changes in the Sun's energy output would cause the climate to change, since the Sun is the fundamental source of energy that drives our climate system. Indeed, studies show that solar variability has played a role in past climate changes. For example, a decrease in solar activity coupled with an increase in volcanic activity is thought to have helped trigger the Little Ice Age between approximately 1650 and 1850, when Greenland cooled from 1410 to the 1720s and glaciers advanced in the Alps.

But several lines of evidence show that current global warming cannot be explained by changes in energy from the Sun:

Since 1750, the average amount of energy coming from the Sun either remained constant or increased slightly. If the warming were caused by a more active Sun, then scientists would expect to see warmer temperatures in all layers of the atmosphere. Instead, they have observed a cooling in the upper atmosphere and a warming at the surface and in the lower parts of the atmosphere. That's because greenhouse gases are trapping heat in the lower atmosphere.

Climate models that include solar irradiance changes can't reproduce the observed temperature trend over the past century or more without including a rise in greenhouse gases.



SO! Believe what you must – tb!

**Apprentice Squadron,  
School of Radio, RAAF Base, Laverton.**

**No comment necessary - tb!**

The following letter was sent to Graham Trezise who was on [17 Appy](#). It was sent by Kerry Stewart of law firm, [Norton Rose Fulbright](#).



*Dear Sir,*

*We are solicitors retained by the Department of Defence to provide advice in relation to a number of claims which have been brought by former apprentices who attended the RAAF base, Laverton. We have identified you as a potential witness from documents provided to us by the Department of Defence.*

*The purpose of this letter is to seek your assistance to understand the history of apprentice training at RAAF Laverton and RAAF Wagga. We are very interested to speak with former members of the RAAF who were posted to Laverton during the 1970s and 1980s. We would appreciate the opportunity of speaking with you to obtain any information you may be able to provide in relation to how this particular base was operated, the day to day operation of the Apprentice Squadron and to gain a greater understanding of the life of apprentices within the Apprentice Squadron.*

*We wish to confirm that there are no allegations which have been made against you.*

*If you are able to assist we would appreciate it if you would contact Kerry Stewart on 02 9330 8885 or by email on [kerry.stewart@nortonrosefulbright.com](mailto:kerry.stewart@nortonrosefulbright.com). If, however you were not a member of the RAAF and posted at Laverton we would appreciate it if you would let us know that we have contacted the incorrect person sharing your name.*

*We would appreciate hearing from you, if possible, within the next 14 days.*

*Should you wish to consult with Defence direct prior to responding to us, please feel free to contact Mr Michael Lysewycz, the Defence Special Counsel, on 02 6266 2004*





Yours faithfully

Kerry Stewart Special Counsel  
Norton Rose Fulbright  
Australia Partner: Rebecca Whittle



## **Wallaby Airlines hops in to help evacuate endangered wildlife from ACT fires and hot weather.**

Fires? What fires? Not long ago Australia was in the grip of some devastating bush fires, they were what everyone was talking about, everyone knew someone who was affected or had been to a town or a place that no longer exists, people were rallying around helping where they could, donations were collected, TV ran endless stories showing some poor person's burnt out home, it was said it was the worst calamity to ever hit our shores.



But today, nothing!!

Today, hardly a mention, all those poor people who lost everything have been swept onto the back burner as we grapple with yet another disaster. Living in Australia is like that.

During those terrible times, the more vocal but ignorant radio announcers were screaming that the ADF should be brought in to put out the fires, after all, fighting bush fires was a month long subject taught at Laverton and Wagga, right? Sending a bunch of techs out to fight bush fires would be catastrophic in itself, when we were at Richmond we can remember been sent to the Blue Mountains to help fight a fire, it was a complete waste of time, no-one had any idea what to do or how to do it, we stumbled around with a long pole which had a piece of bag at the end of it and made complete nuisances of ourselves. No, leave the fire fighting to the fire fighters.

But, behind the scenes, the ADF did help and 35Sqn at Amberley did a lot.

The following article appeared on the ABC's site



"With a heatwave and high winds forecast, the call was made to evacuate the Tidbinbilla Nature Reserve, near Canberra.

Key points:

- Endangered brush-tailed rock wallabies and eastern bettongs were evacuated from Canberra during bushfire
- Defence aircraft carried the animals to Geelong, Melbourne, and Sydney for safety and treatment
- The RAAF's No 35 Squadron, named Wallaby Airlines in Vietnam, carried actual wallabies in a first for crew

It was a last resort decision, made necessary by the Orroral Valley bushfire that continued to burn in Namadgi National Park.



***Emma Nearmy from Air Movements assists with the loading of 17 wallabies onto one of 35 Sqn's Spartans in Feb 2020.***

"We had this threshold of when it got to a place called Corin Dam, regardless of where it went from there, we decided we'd evacuate the animals," said Peter Cotsell, director of the Namadgi National Park, Tidbinbilla Nature Reserve, and the Murrumbidgee River Corridor.



"It was a good time to evacuate and I believe we did the right thing."

Moving the evacuees, critically endangered brush-tailed rock wallabies and eastern bettongs across state lines during a bushfire crisis was not going to be easy. You can see video of them being released [HERE](#)

It was not just a matter of booking an aircraft large enough to carry so many animals; like any flight, it was important to keep the 'passengers' calm. "You're facing the challenges of them getting really stressed and just dying from stress," biodiversity director Annette Rypalski from the Mt Rothwell Biodiversity Interpretation Centre said. "We had to make sure we kept them as calm as possible."

She estimated there were fewer than 150 brush-tailed rock wallabies left.

Mt Rothwell conservation and Research Reserve at Little River, near Geelong, was chosen as the home away from home for the evacuees because of its fire safety, good infrastructure, and the staff's animal-handling skills. Wallabies needing medical treatment were sent to Taronga Zoo in Sydney while four others were sent to Healesville Sanctuary, near Melbourne. Mt Rothwell, a 453-hectare reserve, already home to a colony of southern brush-tailed wallabies, is surrounded by fencing to keep foxes and cats out.

The wallabies had been housed in smaller yards while the bushfire threat was imminent, so the team at Tidbinbilla Nature Reserve could move quickly when the need arose, but there was still the matter of how to fly the animals under incredible time constraints. This fire roared over this mountain top and grew quite quickly, so they had to act really fast

***Antonia Guterres, RAAF, and Jenny Pierson  
from Parks and Conservation Services  
load a rock wallaby.***

Two Spartan C-27 aircraft were used to transport the wallabies and the eastern bettongs from Canberra to Avalon airport, near Geelong. Antonia (35 Sqn) said special care was taken during the loading process. They tried to keep the temperature of the cabin down because it was a very hot day, they placed bags of ice next to the cages.

Carrying wallabies was a first for squadron members. They had carried dogs, cats, and koalas but not wallabies, and it was the first time Wallaby Airlines had carried wallabies







26 eastern bettongs were trapped using chunks of pineapple to lure them. The small marsupials then flew in style on a C-130J Hercules with crew taking extra care in handling the animals that had joeys in their pouches.

Eastern bettongs are extinct in the wild on mainland Australia due to predation; Tasmania is the only place where the population remains secure. At Avalon airport, a team of dedicated volunteers and wildlife staff waited to greet the precious cargo, thought to be the first in Victoria for 100 years.

They were released just after dusk, the day before the wallabies arrived. The wallabies, although initially held back from being released due to high temperatures, eventually went off without a hitch, aided by the day's rain.

They are well, in safe and good hands and it is hoped to return them as soon as the imminent threat is over.



made with mentatic



## Subject: RE: Climate change.

Ray Payne OAM  
Veteranweb Network  
[raypayne@veteranweb.asn.au](mailto:raypayne@veteranweb.asn.au)

I am writing this because I am appalled at the amount of near-hysterical reaction to the recent NSW and Qld bush-fires. My reasoning is not so much about the fires or the people affected, but about whether "man-made" climate change is the underlying cause. Before I go further, my stance is not so much a personal but rather a professional reaction.

I begin by telling those of you who don't know, for a period of some 40 years, my work as a loss adjuster was involved with natural disasters, ranging from Cyclone Tracey through to a lesser involvement in 2009. I was appointed as National Chief Loss Adjuster, an advisory role, to the Insurance Council of Australia on all-natural disasters but particularly bush-fires. This role was interactive with all agencies and spanned more than 10 years. It was both proactive in planning stages and reactive after the event. I was heavily involved in the 1983 Victorian fires.



I acknowledge the advice of The Bureau of Meteorology and the Climate Council, is a reality to the effect the projected changes to climate, was derived from modelling, which strongly suggested change would occur unless man-made contribution was reduced.

Somehow or other, sections of our communities, have taken control of the scientific argument about the future and have interpreted it to mean the change has already occurred. Not so. Records I have seen, actually show that the slight upward trend in temperatures on a global scale seems to be in direct line with the earth's ever occurring "natural" climatic change patterns. History shows numerous ice ages, when the planet cooled, to corresponding heating up periods, over billions of years. This has always occurred. It is the nature of our planet and cannot be influenced by what man can or cannot do. On the other hand, the impact of humans is a future projection, well-founded on scientific modelling.

The true position, despite all the comments about what the current fires mean in a climate change scenario, is nobody can tell if there is any connection.

What I can tell you with absolute certainty is that these fires, as bad as they were, are no more intense, widespread, dangerous or unexpected in outcome, to many previous and historic events. There is no accurate method to measure such outcomes, however, it is possible to look at prevailing conditions and contributing factors to seek patterns or influential factors.

Take a look at the following comparative data, much of which has been ignored by the frantic argument to directly link man-made climate change to the outbreak and effects of these latest



fires. I detail some of the arguments I have heard go unchallenged or are simply ignored and unreported, particularly by the ABC who are the appointed official national disaster communications service.

This the first time such fires have been rated as catastrophic. True, but not because they were rated any worse than many previous fires. In 2009, following the bush-fire inquiry, the defined categories of fire were renamed. Catastrophic was introduced as the most severe warning, so this description was never intended to make people think they were the worst fires ever. I have heard many media reports entrench this mistake.

The fires are occurring earlier because of climate extending the summer risk. This can only be applicable in the North, however NSW has a long history of November and December bush-fires. In 1944, the Blue Mountains lost 27 homes and other property in November. Since then, I can recall at least 3 other similarly timed events in NSW, so this year was not unique, as has been strongly inferred by many reporters. In southern areas, January and February have historically been prone to outbreaks.

**These fires are the most widespread and worst ever.**

They certainly were disastrous, however, it is impossible to compare them unless it can be based on raw data.... Have more lives been lost than ever before. No, although 1 is far too many, in 2009, 173 people died. In 1983, 75 people died. In 1962, 62 people died. In that decade one of the victims in Eltham North was George Crowe, my Grandfather and Grandma's father in law. In 1967, it was reported that 2,600 square kms of land was devastated in just 5 hours (Just try to imagine that ferocity). In 2009 there were 2030 homes destroyed and in 1983 there were 6,000 homes and other buildings destroyed. Does this define which fire was the worst? NO. All fires are bad but to try and claim the current fires are the worst ever is a blatant disregard for historical fact. Worse still, it is a deliberate attempt to scare people into accepting the fanatical side of the global warming argument, by accepting radical changes to our economy, power generation and mining {let alone agriculture and transport} must occur right now and in a premature manner. The so-called re-definition of the predicted changes into an emergency is a way to virtually destroy our entire way of life.

The fires were started as a result of climate changed conditions. Clearly wrong. 80% of fires were started by people either deliberately or accidentally lighting them. Dry lightning strikes have been long recorded and are nothing new.

What has our Media and ABC generally ignored? One of the clearest data-based facts, reported out of the 2009 Inquiry, was the finding that fire intensity is proportional to and severely aggravated by fire loads created by undergrowth and forest floor debris accumulation. We can't control wind and heat but we can control fuel load. Ask any active Rural or Country serving fireman what they think of this hazard. Then ask your Green Party representative, why they have influenced the management of National Park maintenance, as well as local government reserves, to leave far too much of the forest floor intact at any cost. Winter back burning, firewood removal and general debris clearance have been widely restricted by stupid laws. They argue it preserves





natural ecosystems that rely on such decaying material. Well, systematic removal of this fuel load may well disrupt some Eco-systems, consider this; a bush-fire positively destroys them all.

The only identifiable and the recently introduced risk factor is the environmental law changes that have impacted a fire's intensity potential and capacity to burn faster and hotter.

Find this hard to believe, go into a forest and try setting fire to a living gum tree with a match. Now stoop down and see if you get any better results from the dead and therefore dry undergrowth at your feet. This is the effect ember spread has on adjoining bush-land.

There is much more to say about bringing sanity back into discussions and I have my own opinion that if you believe the science of global warming, stick to the science and ignore the fanatical self-professed experts, like some of the current crop of Green Party politicians and shrieking media, self-appointed, experts. No, before it can be said, I was not self-appointed in my former career positions.

I can only reflect that the handful of ex-firemen who were paraded before the media, may have had other agendas. The spokesman listed his current occupation as a "Climate Change Consultant". Another said outright, on camera, that fires have always been linked to climate change. I prefer to listen to our Indigenous community who talk of bush-fire management over thousands of years. - oops before any hint of an industrial age, meat production or mining.

*(The Veteranweb Network providing information to Australian veterans, ex-service, and service personnel. Reaching more than 12,980 readers daily and growing.*

*All service and ex-service personnel can subscribe to the Veteranweb Network cost-free, simply provide your service number and unit. Information is provided via email from various reliable sources. Veteranweb is an information service, while it is not a forum you are welcome to contribute.)*



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## News and Reunions

### RAAF Apprentices

Dutchy Holland, from 27 Wagga Appy, has taken over the RAAF Apprentices Association website. The site replaces the old Blue Triangle website.

The address is <https://www.raafapprentices.com.au>.

There are individual Intake pages to which you can add content. Links to Facebook and other websites can be handled and there is an events page where reunions will be posted. The site will even collect money for events and issue tickets for these events.

If you're an ex-brat, you should check it out and join.

### Reunions.

Because of the mongrel Coronavirus, all reunions have been cancelled or postponed UFN. We'll let you know what's on and where when things return to normal.

A man telephoned an airline office in Sydney and asked, "How long does it take to fly to Brisbane?" The clerk said, "Just a minute..." "Thank you," the man said and hung up.

### National memorial site at Tongala.





Wally Jolley occasionally attends the annual ceremony that is held at Tongala, which is in Victoria near Echuca, and which remembers men who fought with the Army's 3<sup>rd</sup> Cavalry Regiment in Vietnam.



Wally says "I understand that Tongala (Tonny) was selected as it has strong links to the Light horse cavalry. It has only been in place for a few years and they hold an annual service to commemorate Beersheba day. They army boys travel from all over Australia for the service and they have a big turn out with many dignitaries. During the War, the regiment lost 20 boys (boys they were). The local primary schools are involved and as they acknowledge their fallen comrades by individual name, a student solemnly walks with an Aussie flag and places it in a holder in line with the others. All very moving stuff. I have gone a couple of times with my 35 Sqn cap, and they all know the Caribou, and quite a few remember Wallaby Airlines".

Wally took some photos and has sent them to us.



The memorial (see [HERE](#)) consists of seven, 2 metre high pillars of black granite with the names of 1,200 veterans engraved in silver. The central pillar includes the names of the various cavalry units who served together with a roll of honour engraved in gold for the 20 personnel killed on active service.

Paddy says to Murphy "I robbed a shop last night, I took a load of pictures, the cheapest one is worth \$845,000". Murphy says, "You dopey bugger Paddy – you robbed an estate agent."



Click the pic to read the poem inscribed on the plaque below it.

At the end of 1918, The Light Horse Regiment has approximately 13,000 surplus horses in the Middle East. Due to quarantine regulations only one was returned to Australia. The majority were sold as remounts to the British and Indian Armies, others were destined to be sold to the local populace. Fearing for the welfare of their horse at the hand of others, some Light Horsemen quietly rode their horses out into the desert and shot them to save them from a perceived future of pain and suffering.





This statue of the Light Horseman captures the moment as he returns from that fated last ride. From that time in 1918, the Light Horse Units slowly moved through history's journey ultimately becoming mechanised. The sand coloured pathway symbolically depicts the Light Horseman's journey from that time in the desert sands, as he leaves the horses behind and reaches the modern day era of the Light Horse, mechanised Cavalry.

For it was, in June 1965, that members of the 4<sup>th</sup>/19<sup>th</sup> Prince of Wales Light Horse Regiment were first to land in South Vietnam at the head of the Australian Task Force as Cavalry.



How am I supposed to trust you when you keep running away every time I untie you.

## The ongoing DFRDB story.

The Australian Defence Force Retirees Association Inc, has taken on the fight to try and get a resolution to the DFRDB Commutation debacle. You can read their latest report [HERE](#)

## Friends of East Sale.





Harry Allie advises that, due to the Corona Virus, the planned reunion which was to be held at Albury on Friday the 16<sup>th</sup> October 2020 has been cancelled.

## Join the Armed Services in the UK?

If you've got a child or a grand child who wants to see the world, with all expenses met and be paid at the same time, this could be of interest.

The UK allows members of the Commonwealth to join its armed forces. Britain's Armed Forces have been working to step up their long-held global links by increasing the number of recruits from [Commonwealth](#) countries.



However, how do members of the Commonwealth go about applying to serve in the UK Armed Forces?

In 2016, the Government lifted the five-year UK residency requirement previously required for members of the Commonwealth applying to join the British Armed Forces. All three services offer a limited number of places and roles with security standards assessed on a case-by-case basis. The number of applications from Commonwealth recruits was raised to 1350 per year (to be implemented over several years) following a previous cap of 200. The places are shared between the three services with 1000, 300, 50 allocated to the Army, Navy and RAF respectively.

### **Navy:**

Overseas applicants need to be 18 or over to join, or 16 if already living in the UK and have a biometric residency card. You must hold a valid passport and enough time on your visa to see you through the application process.

There are 33 roles available to Commonwealth applicants and 106 available to UK citizens.

### **Army:**

For Irish and Commonwealth applicants, the age requirements are the same as British personnel. Due to high numbers of applicants the Brigade of Gurkhas' age limit is stricter and on the 1st Jan of the recruiting year, applicants must be between 18-21, giving a window of three years and one day to join the British Army. Applicants must have permission to be in the UK for the duration of the selection and recruitment process up until the point of enlistment.

If your visa expires, then you are responsible for any costs involved with leaving the country and applying for a new visa during the process. Passports must be valid for a minimum of two years from the start date of military service.



Because of a cap on annual recruitment applications from the Commonwealth, only certain Regiments/roles are available. The Army is currently taking applications for the Infantry, Household Cavalry and Royal Armoured Corp. There is also a limit on amount of annual applications [for the Brigade of Gurkhas](#)

**RAF:**

Same age requirements as UK personnel. Although the MoD can recruit commonwealth citizens without the five-year residency requirement, the residency requirements for security clearance will still apply. For SC clearance the RAF requires a minimum of three years UK residency. DV clearance requires seven years.

All roles in the RAF are available to Commonwealth applicants.



**Do I need to be a UK resident or be in the UK to enlist?**

No, the five-year UK residency requirement for Commonwealth applicants was waived in 2016. Commonwealth applicants and Irish personnel must be in/reside in the UK in order to enlist. Gurkhas can enlist from Nepal.

**Will i get UK residency when i join?**

No. While serving, Gurkhas and Commonwealth citizens are given 'exempt immigration control' status and receive a (free) immigration passport stamp. Irish citizens are part of the EU and can travel/reside freely. Gurkhas remain Nepali citizens whilst they serve in the Brigade of Gurkhas. After five years they can transfer to the wider Army where they will serve as Nepali citizens but not as Gurkhas and can apply for British citizenship, alongside Irish and Commonwealth citizens.

**Will I get UK residency/citizenship when I leave the Armed Forces?**

Military service counts towards residency requirements and Gurkhas/Commonwealth service personnel wanting to stay in the UK after leaving the Military will need to apply for Indefinite Leave to Remain (ILR)/Indefinite Leave to Enter (ILE) within two years of leaving and would need to have served a minimum of four years. It is much easier to apply for this while serving. The individual is responsible for all fees and charges associated with these applications.

**Can I join the Reserves?**

To join the Reserves, you must have been granted Indefinite Leave to Remain (ILR) status. Irish citizens must be living in the UK [to join the Reserves](#).



## Can asylum seekers or refugees join the British Armed Forces?

No.

## What about my family?

Changes to immigration rules in 2013 mean that dependents will need to meet English language requirements and applicants need to earn a minimum income threshold for bringing family members. The thresholds are;

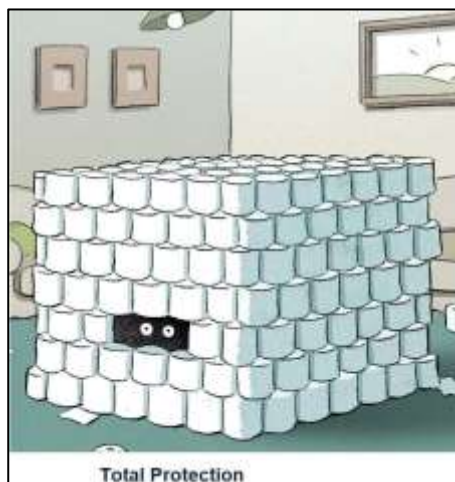
- Partner- £18,600
- Partner & 1 child - £22,400
- Partner & 2 children - £24,800
- Partner & 3 children - £27,200

Applicants must also meet the travel costs and visa costs. Visa costs for 2019/20 are £1,525 per person per five-year visa. There are additional costs for permanent settlement and gaining UK residency.



According to the Armed Forces Federation (AFF), it is possible to bring a spouse/partner and use your combined salaries to meet the income threshold requirements. Both applicants need to meet a minimum of six-month employment requirement. Savings (above £16,000) and other forms of income e.g pensions and property can also be put towards the threshold-providing they meet stringent guidelines. Those with sole custodial responsibility for children do not have to meet the minimum income threshold.

You can see further information [HERE](#)







## 2 Sqn Annual General Meeting.

At the Annual General Meeting last Monday, 3 Feb 2020, the following Members were elected/re-elected to the Committee

- Lloyd Brown - President
- Nev Duus - Vice President
- Arthur Rennick - Secretary
- Gary Olsen - Treasurer

### Committee Members

- Hank Wilson
- Noel Hendrix
- David Potter
- Di Pickering
- Doug Pickering
- David Leonard

After four years, Doug Pickering considered that it was time to relinquish the role of President and Lloyd accepted a nomination for President, followed by Nev Duus as Vice President.

Arthur Rennick,  
Secretary  
2 Squadron Association Inc.

Pubs – the official sunblock of Ireland

## Telstech Reunion, 29 November, 2019

Attended by 76 people, the Telecommunications Technicians Association, held a reunion at Penrith RSL on Friday 29 November to celebrate, or commiserate the closing of the Telecommunications Mustering 30 years ago in 1989.



A newspaper clipping from the Laverton Community newspaper in October 1989 (See [HERE](#)) details from start to graduation of the last Telecommunications Technician course, the subsequent remuster of all serving members to Radio Technician Ground, much to their disgust and the planned functions to farewell the mustering.



Reunions have since been held at 10 yearly intervals since the closure of the mustering, this being the third – previous reunions have been at RAAF Glenbrook in 1999 and Albury RSL in 2009.



The conference room at the Penrith RSL.



Some of the people at the reunion are:





Ted and Deb Cracknell.



Wayne Genner, Graeme Brownrigg.





Brian Machin, Kym Ratsch.



Al "Buzz" Sbizzirri, Ray and Lyn Miles.

When Chuck Norris walks through airport security, he makes them take off their shoes.



Ray and Lyn Miles.



Gary Meyers, Noel Pettitt.





Al and Jan White.



Bill Davey, Clive Johnson.





Guest Speaker,  
WGCDR John  
Dallimore (Ret'd), CO  
Radschool, Sept 1986 -  
Jan 1990.

Chuck Norris can fold airplanes into paper.



Eileen and Neil Hunter.



Pat Reynolds, Kel Reynolds, Paul "Nipper" McGilvery.





Derek Holmes, Jenny and Neil Rooney.



Warren Bryland, Ron Faulkner, Dave Allison.





Lyn Saunders, Margaret Woods, Peter Woods, Graham Saunders.



Susan and Scott Miller, Greg Smith.



Neil Hunter, Bob Yetman, Scott Miller, Dory Costello, Gary Anstis, "Nipper" McGilvery.



Ray Miles, Ian McGee.





Wayne Genner, Kym Stafford.



Gary Meyers, Kym Justin.





Ted Cracknell, Graham "Blue" Cottrell, Gary Meyers.



Neil Hunter, Kym Ratsch.



Nick Marathakis, Kym Ratsch.

It was mealtime on an airplane, and the flight attendant asked a passenger who was sitting in Business Class if he would like some dinner. "What are my choices?" the passenger asked. "Yes or no," she replied.



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AMEN

**I'M SO EXCITED IT'S  
TIME TO TAKE THE  
GARBAGE OUT.**

**I WONDER WHAT I  
SHOULD WEAR?**