



Vol 73

Apr 2021

[Privacy Policy](#) | [Editorial Policy](#) | [Profit Policy](#) | [Join the Association](#) | [List of Members](#) | [Contact us](#) | [Index](#) | [Links](#)  
[Merchandise](#) | [Print this page](#)


[Main Menu](#)   [Forward](#)






## New Menu

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

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

## Contents.

Topic	Link
In Memory of:	<a href="#">Page 2.</a>
Advertisers:	<a href="#">Kedron Wavell Services Club.</a>
Aircraft:	<a href="#">All the RAAF's (current) aircraft.</a> <a href="#">ANA's DC3 at Tullamarine.</a> <a href="#">Boeing 777 engine failure.</a> <a href="#">English Electric Lightning.</a> <a href="#">Mirage.</a> <a href="#">Missing Vulcan - Falklands War.</a> <a href="#">RAF Lightnings, Butterworth, 1970.</a> 
Anniversaries.	<a href="#">35 Sqn 79th Anniversary.</a> <a href="#">WRAAF 70th anniversary dinner.</a>
Arthur Fry:	<a href="#">My transition into languages.</a>
	<a href="#">Auto archive in Outlook.</a>

<b>Computer Information:</b>	<p>How does it work? How to customise it. How to set it up. Block unwanted WiFi networks. Capacitor start motors - how do they work? Email expiration dates. Add an expiration date to Gmail emails. Add an expiration date to Outlook emails. Using an expiration date to manage emails. What do email expiration dates do? Run as Administrator - what does it mean? Task View. USB connections - the history. Where did the numeric pads on keyboards come from? Windows 10 Power toys.</p>	 
<b>Courses:</b>	<p>2 Fighter Sqn, Nav Course Oct 1960. F-86 Sabre Conversion 1960.</p>	
<b>DFRDB</b>	<p>DFRDB update - Jan 2021.</p>	
<b>DVA Issues:</b>	<p>ADF Grey Card. ADF transition to Civvy St booklet. Labor announces inquiry into TPI pension and DFRDB scheme. Rent assistance changes. War Widow eligibility and benefits. War Widow pension.</p>	
<b>General:</b>	<p>35 Sqn, Wallaby Airlines, update. A lazy Sunday - Butterworth, 1970. A Modern Soldier's Perspective. ACT additional territory. Big night out in Penang. 1971. Bra sizing. Breakfasting - Gold Coast style. 'Buck' - indicating one dollar - origin. Captain Smirnov's diamond delivery. Carnation Milk advert competition. Covid funnies. Covid vaccines. Delays in getting the F-111. Disc brakes - why aren't they fitted to caravans? Flood waters victim. Flying into the mouth of hell - Laurie Woods. Gaslighting - what is it? Kev Rosser's pics - Radtechs a Go Go! Last Herc out of Vietnam - correction. Nambour AFA meeting. Navy's new subs. Optus Stadium Perth - roof walk. Phillip Zupp's Purple Heart. RAAF Apprentice scheme. Radial engines have odd number of cylinders - why? Stolen iPhone. Tiger Bar, Penang, 1970. Tools explained. Tour the world from home. Trance music - with Neil Moore. Vietnam Campaign Medal. Windsor Golf Club - 2021.</p>	 
<b>Health:</b>	<p>Agent Orange and Dementia. Anosognosia. Egg yolks - are they bad for you? Female sexual dysfunction. Male sexual dysfunction. Sleeping naked - is it better for your health? Walking exercise - can it cause weight loss? What is love?</p>	
<b>John Laming:</b>	<p>The folks down the back.</p>	
<b>My Story:</b>	<p>Ted McEvoy.</p>	



<b>News:</b>	<a href="#">35 Sqn Assoc Watch Raffle.</a> <a href="#">ANZAC Day 2021, Brisbane, march information.</a> <a href="#">Australian War Memorial renovations.</a> <a href="#">Avalon Airshow deferred one week.</a> <a href="#">Coin to recognise Aborigines who served.</a> <a href="#">RAAF anniversary 50 cent coin collection.</a>	
<b>Opinion:</b>	<a href="#">ESO Corruption.</a> <a href="#">Sign language.</a> <a href="#">TPI payment inadequate.</a>	
<b>Page 3 Girl:</b>	<a href="#">Eunice Lenske.</a>	
<b>People:</b>	<a href="#">Ella Colman.</a> <a href="#">Michael Nestor.</a>	
<b>People I meet:</b>	<a href="#">Crissie Wessels, Val Machin.</a>	
<b>Reports:</b>	<a href="#">Pension Rates - WEF 20 March 2021.</a>	
<b>Reunions:</b>	<a href="#">26 Radio Appy - 2012.</a> <a href="#">All Appy reunion - Brisbane Feb 2021.</a> <a href="#">Djinnang (May 2021) reunion details.</a> <a href="#">WRAAF Christmas in January, Alex Headland Jan 2021.</a>	
<b>Scootaville:</b>	<a href="#">Update.</a>	
<b>Sporting Teams:</b>	<a href="#">2 AD Golf Team - 1986.</a>	
<b>Units, Squadrons and Bases:</b>	<a href="#">3 Sqn history.</a> <a href="#">6 Sqn Amberley, 1998.</a> <a href="#">75 Sqn, Butterworth, 1970.</a> <a href="#">114 MCRU 1969.</a> <a href="#">Edinburgh Updated.</a> <a href="#">Lee point - Darwin.</a> <a href="#">PNGDF Air Transport Lae 1978.</a>	
<b>Video:</b>	<a href="#">3 Sqn history.</a> <a href="#">Boeing 777 engine failure.</a> <a href="#">F-111 burial.</a> <a href="#">F-111 retirement party, Amberley 2010.</a> <a href="#">Household chores tools.</a> <a href="#">How to wear corona masks.</a> <a href="#">Marriage counselling.</a> <a href="#">Mirage arrival.</a> <a href="#">Pepsi commercial.</a> <a href="#">RAAF 100th anniversary documentary.</a> <a href="#">RAAF Apprentice scheme.</a> <a href="#">When the UK nuked the US - twice.</a>	
<b>Where are they now:</b>	<a href="#">Will De Boer.</a>	
<b>WRAAF News.</b>	<a href="#">70th Anniversary dinner.</a> <a href="#">Miss Australia, 1962.</a> <a href="#">WRAAF - the history of.</a> <a href="#">WRAAF Uniforms.</a>	

One day, long, long ago, there lived a woman who did not whine, nag or bitch.  
But that was a long time ago, and it was just that one day.



## Scootaville.

Due to the Corona virus, we had to defer the Scootaville event. Originally, we planned to hold it in June this year but Mr Covid had other ideas and made us put it off to March 2022, now with the vaccinations well underway and most restrictions lifted, we've decided to bring it forward to September this year. (Click the logo at right for info). This means we'll still hold it in the RAAF's anniversary year. We now plan to leave out the front of RAAF Amberley on Sunday morning the 12th September, and all being well, and the breeze behind, we'll be at RAAF Townsville on Friday the 24th Sept. We've had to apply to RAAF events to get the nod to leave from outside Amberley (it's Commonwealth property) and hope to get that soon.



There will be a breakfast for everyone at Amberley on the 12th.

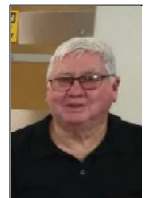
I've asked reps from Air Forces from NZ, the UK, US and Canada to join us as we plan to celebrate the 100th Anniversary of the RAAF along the way - be nice to have some overseas mates join us. If you haven't nominated, you'd better hurry, there is only a couple of slots available. You'll get all the info you'll need by clicking the icon above.

In June we'll send all those involved a form to fill in, this will ask for your 'dimensions' so we can order your clothing and helmet etc. This will also be when you'll have to pay for your trip. The final figure, still waiting on final insurance costs, but looks like it will be \$850 for riders and \$500 for supporters. The transport cost is the cost of getting the scooters back to Brisbane after the event. Hanger ons will get off lightly, their cost will be \$200 each. All these items are yours to keep.

This is what is involved in the costings: An X indicates who gets what!

	Jacket	Helmet	Gloves	2 Polo shirts	Cap	Hi vis vest
Rider	X	X	X	X	X	X
Supporter				X	X	X
Hanger on				X	X	
	Carry Bag	Insurance	Event Admittance	Some Meals	Air bed	Sleeping bag
Rider	X	X	X	X	X	X
Supporter	X	X	X	X	X	X
Hanger on		X	X	X		
	Ground sheet	1 pillow	2 pillow cases	Luggage tag	Carry bag	Transport
Rider	X	X	X	X	X	X
Supporter	X	X	X	X	X	
Hanger on						

Both Kedron Wavell Services Club and the Kedron Wavell RSL Sub-branch have offered considerable support, the Sub-Branch is sending along one of their buses, a ute and their 'Chuck-wagon' which will be used to provide your breakfast every day as well as some lunches and 'snacks' along the way. John Lunn (right), ex Air Force framie and member of the Sub-branch, has 'volunteered' to man the Chuck-wagon and will be our bait layer for the trip. John has been working on menus to ensure we don't get bored with a "Bunning's snag" at every meal - what he's done so far looks good.



Evening meals will be at an individual person's costs as these will be provided by some community clubs, (Lions, Rotary, Citizens etc and in some Service Clubs.) We must thank Woolworths and IGA stores up the track for their generous support in providing food for our breakfasts and refreshment stops.

We must also thank the many Councils along the way, all of which have opened their showgrounds for us and will allow us to overnight in their pavilions free of charge. The only requirement is we leave the buildings in the same condition in which we find them, in other words, do a panic before we leave. It's wonderful that Woolies, IGA and local councils are sympathetic to and will go out of their way to help a bunch of old Vets.

As we'll be calling into several primary schools along the way, Metcash (IGA etc) has offered us lots of "give-aways" which we can give to the kids, things like colouring in books and pencils, stickers, money boxes, water bottles and balloons - fabulous. We hope some of us can "dress up" a bit for this, make it a fun event for the kids. So - if you've got some funny hats or what-ever, bring them along.

We will be riding the great little SYM Crox 50cc 4-stroke scooters. [Select Scooters](#) from Melbourne are the importers and have graciously decided to be involved. We thank them.

I intend to drive the route again in July to finalise things, more on that later too.

We've also had talks with media firm "This Story". This Story ([www.thisstory.com.au](http://www.thisstory.com.au)) specialises in capturing and preserving on video the significant moments of Australia's history as told by those who experienced it first-hand. They preserve the personal stories of veterans who served during the following conflicts:

- World war 2 )1939-1945)
- Korean War (1950-1953)
- Malayan Emergency (1950-1960)
- Borneo Confrontation (1963-1966)
- Vietnam War (1965-1973)



"This Story" has offered to capture the Scootaville event by producing a one hour documentary of the event which, it is hoped, will be shown nationally on one of the TV channels. Talks are well under the way and it looks good for this. They have also advised they would like to interview one or more of our riders and preserve their story.

We must also thank [Phillips Group](#), a PR firm based in Brisbane, which has offered to help with publicity and we'll get started on that shortly.



## Costco Offer.

Costco was founded in an old hangar in San Diego in the USA in 1976. It started life as the "Price Club" and offered items to small businesses at a reduced price. It soon found by including non-business customers, its clientele increased greatly which meant it could buy more and buying more meant buying for less which meant it could sell for less which made it more attractive to buyers who bought more which meant buying more etc etc.

Its operating philosophy has been simple. Keep costs down and pass the savings on to its members. Since becoming Costco in 1997, the company has grown worldwide with total sales in recent fiscal years exceeding \$64 billion.

Its warehouses carry about 4,000 SKUs (stock keeping units) compared to the 30,000 found at most supermarkets. By carefully choosing products based on quality, price, brand and features, the company can offer the best value to members.



Costco opened its first Australian store in Melbourne in 2009 and now has 12 stores through all states of Australia, except for Tasmania and the NT.

Costco is very conscious of the hardship and dedication of the Australian service men and women and recently put a deal together for the benefit of members of the Radschool Association.

[Go HERE](#) for the deal.



## Opinion

**Sign language.** Why is that during a news bulletin or when presenting a public announcement, politicians and other public officials insist on having some person stand beside them waving their hands and arms around repeating in sign language what the polly or public servant is saying. Who does this benefit? Is it just to make the politician or the public servant or perhaps the TV channel feel good and important? As far as I'm concerned it's a gigantic put off, I feel like switching channels when ever I see it.

Of course you have to feel sorry for a person with any loss of hearing, or sight or with the loss of any other sense and of course you have to give all of them as much help as you can but what's the sense in having someone on screen waving his/her hands and arms. A TV news bulletin usually runs for at least 30 mins, some now go for an hour. The public announcement lasts for no more than 30 secs. Does the deaf person just sit in front of a mute TV hoping there will be a public announcement of does he or she get a text message saying, turn on your TV 22 mins, 23 secs into the Ch7 news as there will be a public announcement with sign language. It's a bloody joke!

If politicians and public servants and TV channels think it's so important to help the deaf by mimicking their announcements with sign language, why not do it for the whole bulletin, surely there's other important stuff in there - why not do it for whatever is shown on TV 24/7. Do they think a deaf person sits in front of a TV and just watched the pictures? I know years ago we used to sit and watch test patterns - but really? It's a complete waste of resources, there is, after all, such a thing as teletext!!

Personally, I hate it! That's what I think - what do you think? tb

## Charity Classification.

Early in 2019 our Association was classified as a Charitable Organisation - see [HERE](#). This doesn't mean that donations to the Association are Tax deductible, yet, but we've applied for that and will advise if and when it occurs.

We are registered with the Australian Charities and Not-for-profits Commission (ACNC) which is the national regulator of charities. Their web-site is [HERE](#). Being a Charitable Organisation, we don't pay tax. We've also applied to become an incorporated body. Qld Justice Dept initially knocked us back as our name (RAAF Radschool Association) includes the initials RAAF which are prohibited under the Defence Act. We've requested permission for their use from the RAAF, have been told approval has been recommended and are now just waiting on receiving written approval. Once we get that Qld Justice will issue the incorporation.

The Association's [Balance Sheet](#) and [Profit and Loss](#) are available here. If you want an explanation on any item, just email us via the "Contact Us" link above.

## RAM thought for the day.

Worrying won't stop the bad stuff from happening, it just stops you from enjoying the good.

## Buying a new car?

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

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 hope to sign off on paid membership by the 30 June 2021 so you can now join for free, Free membership is available. If you wish you can still make a donation when joining, though it is voluntary.

To join, fill in the form below.

First Name:	<input type="text"/>
Surname:	<input type="text"/>
Phone:	<input type="text"/>
Email address:	<input type="text"/>
Membership type:	Select one ▼
Your State:	Select one ▼
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.

**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.

You can download the full magazine in PDF format [HERE](#).  
It is a very large file, contains 236 pages and will take a while to download.

The margins have been set so you can print on both sides of the page.

00931

[Main Menu](#)    [Forward](#)



## IN MEMORY OF



### Llew Jones.

Peter Duncan advises us that Llew Jones passed away on Sunday the 10<sup>th</sup> January 2021, suffering from cancer. He was being treated at the John Hunter Hospital in Newcastle and had lived on his property at Buchanan, NW of Newcastle. Lew was a well know Radtech at Williamtown and Butterworth during the late 1960s and early 1970s. His private funeral service was held on the 15<sup>th</sup> January.

Peter says Llew is remembered as always smiling and was always there to help out when needed. He says he first met Llew in about 1969 when





he was at 481 Sqn, although Llew was at 2OCU at the time. Llew then went on to Butterworth in about 1970. After leaving the RAAF, he worked at Sanyo for Reg Owen (also an Ex Mirage WOFF RadtechA from 481Sqn). He was "a great Aussie Rules footballer", before moving to Rugby Union where he also went very well.

## **Howard Campbell**

Diane Taylor advises the passing of Howard Campbell who served from 1957 to 1977, and was a former member of the Radar Branch of the Air Force Association - NSW. His funeral was held on the 16<sup>th</sup> January on the Central Coast of NSW.

Sorry, no further details.



## **Peter Cross.**

John Stewart advises that Peter Cross, for many years a stalwart member of the 3TU Association, passed away on the 10<sup>th</sup> January. His funeral was held on the 18<sup>th</sup> January.

Sorry, no further details.



## **Keith Carters.**

Josie Carters advises that Keith passed away on the 31st December 2020, suffering from Pulmonary Haemorrhage and other complications. Keith was born in Grandville NSW in 1935. He joined the Air Force at 15 as an apprentice Radtech and finished his training at Ballarat. On graduation, he was posted to Canberra and then to the RAAF's resort at Brookvale following which he spent time in Malta, at Laverton as an instructor, Amberley then back to Canberra. He discharged from the RAAF in 1976 with the rank of Warrant Officer.

## **Roger Killeen**

Col Ely advises that Roger passed away on the 1<sup>st</sup> February. His funeral was held in Canberra on the 22<sup>nd</sup> February. Sorry, no further details.



## Hughie Collits

RAAFA (NSW) sadly reports the passing of our good friend and highly respected colleague, Hughie Collits, who passed away on 26 January 2021. His career will be well remembered and his professional association greatly missed.

Hughie Collits was a very talented sportsman. Before he joined the RAAF he played in one of the prominent Rugby League clubs which offered him a very lucrative offer to play in the first grade in Sydney. But he joined the RAAF instead.

Hughie enlisted in the RAAF on 28 Sep 53 and joined No [15 Pilots' Course](#) - No 1 Flying Training School. On 26 Feb 54 continued to No 1 Basic Flying Training School. After four months posting to Central Flying School he graduated as a Sergeant Pilot.



To become a Fighter Pilot, on 23 Nov 54, he was posted to No 2 Operational Training Unit Williamtown for No 20 Vampire OTU and OCU.

Here he met up with new colleagues in the Fighter Pilots' environment. At the time the Sergeants' Mess was a rip-roaring, lively place with a bunch of extremely wild young blokes spending every cent that was handed out on payday on parties, good fun and young ladies. But not Hugh! He had married the love of his life, Norma and lived in the Sergeants' Mess with colleagues as a single man. At this time Hugh and Norma had managed to produce a beautiful little girl Deb. Norma and Deb lived in Sydney and were visited by Hugh every weekend. In this way, and in any other ways, Hugh was different to the other people in the Sergeants' Mess.

Following OTU he had a short posting with No 22 Squadron, then No 75 Squadron for three years during which enabled his conversion to the Sabre. Hugh was Commissioned as Pilot Officer on 01 Nov 56.

During the period Jul 58 to Dec 59, from Central Flying School he became a qualified flying instructor (QFI), and an instructor at No 1 Basic Flying Training School. On 7 Dec 59 he took a post at RAAF College Point Cook. Here he served two years during the College reformation to RAAF Academy.

From May 62 to Nov 71, he had a series of posts including Nos 81 and 78 Wings, Nos 77, 3, 79 (Ubon) and 76 Squadrons. On 29 Aug 66 Hugh joined No 7 Mirage Course at No 2 OCU. He was promoted to Squadron Leader on 1 Jan 68.

[The "Deltas" Aerobatic Team](#) was formed in 1970 and flew seven (five main formation and two solo aircraft) Mirage III fighters. They performed at displays around Australia for the RAAF's 50th Anniversary in 1971. The Team Manager and spare pilot, of course, was SqnLdr Hugh Collits.

Following an administrative post at Headquarters Williamtown and a posting to No 25 (City of Perth) Squadron, where he was CO for over 2 years, Hughie Collits finally resigned at Base Squadron Williamtown on 04 Jan 74.





Hughie's funeral was held in Armidale on the 6th February.

## **Darryl Danaher.**

The Djinnang Assoc advises the passing of Darryl Danaher. "Darryl, or Dapper Dan as he was known, was a Teleg at Penrith in the early 70s before going West to become a Sigsop. A very popular member we were saddened when news of his passing reached us. We never knew how, when or why he passed. A friend advises that he became a fitness fanatic who used to run 10 k shirtless in the Perth Sun at lunchtime. He was found deceased in his bedroom after one run. Assumed to be a massive heart attack. A very belated RIP to an old mate."

## **Peter Prunster**

Brendon Godwin advises the sad passing of Peter Prunster on the 12<sup>th</sup> February 2021. Peter was a RadTech G (1958-70), ex Ballarat, 1CARU and 114MCRU etc. He was a brilliant tech, an all-round fixer, a gentleman amongst rogues. He was 81 years old.



A mate of his, Peter Edwards, says: "Very occasionally one meets an outstanding individual who is a true inspiration, for me Peter was one such person. Talented, professional, dedicated, generous and caring. I served with Pete and remained friends post service. His consummate skills in a wide variety of fields was breathtaking. He made difficult tasks appear easy. In any gathering he had a positive aura, be it wisdom, sagacity, confidence or calmness. Despite his obvious virtues, he was no saint and we managed to get into a lot of harmless trouble. It was a tragedy that the cruel disease robbed him of his glorious twilight years. He leaves an indelible mark as an achiever, devoted family man and a gentleman always".

Pete acquired Alzheimer's around a decade ago and has been in care for the past 10 or so years. He had reached the end stage and his passing was no surprise to the family who were well prepared. Carolyn, his wife, first noticed something was wrong when on an around Australia trip, Pete tried to put diesel into a petrol tank. Then a little later when walking down the footpath in Perth, a bus drove past and he suddenly took off and started running down the street after the bus. He has not spoken for several years and has not been able to recognize any of his family for about that long.

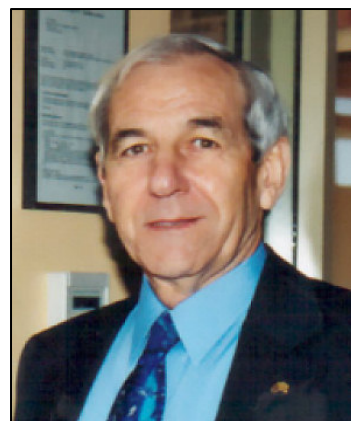
Peter was President of the Karratha Swimming Club, (WA), in the early 1990's, a time where there was limited opportunity for competitive swimming within the Pilbara Region. Peter spearheaded a driving force, facilitating the Inaugural Northwest Open Swimming





Championships, an event that still takes place. After a three year stint in Karratha, Peter and the family returned home to Carine, a suburb of Perth.

Shortly after, he became President of the Carine Swimming Club and trained as a Referee. He later became the President of Swimming WA, where he served in this position for seven years. Vowing to be 'a President at the coalface', Peter and his wife Carolyn travelled the length and breadth of the State, with a goal of catering to the needs of its members in remote areas.



Peter and Carolyn attended National Championships in every State of Australia. As a result of their contributions to the sport, both were awarded Life Membership of Swimming WA. In addition to this, Peter also served on the Board of Swimming Australia for one year. The highlight of his term in office was having an all-time record eight WA Swimmers selected for the Australian team to compete at the 2004 Barcelona Olympics.

Former Swimming WA President Jeanette Bailey described Peter's contribution to swimming as significant, devoting his time and imparting his knowledge upon many swimmers, officials and leaders along the journey.

He was a well respected member among the Australian swimming community and our thoughts are with his family during this time.

Brendan Godwin says: "When the RAAF decided to purchase the TPS-27 radar they sent a team over to the US to evaluate it and report. Pete Prunster was on that team along with Noel Bailey. I recall one story Pete told us all about that trip. Aside from the fact that they recommended the RAAF purchase the radar that is. They were in a bar drinking beer when the keg ran out. The head barman who tapped the kegs was absent. They were told they would have to wait until he came back. Being good Aussies they offered to tap the keg. The barmaid was surprised. *You know how to tap a keg do you? Well of course* Pete replied, *we are Australians, everyone in Australia knows how to tap a keg*. The barmaid showed them below to where the kegs were stored and they proceeded to tap a new keg. When they were done they came back to the bar and told the barmaid they needed to test the beer because the first few beers are all froth and they need to test to make sure the keg has settled and the froth is right. They had about 4 schooners each before the barmaid woke up to their trick and sent them back to the other side of the bar".



Peter's funeral was held in Pinnaroo (WA) on Friday 26<sup>th</sup> February, 2021. You can download the handout given out at the ceremony [HERE](#) and watch the service [HERE](#)



## **James Sefton.**

Belated note. We've been told that James 'Jim' Sefton, had a stroke and after a period of palliative care sadly passed away on the 1<sup>st</sup> June 2019. Sorry, no further details.



## **Les Keppie**

Jeff Cullinan advises the death of Les Keppie on Wednesday 24<sup>th</sup> Mar 2021 in Tamworth. Les was a Teleg at 3TU in the early 60s and graduated on Teleg Course No 59 at Ballarat in 1961. He was a regular attender of Djinnang functions some years ago. Private funeral arrangements have been made.

Sorry, no further details.

## **Philip O'Meara.**

Jim Noble advises the passing of Philip O'Meara. Philip died on the 28<sup>th</sup> February in Canberra where he had been living for some years. He was 82 years old. Philip joined the RAAF in the 1960s, after completing an engineering degree from Qld University. He was commissioned in the EngRad category and after leaving the RAAF he joined the Public Service in Canberra.

His funeral service was held on the 9<sup>th</sup> March when he was laid to rest at the Woden cemetery.



## Page 3 Girl.

### Eunice Lenske

Our lovely Page 3 girl this edition is Eunice Lenske. Eunice lives on the Sunshine Coast and is a proud grandmother of 2 beautiful grandchildren who live in Brisbane and mother of two children, a daughter Karen who is a High School teacher and son Craig who graduated from Radschool, combining the Graduation with the 50th Anniversary of Radschool. Those Graduation Celebrations at Radschool which Eunice quite rightly remembers with pride were one of the coldest days of her life, more of that later!



Eunice was born in the old Nambour Hospital when it was on Currie Street. She went to primary school when students travelled to school by motor boat which picked up about 20 students along the way on the river banks. The school was called the [Maroochy River State School](#) and apparently it is now taken back by the bush and decay. At the time it was a building of separate classrooms.

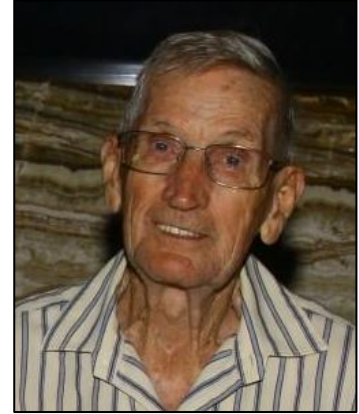


Eunice attended Nambour High School where her favourite subject was maths. Playing tennis was a favourite pastime and she represented NSHS on the school tennis team.





In 1961 she saw the “writing on was on the wall” at Dunkley’s Grocery Store Yandina, where she worked as a clerk and applied to the PMG successfully passing the Entrance Exam with the top score of her year. Yandina was her first exchange. Around 1964 she married Ken with whom she had worked with at Dunkley’s. Ken applied to work at 7SD in Toowoomba and they spent eight years there. Their two children, Karen and Craig, were born at this time. One outstanding memory for Eunice of that time was when a truck smashed through their Unit in ANZAC Ave and narrowly missed Craig in his cot. The workers from Western Transport came rushing across the road to help with the debris and clean up. She is still shaken to this day remembering the incident.



Toowoomba was not warm enough for Eunice, she grew tired of chattering teeth and she vividly remembers the taps would freeze and fog would camouflage the driveway when Ken came home from work in the evening. Not even Ken playing cricket on the 7SD cricket team could convince Eunice they should stay in Toowoomba.

They moved back to the Sunshine Coast in 1970 and, Ken diversified and started a milk run and Eunice got a job at the Pomona Exchange. Their children Karen and Craig enjoyed Pomona State School and both attended Nambour SHS. At 15 Craig joined the RAAF and graduated from [No. 37B Radio Appy](#).

Accommodation was not a problem for any of Eunice’s visits to Craig in Melbourne as being an incredibly friendly person she had met quite by chance at the Gold Coast (and made lifelong friends) with a resident of Eltham, Victoria. Eunice enjoyed many visits to Melbourne whilst Craig was at Radschool. True to type Eunice is still great mates with her Melbourne friend and pre-Covid they saw each other regularly.

Craig’s Graduation day in June 1985 was so cold that blankets were handed out to family and friends to get them through the Parade. A formal graduation dinner included celebrations of 50 years of Radschool.

Telecom was in for a remodel and after closures of the Pomona and Gympie Exchanges Eunice found her way to the Nambour Exchange, which was the home of Directory Assistance, International DA, Faults and a host of other jobs. Taking redundancy in 1998, world travel beckoned and she met up with Craig many times. Having toured New Zealand, Europe, Ireland, all of the United Kingdom her favourite place in the world was Ireland: Then Craig took a job in Canada and Eunice advises this is the most beautiful country in the world.

Meanwhile in 2001, Ken, the quiet achiever retired from 26 years with Noosa Shire Council where he worked after selling the milk run.

In 2018, Christine Wessels, who had worked with Eunice at the PMG exchange and who is a member of the Nambour Air Force Association, invited Eunice and Ken to join the AFA. Being parents of a RAAF member, they were eligible. Both joined and are regular attendees at the Thursday get togethers at the Nambour RSL Club.





As Christine says, "I have known Eunice since 1993 and cannot think of a more wonderful person to represent the RAAF as a "RAAF Mum" or the RAAF Association on this the 100 years of the RAAF".

A couple made a deal that whoever died first would come back and inform the other if there is sex after death. Their biggest fear was that there was no after-life at all. After a long life together, the husband was the first to die. True to his word, he made the first contact: "Julie ..... Julie" "Is that you, Bob?" "Yes, I've come back like we agreed." "That's wonderful! What's it like?" "Well, I get up in the morning, I have sex. I have breakfast and then it's off to the golf course. I have sex again, bathe in the warm sun and then have sex a couple of more times. Then I have lunch (you'd be proud - lots of greens). Another romp around the golf course, then pretty much have sex the rest of the afternoon. After supper, it's back to the golf course again. Then it's more sex until late at night. I catch some much needed sleep and then the next day it starts all over again". "Oh, Bob! - are you in Heaven?"

"No -- I'm a rabbit .....somewhere near Mildura."

## Brian Kennedy sent us these pics!

Most taken at Butterworth in the 1970s



75 Sqn flight line Butterworth 1970. Brian says: "Couldn't spot any Radtechs as it was about 2pm and they would have been in their air conditioned dongha having their afternoon nap!"

*(What do they say? "Many a true work spoken in jest...." tb)*



RAF Lightnings on exercise, 1970

**Off to Tengah for an exercise.**



**L-R:** Col Buttershaw, Bob Martin, ?? McGrath, Brian Kennedy.





Dave Peacock, all set for a big night out in Penang, 1971.

## **Air Transport Sqn, PNGDF, Lae, PNG 1978.**







**Back L-R:** Geoff Wood (CO), Lang Kidby (Army), Bob Gray, Allan George, Bruce Green, Don't know, Don't know, Don't know, Don't know, Don't know, Peter Asker, Phil Davey, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Don't know, Bill Allen (WOE).

**Middle row:** 9th from L, Brian Kennedy

## A lazy Sunday afternoon – 75Sqn

And we wonder why melanoma is common these days!



**L-R:** Dave Peacock, Bob Tanzer, 'Curley' Condell.

Remember back when we used to eat cake after someone blew all over it.  
Man – we were wild.





## Tiger Bar







## 2 AD Golf Team – Sydney Shield winners, 1986



**Back row L-R:** Ian Schuetze, Steve Conrades, Ian Forrest, Neil Picton.

**Middle Row L-R:** Kevin Jansen, Frank Wright, Bob Bell.

**Front L-R:** Neil Morton, Brian Kennedy, J McCombe (CO)





## Windsor Golf Club – 2021



Terry 'Dollar' Geary and Brian Kennedy – enjoying a cold one!





## F-86 Sabre Conversion. Sept – Oct 1960

Can anyone give us some 1<sup>st</sup> names?



**L-R:** Kev N Pyke, JF Matthews, B Reynolds, IS Skipworth, CS Viertel, H Thomas, R Glassop, HF Roser, PD Griffin.

**No 2, Fighter  
Officers. E**

**MY WIFE MADE ME  
COFFEE THIS MORNING AND  
WINKED AT ME WHEN SHE  
HANDED ME THE CUP.**

**I'VE NEVER BEEN MORE  
SCARED OF A DRINK IN ALL  
OF MY LIFE.**

**Sqn, Nav  
Sale, Oct 1960**





**Rear L-R:** HF Roser, L Norseworthy, CS Viertel, J Walsh

**Seated L-R:** Kev N Pyke, R Budd, R Wyatt (Inst), JF Matthews, PD Griffin.

When I see lovers' names  
carved on trees, I think it's  
strange how many people  
bring knives on a date.







**Kev Rosser sent us these pics.**



**L-R:** Kev Rosser, Mark Costello, Phil Murphy, Wayne Smith, Suzy Smith, Col Aston, Monika Aston. At a recent gathering at his place at Pearamon.







Geoff Broadbent and Kev Rosser.

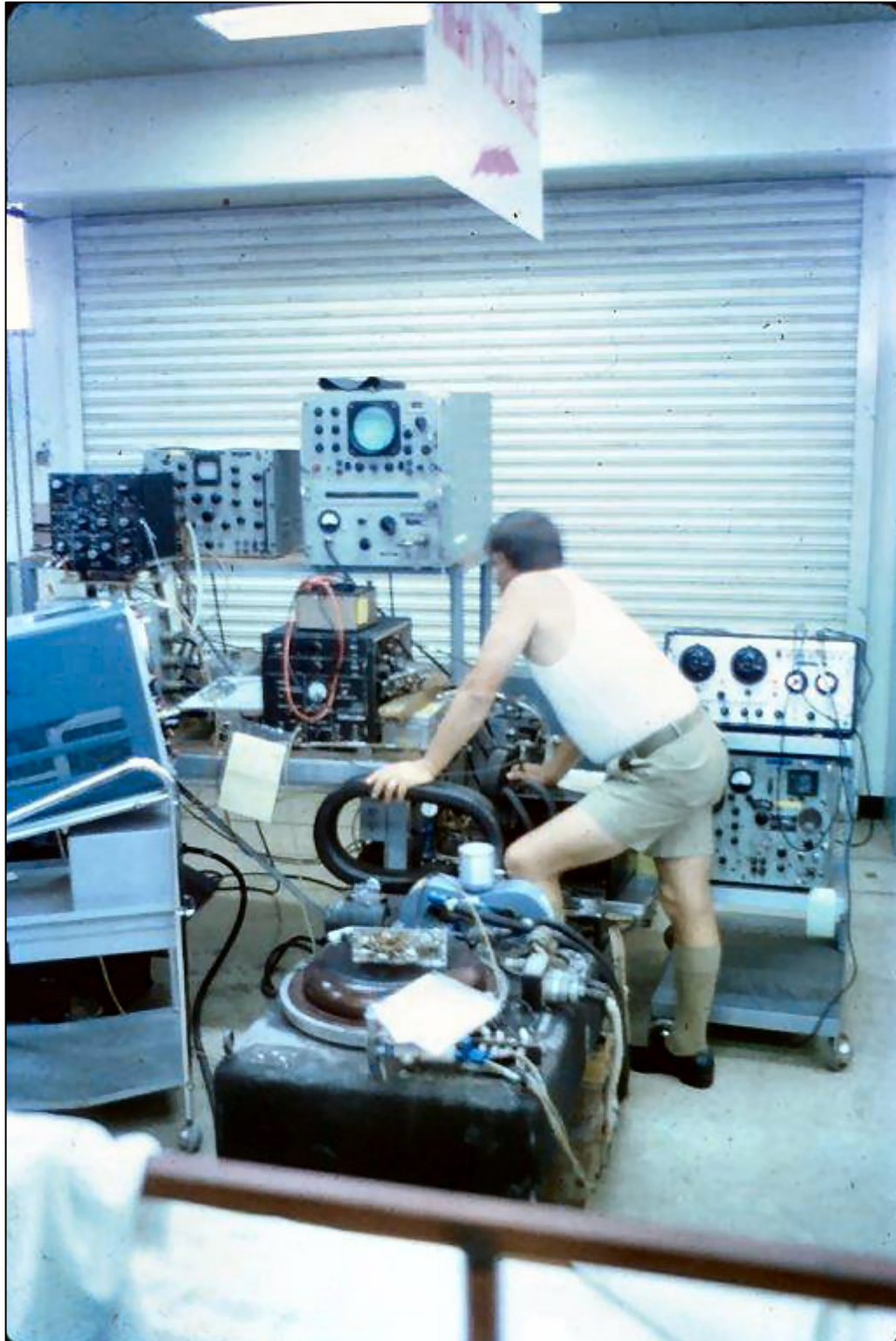


Geoff and Beryl Broadbent. Jeff and Beryl now live up at Yorkeys Knob, a bit north of Cairns

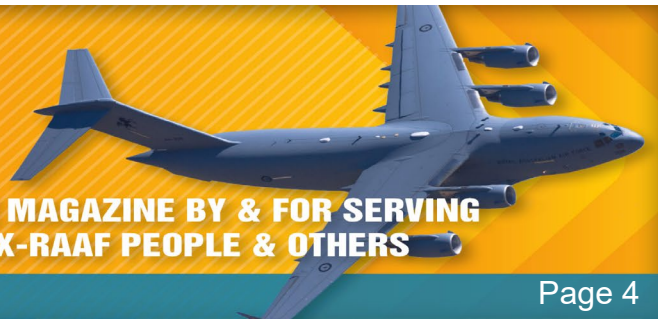




## FSgt Geoff at play on the 10 Sqn APS 20 bench.







## Computers and stuff.

Sam Houlston.

### Windows 10 PowerToys.

The following article is for people who have a reasonably good knowledge of how computers work. If you're not a power user, this probably isn't for you.

No matter how many features Microsoft crams into its Windows 10 operating system, there will always be users looking for a faster, better, or at the very least, different way of doing things.

A set of slightly unusual free Windows tools has been a part of the Windows operating system landscape since Windows 95, but their availability has been noticeably absent for Windows 10 at least until September 2019. In 2019, Microsoft, in partnership with development company Janea Systems, released the first two PowerToys for Windows 10, accompanied by a promise of more releases in the near future.

The first set of Windows PowerToys were made available for Windows 95. That first set of 15 free utilities were published and endorsed by Microsoft and made available in a free download. From the beginning, PowerToys were designed to be used by "power users" seeking ways to tweak the way the operating system functions. In some cases, a careless change made using a PowerToys utility by an inexperienced user could cause havoc with the Windows operating system, so novice users were encouraged to use caution.



For the most part, though, PowerToys would allow users, whether they considered themselves "power" or not, to more easily make tweaks to the look and feel of Windows without a deep dive into configuration screens or the dreaded and dangerous edit of the Windows Registry file.

Windows 95 PowerToys included:

- **TweakUI** was used for tweaking obscure Windows settings.



- **CD Autoplay** allowed all CDs to autoplay, not just audio CDs.
- **Command Prompt Here** opened a command prompt in the current directory.
- **Explore from Here** opened File Explorer in the current directory.
- **FlexiCD** allowed a user to control an audio CD from the Taskbar.
- **Xmouse 1.2** allowed a user to change window focus by moving the mouse cursor, no click needed.

Through the years and the various Windows versions, individual PowerToys have come and gone. Each new Windows version inspired a new set of tools based on what developers perceived was needed to improve and enhance that version. Windows 10 has inspired a completely new set of PowerToys.

Traditionally, each power toy has been offered as a separate executable file, available as a free download from a specific Microsoft website. For Windows 10, Microsoft is taking a slightly different approach: All Windows 10 PowerToys are now included as part of a free downloadable system that users can configure. You can download it [HERE](#).

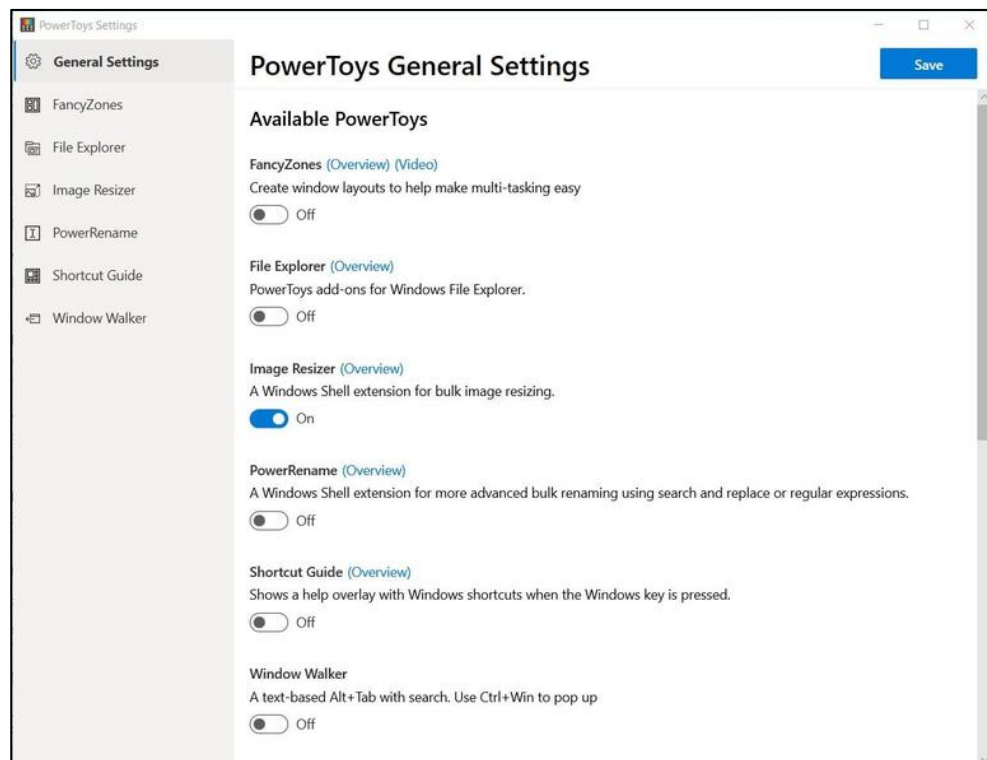


When it's downloaded, you'll find a small rainbow coloured icon (arrowed) in the "Show hidden icons" on the task bar.

To access PowerToys, click the icon. The figure at left shows you what the Windows 10 PowerToys system looks like when opened.

When you open PowerToys for the first time. In the GENERAL Tab you might see a prompt asking you to Run as Administrator. Click YES and move the toggle to always run as Administrator.

The list of "Toys" appears on the left hand side of the window.



Click each heading below to see what each does and how to do it.

- [FancyZones](#)
- [Windows key Shortcut Guide](#)
- [PowerRename](#)



- [Preview Pane addons for File Explorer](#)
- [Image resizer](#)
- [Window walker](#)
- [PowerToys Run](#)
- [Keyboard Manager](#)
- [Color Picker](#)
- [Video Conference Mute](#)

Windows 10 PowerToys provide tools and features that can make users of the Windows operating system more productive and, by extension, happier. Over the years, many users have come to depend on one or more of these PowerToys for their daily computer productivity. For many power users, PowerToys improve their quality of life.

Beyond making users more productive, PowerToys have also provided a glimpse of what features and tools could become an integral part of the Windows operating system in the future. Many of these once separate tools have become just another part of the operating system during its next iteration.

I'm at that age where my mind still thinks I'm 29,  
my humour suggests I'm 12,  
while my body mostly keeps asking if I'm sure I'm not dead yet.

## Capacitor start motors – how do they work?

Capacitors are electric devices that get an electric motor running at start-up by providing a "jolt" of stored electrical energy, or that help keep a motor spinning once it has started.

The starting capacitor, used on motors such as air conditioning compressors that require a high starting torque, helps a motor start spinning by creating a high-torque, rotating, electrical field in the motor.

To deliver this starting kick or torque boost, a start capacitor will always have a high microfarad (MFD or  $\mu\text{F}$ ) rating compared to the run capacitor used for the same motor. Electrolytic type starting capacitors are designed only for intermittent use (each time the motor starts). Starting capacitors extend electric motor or compressor motor life, and surprising to non-engineers, a hard start compressor actually reduces the operating cost of the equipment it is serving by reducing the in-rush of current during the start-up phase of motor operation.

But starting capacitors themselves can fail for any of several reasons including exposure to harsh conditions, weather, corrosion, loose connections, or improper control, selection, or use. If the start capacitor has failed the symptom is that the motor won't





start. If either or both start and run capacitors are defective the motor may try to start but will hum and won't keep running.

The starting capacitor works by "accumulating" a large electrical charge inside the capacitor. During compressor or other motor startup, the start capacitor releases its charge to give a voltage "boost" to get the electric motor spinning.

During an electric motor start-up (such as an air conditioner compressor motor and some fan motors) where a starting capacitor is included in the circuit, with the added charge stored in the capacitor, run-start and start-common voltages increase to a maximum value to start the motor spinning. The total supply current subsequently drops back to normal run conditions when the start device is dropped from the circuit and the motor continues to run. This "electrical starting booster charge" can be particularly needed if an air conditioner is suddenly switched off and back on when it has been operating. Suddenly switching off an air conditioning compressor leaves a high "head pressure" inside the compressor which can provide extra mechanical resistance when the motor is attempting to re-start.

Traditionally electrical capacitors were also called "accumulators" for this reason. The capacitor's electrical charge is released at motor start-up time, gives the compressor motor or other electrical motor a boost for starting.

Once a starting capacitor has provided the necessary boost to get the electric motor spinning, to avoid possible motor damage the capacitor has to drop from the electrical circuit, leaving the motor to run on normal operating current. Typically, a centrifugal switch or possibly a PTC (thermistor) or PRD (surge protection device) drops the start capacitor from the motor's electrical circuit once the motor has spun up to operating speed.



To avoid burning out the motor windings or the capacitor itself, the huge current delivered by the start capacitor has to be turned off once the electric motor is running. There are two reasons the start capacitor can't stay in the circuit full time.

1. The start winding of the compressor can't carry such a heavy current continuously without overheating and burning out.
2. The start capacitors are made very compact and would overheat in a short while because they aren't big enough to dissipate heat as rapidly as it's generated.

The plastic casing on the start capacitor also plays a role in its tendency to overheat. When a start capacitor does overheat, the little putty filled hole in the top of the capacitor blows and all the fluid inside runs out, causing the capacitor to fail.

Some starting capacitors include a bleed-through resistor wired between the capacitor's two terminals. Typically a 15K-18Kohm two-watt resistor is used for this purpose. The use of capacitors without these resistors will result in sticking relay contacts and/or erratic relay operation especially where short cycling is likely to occur. This is due to the start capacitor discharging through the relay contacts as they close, following a very short running cycle. The resistor permits the capacitor charge to bleed down at a much faster rate, preventing arcing and over-heating of the relay contacts.



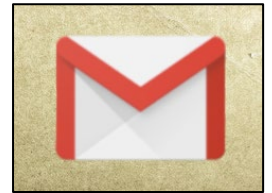


I see people around my age mountain climbing, how do they do it?  
I feel good getting my leg through my underwear without losing my balance.

## How to add an Expiration Date to Gmail emails.

How-To Geek

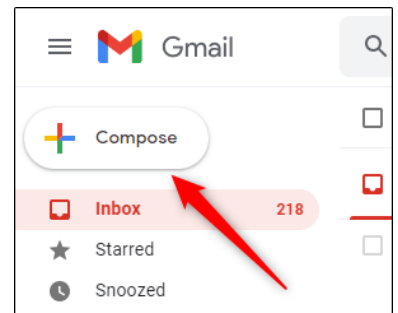
You've probably heard of sending disappearing messages in popular messaging apps, but did you know you can also set an expiration date for emails sent through Gmail, making the content within the message inaccessible after the set time?



Here's how it's done.

Using Windows 10 or Mac, to add an expiration date to an email, log in to your Gmail account using your browser, then click "Compose" in the top-left corner of the window.

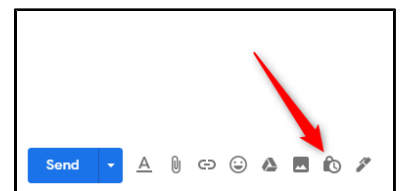
In the email composition window, enter (1) the recipient's email address, (2) the subject of the email, and (3) the content of the email.



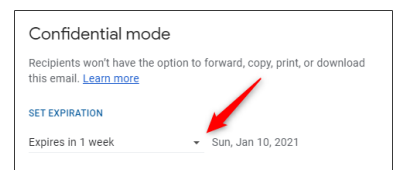
Next, at the bottom of the composition window, click the lock button that has a clock in front of it. This is the Confidential Mode icon.



Once that's been clicked, the "Confidential Mode" window will appear. In the "Set Expiration" section, click the down arrow to display a list of different expiration times.



The expiration times range from one day to five years. Select the desired expiration time by clicking it.





The expiration date will now appear to the right of the selected time. In addition, you can also require a passcode. Choosing “No SMS Passcode” will let the recipients immediately open the email, while choosing “SMS Passcode” will require the recipient to first enter a password that they’ll receive via SMS text.

Confidential mode

Recipients won't have the option to forward, copy, print, or download this email. [Learn more](#)

SET EXPIRATION

Expires in 1 day Mon, Jan 4, 2021

REQUIRE PASSCODE

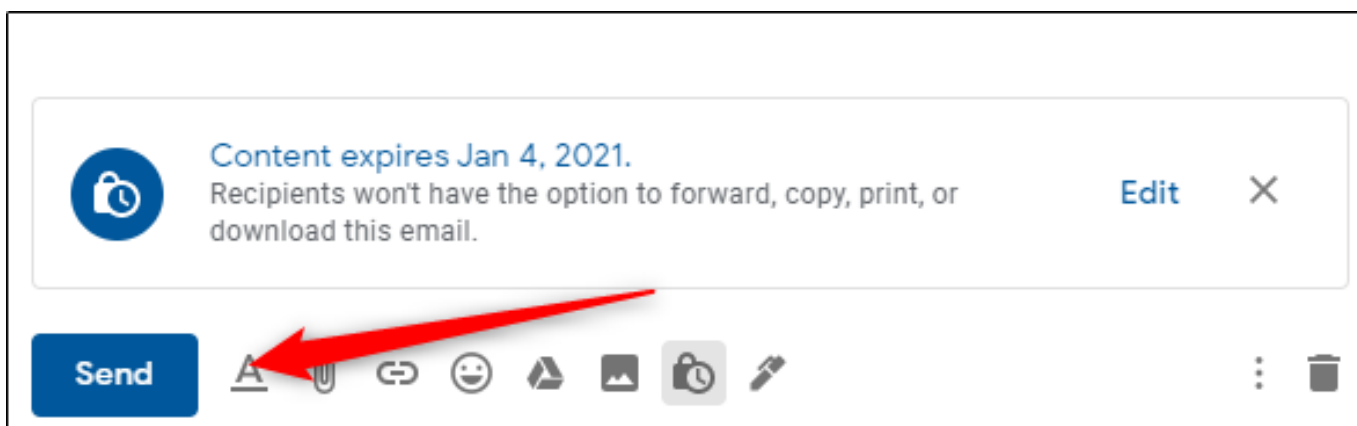
All passcodes will be generated by Google. ⓘ

☒ No SMS passcode ☐ SMS passcode

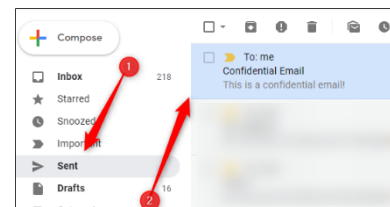
Cancel Save

You'll need to enter their phone number if you choose the latter option. When ready, click “Save.”

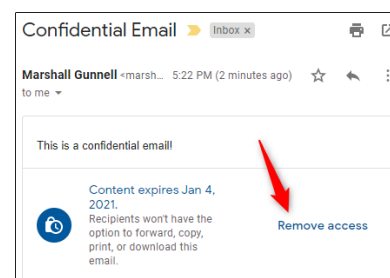
The email will now have a set expiration date. A message will appear at the bottom of your email confirming this. Click “Send” to send the email.



If you want to remove access to the email before the set expiration date, click “Sent” in the left-hand pane, then select the message with the expiration date from the list of emails.



At the bottom of the email, click “Remove Access.”



Now, the recipient can no longer access the email.

I find that these days most of my conversations start out with:  
Did I tell you this already? Or, What was I going to say?



## How to add an Expiration Date to Emails in Outlook.

If you have a Gmail account but pipe your emails through Outlook instead of through the Gmail email client server, you can add an expiration date to these emails too.

Here's how!

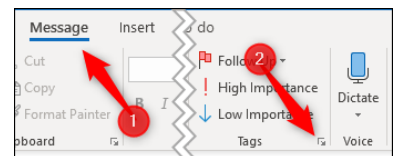
Outlook lets you add an expiration date to emails you send or receive. Once the expiration date has passed the email will be displayed with different formatting and you can use Outlook's built-in tools to manage expired email automatically.



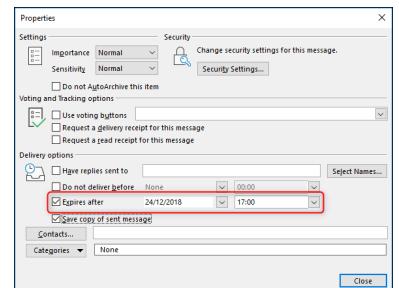
Expiration dates only apply to emails, not calendar events or tasks because those items have their own dates you can use for managing them

### How to Set an Expiration Date on an Email

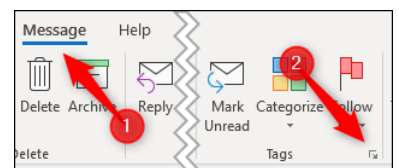
To add an expiration date to an email you're sending, you need to open the Properties window for the email. Open the email and then click Message > Tags.



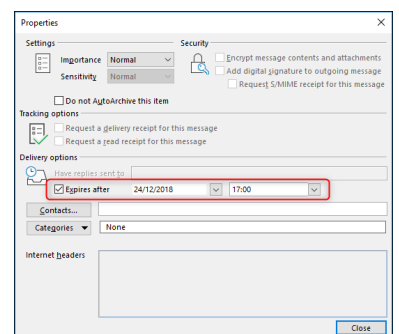
This will open the Properties window for the email. Switch on the "Expires after" checkbox and then choose a date and time. Click Close to return to your email. There won't be any visible signs that an expiration date has been added and you can send the email as normal.



To add an expiration date to an email you've received, open the email and click Message > Tags.



This opens the Properties window for the email. There aren't as many options for a received email as there are for a message you're sending, but you can still set an expiration date and time.





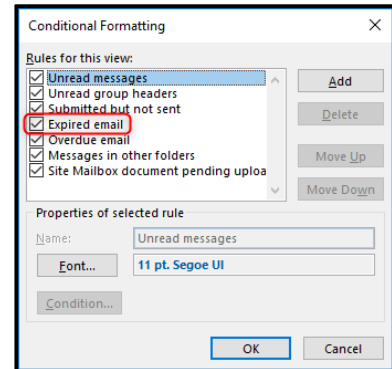


## What Does an Expiration Date Do?

So you've added an expiration date to an email. That's great and all, but what's the benefit of doing it? Expiration dates are used in a variety of ways by Outlook to help you focus on what's important. Emails that have expired are generally not as important as emails that haven't expired, so Outlook automatically formats expired emails differently.

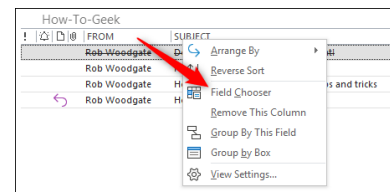
When you open the [setting conditional formatting](#) in Outlook, you would have noticed the "Expired items" formatting rule. This rule formats any email that has passed its expiry date with a grey font and the text struck through.

This lets you know that the email has expired so you can focus on more important emails first. If you've sent an email with an expiration date, this formatting will be applied in the recipient's Outlook as well, but other email clients like Thunderbird, or web apps like Gmail or Yahoo! Mail, will ignore the date and do nothing with it.



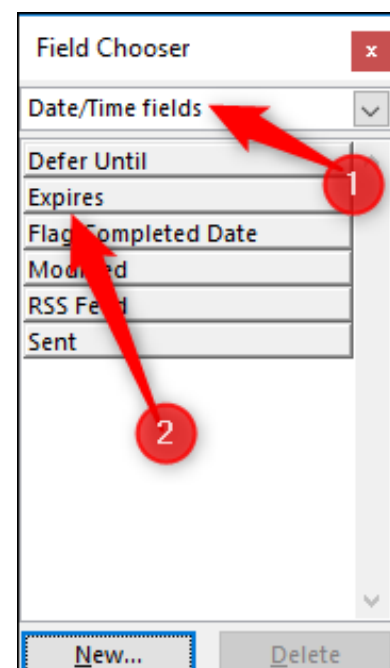
	FROM	SUBJECT	RECEIVED	SIZE
	Rob Woodgate	Do this soon or else there's no point!	01 December 2018 14:42	8 KB
	Rob Woodgate	How-To-Geek loves Outlook tips	11 November 2018 07:31	22 KB
	Rob Woodgate	How-To-Geek loves us some mail tips and tricks	20 September 2018 18:38	29 KB

You can also add a column to a folder that shows the expiration date of any email. Right-click a column header in the folder to which you want to add the column and then click "Field Chooser."



Select "Date Time fields" from the drop-down and then select the "Expires" option.

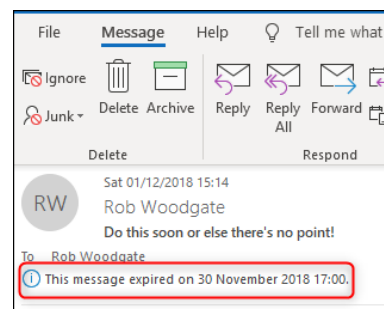
Drag and drop the "Expires" item into your folder to add it to the columns.



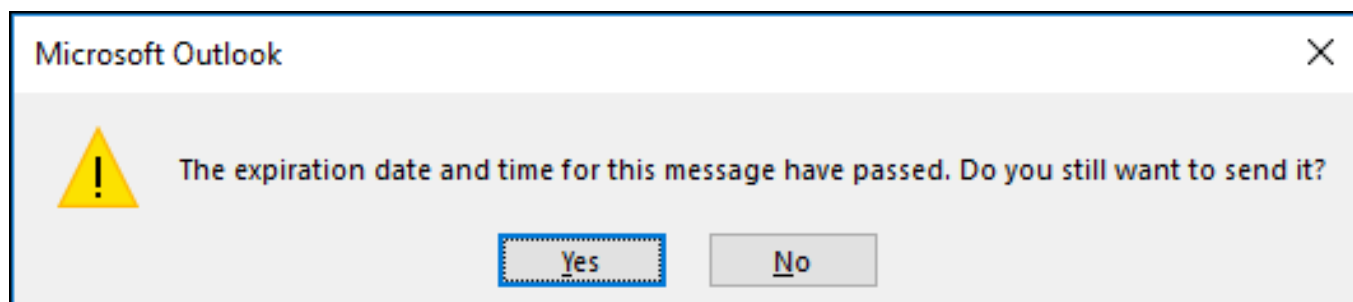


FROM	SUBJECT	RECEIVED	EXPIRES
Rob Woodgate	Do this soon or else there's no point!	01 December 2018 15:13	Fri 30/11/2018 17:00
Rob Woodgate	How-To-Geek loves Outlook tips	11 November 2018 07:31	None
Rob Woodgate	How-To-Geek loves us some mail tips and tricks	20 September 2018 18:38	None
Rob Woodgate	How-To-Geek loves Outlook tips	17 September 2018 19:24	None

When you open an expired email, Outlook notifies you with a message in the header.



You can still reply to or forward an expired email, but if you try to forward it, Outlook shows you a warning first.

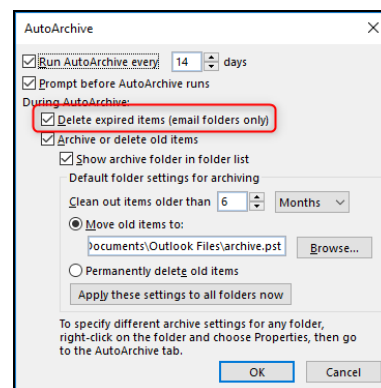


Click "Yes" to send the email, or "No" to cancel.

## Using the Expiration Date to Manage Your Email

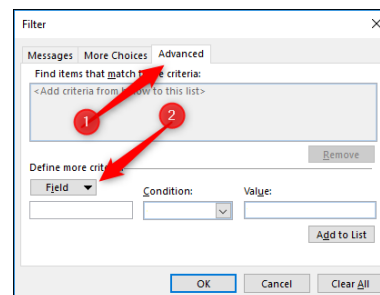
Some of Outlook's built-in tools also make use of expiration dates. If you've set up AutoArchiving in Outlook, then you might have noticed an option to "Delete expired items (email folder only)."

If this is switched on, then AutoArchive will delete or move (depending on the other settings) any emails where the date has passed. This is a great way to remove expired emails automatically and stop them cluttering up your mailbox. If you don't want your expired emails to be deleted or moved, but you don't want to see them in Outlook either, then you can set Outlook's [synchronization rules](#) to prevent them being downloaded from the Exchange email server.

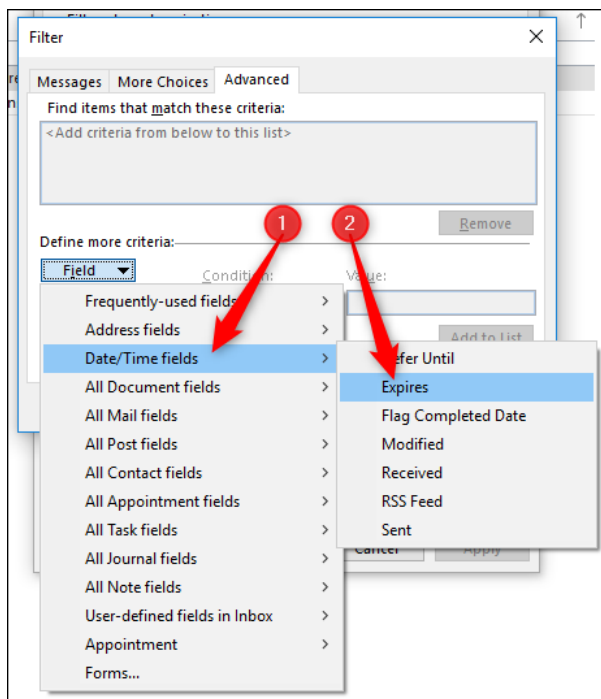




When you're building your synchronization filter, click the "Advanced" tab and then the "Field" button.

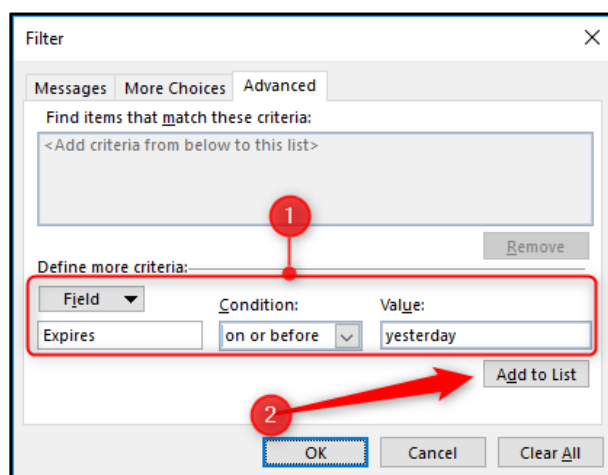


Select Date/Time fields > Expires from the menu. The field is available in the "All Mail fields" and "All Post fields" options as well.



Set "Condition" to "on or before" and the "Value" to "yesterday," and then click "Add to List."

This will filter all expired tasks so that if they expired yesterday or earlier, then they won't be synchronized with Outlook and won't appear in your mailbox. They'll still be available in the Outlook web app if you want to see them there.

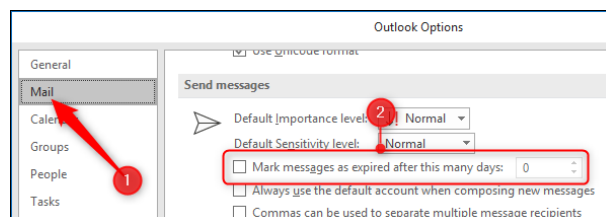


You can't set up rules to add expiration dates to incoming email automatically or create a quick step that applies an expiration date at the press of a button, but you can automatically add an expiration date to all outgoing emails.





Click File > Options > Mail, scroll down to Send Messages and switch on “Mark emails as expired after this many days.”



Enter the number of days after which you want messages to expire and then click “OK.” This will automatically add an expiration date to all of the emails you send.

Expiration dates are a useful way of managing your priorities and your mailbox by low-lighting messages that are no longer relevant and allowing you to use Outlook tools to delete or hide messages you don’t need anymore. It’s one more tool in the fight to prevent your mailbox from getting out of control and a very useful tool at that.

## What is AutoArchive in Outlook and how does it work?

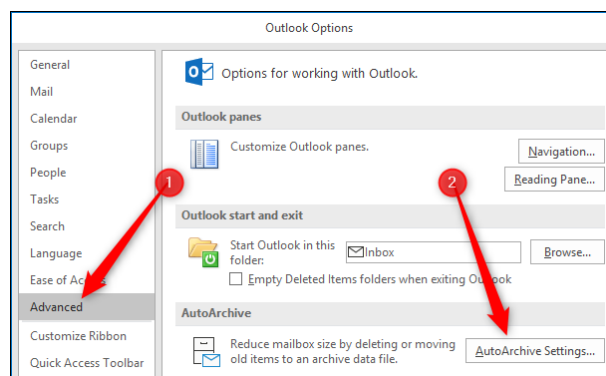
If you’ve used the mailbox cleanup tool, (File > Info > Tools) then you’ll have seen the AutoArchive button, but you may be wary of how it works and what it’ll do. Here’s what it does and how you can put it to use.

Clicking the AutoArchive button causes a process to swing through all of the folders in Outlook and apply any AutoArchive rules you’ve set up (don’t worry, the default AutoArchive rule is to do nothing, so you can’t do any harm by clicking the button). But if you want to move your older items to an archive where they’re out of the way, AutoArchive is how you automate the process.



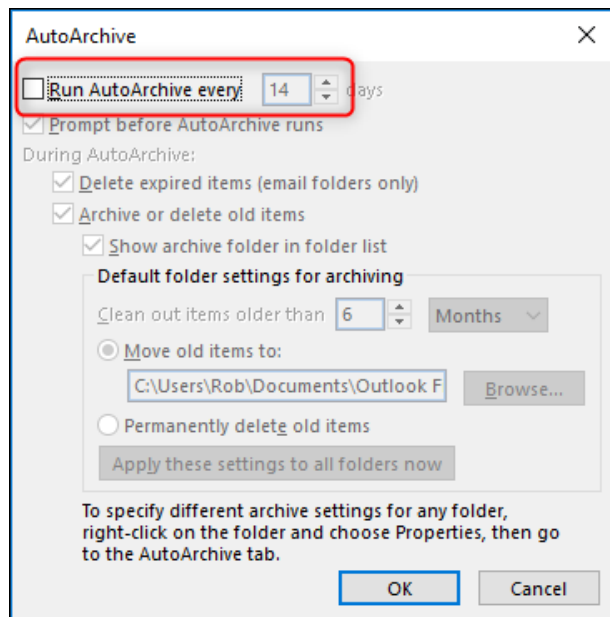
Here’s how!

First, you need to turn on AutoArchive and choose its settings. Go to File > Info > Options > Advanced and then click the “AutoArchive Settings” button.





As long as the “Run AutoArchive every” option is switched off (which is the default), AutoArchive will never run.

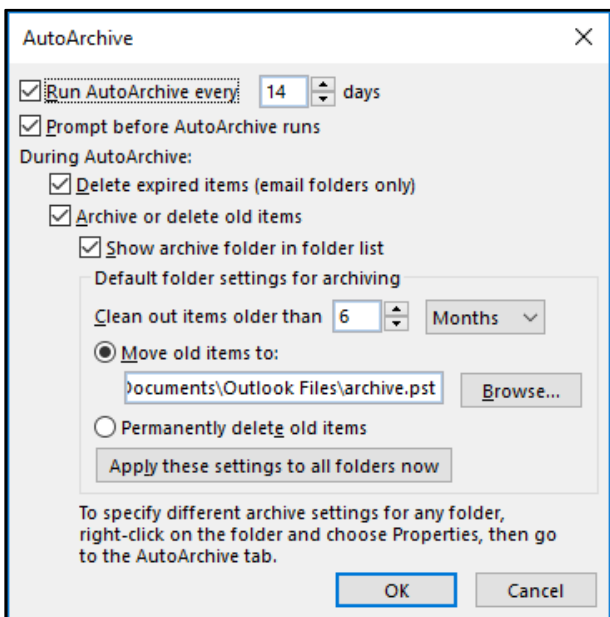


Once you turn the “Run AutoArchive every” option on, all of the options are now available.

Unlike Folder Cleanup, which has one window of settings in File Options and then allows you to run those settings against any folder you like as a manual task, the AutoArchive settings shown here are the default settings. Each folder that has AutoArchive switched on can use these default settings, or you can use different settings for different folders if you want. We’ll go through how to do that later on, but for now, let’s look at the default settings.

## How To Set Up AutoArchive

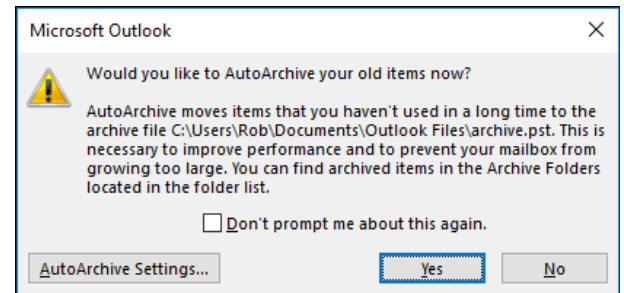
The first thing to notice is that once AutoArchive is turned on, it will run every 14 days. You can change that using the Up and Down arrows or by typing a number in, and you can select any value from 1 to 60 days. You can type in any two-digit number, but if it’s more than 60, Outlook will display an error message when you click “OK,” and you’ll have to change the value before you can save.



The next option—“Prompt before AutoArchive runs”—gives you the choice of having Outlook show you a prompt before the AutoArchive happens.



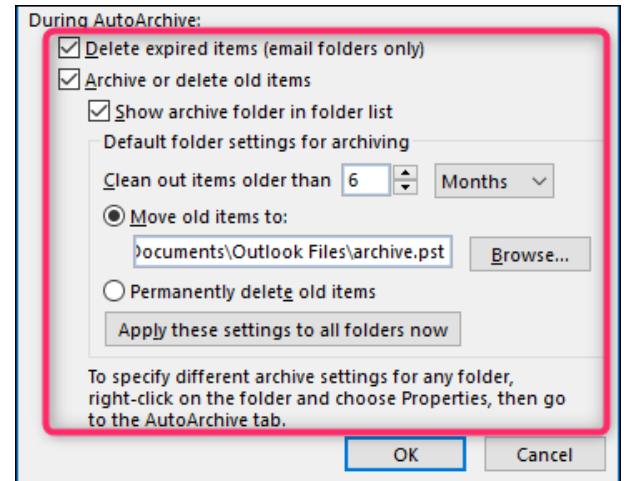
This prompt lets you review the settings or cancel this run of the AutoArchive if you want.



The rest of the settings relate to what items will be archived, and what happens during the archive process. The first option here—"Delete expired items (email folder only)"—relates to emails which have had an expiry date added to them. This won't affect tasks or events, even if you turn AutoArchive on for those folders.

The rest of the settings apply to all items, not just email. This means calendar events, tasks, notes, and journal entries.

Assuming you leave "Archive or delete old items" switched on, the default settings are for Outlook to move items older than 6 months to a new, separate .pst file named Archive (by default) and make this visible in the navigation pane in Outlook so you can access the archived items whenever you want. You can change the "Clean out items older than" value to anything from 1 day to 60 months, pick a different .pst file to archive the items in, or choose to "Permanently delete old items."



Be warned that this deletion bypasses the Deleted Items folder, and your items will be deleted from Outlook entirely. You may still be able to access it on your mail server, depending on your settings, but you shouldn't rely on this. Only choose this option if you want to delete the items forever.

When you click "OK," AutoArchive will be turned on. It will run in line with the "Run AutoArchive every" value you've chosen (every 14 days by default), starting today. So once you turn it on you should expect it to run quite quickly, usually within 15 mins. AutoArchive only runs by default on a few folders, so if you want it to run on specific folders, or you want to customize how it runs on different folders, see below.

## How to Turn On and Customize AutoArchive for Different Folders

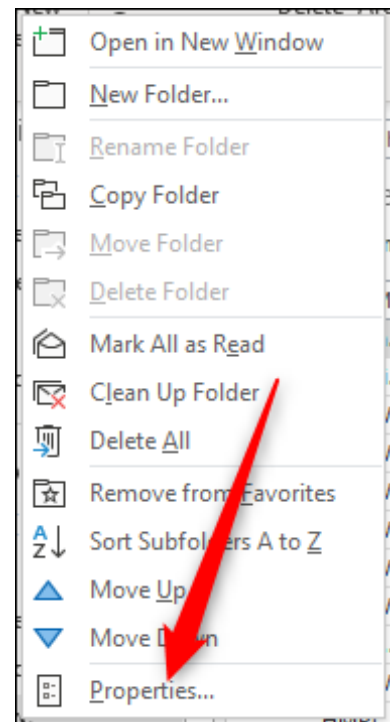
When you turn AutoArchive on, it only runs by default against the following folders:

- Sent Items
- Deleted Items
- Calendar
- Tasks

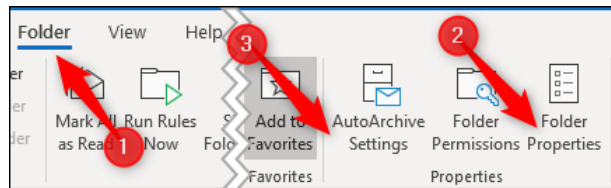




If you want it to run on any other folder, you'll need to turn it on for each folder (or turn it off on any of those four folders against which you don't want it to run). Do this by right-clicking the folder in the Navigation pane and clicking "Properties."

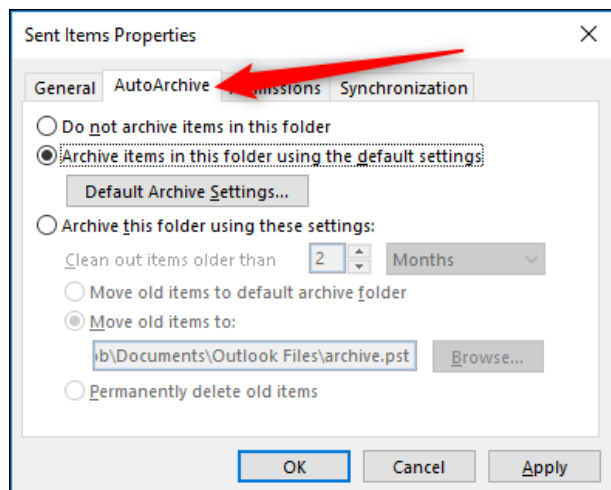


You can also access folder properties by selecting Folder > Folder Properties in the ribbon. (For folders like Calendar and Tasks that don't show up in the Navigation pane, this is the only way to access the folder properties.)



There's also the option to go straight to the AutoArchive Settings, which saves you a step once you're inside the Folder Properties.

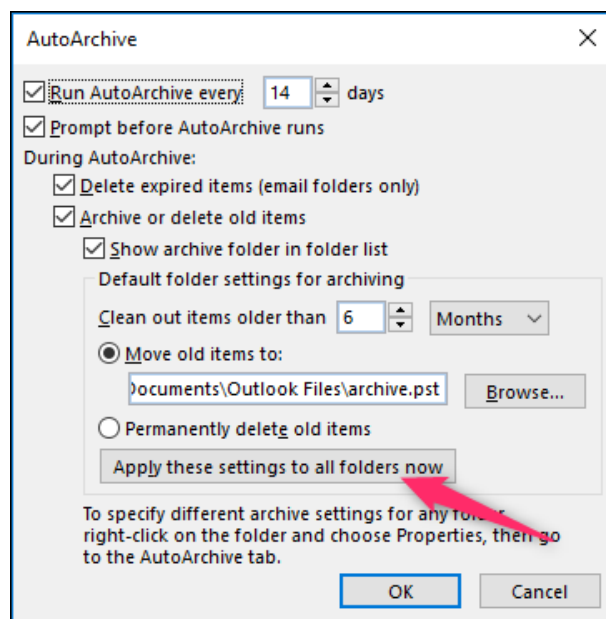
In the Folder Properties window, click the AutoArchive tab to access the settings for that folder.



For most folders, the "Do not archive items in this folder" setting will be on by default. This means that when the AutoArchive process runs, the folder will be ignored and no items in it will be archived. If you want the folder to be included, switch on the "Archive items in this folder using the default settings" option. Alternatively, if you want the AutoArchive settings for this folder to be different from the defaults, switch on "Archive this folder using these settings" and amend the settings to your preference.



If at any point you want to return all folders to use the default settings, you can go back to File > Options > Advanced > AutoArchive Settings and click the “Apply these settings to all folders now” button. That will change all folders that have the “Archive this folder using these settings” switched on to have “Archive items in this folder using the default settings” switched on instead.



Once you’ve got the AutoArchive default settings, and the settings per folder, set up the way you want, you can leave the process to quietly work in the background, freeing up space for you and keeping your folders from getting too bloated.





This page left blank.



## 114 MCRU (1969)



**L-R:** Peter Prunster, Barry Taylor, Sgt Cook, Sgt Noel Bailey, Kev (Shorty) Collins, Don't know, Gary (Twiggie) Twine, SqnLdr Benson, Bill Broadbent, Bob Langley (Plessey UK), Brendan (Curley) Godwin, Don't know, Graham Knight, Don't know, John Cox, WngCdr Bill Waldock, (Stick) Laidlaw, Dick Voekel (US Westinghouse Tech Rep), Don't know.





**Back Row L-R:** Unknown, Unknown, Bob Bocus, Unknown, Unknown, Flt Sgt Ron Tyler, Sgt Rice Storeman, Unknown, Bill Broadbent, Unknown, Unknown, Sgt Noel Bailey, Harry Howsan.

**3<sup>rd</sup> Row L-R:** Unknown, Unknown, Unknown, Unknown, Bob Pearson, Unknown, Unknown, Unknown, Hal Beurle, Len Lotz, Bevan Kittle, Sgt Peter Prunster, Ross Ginn.

**2<sup>nd</sup> Row L-R:** Unknown, Spider Lambert, Graham Knight, Team Turner, Unknown, Unknown, Warren (Waza) Turner, Unknown, Unknown, Keith (Fletch) Fletcher, Unknown, Sgt Hillary Johnston (Computer Tech), Unknown.

**Front Row L-R:** Unknown, Unknown, Unknown, Flt Lt Gary (Twiggie) Twine, Unknown, Sqn Ldr Benson, WngCdr Bill Waldock, Unknown, Unknown, Unknown, Unknown, Unknown, Bob Langley (Plessey UK).

## Last Herc out of Vietnam.

In our [last issue](#), we stated that the last Herc to leave Vietnam occurred on the 20<sup>th</sup> December 1972. Vaughan Crosby, a navigator with 36 Sqn, got in touch to correct us. He says:

"The article states that the last Herc out of Vietnam occurred on 20th December 1972. This is not the case. On 1st April 1975, 6 Hercs (3 from 36 SQN and 3 from 37 SQN) were deployed from Richmond to Saigon South Vietnam. They were sent to Vietnam to take part in Operation Babylift (a UN sponsored operation) and to get Australia out of Vietnam.



We flew orphans from orphanages in Saigon to Bangkok where they were flown to Australia by QANTAS, we also flew refugees escaping from the advancing enemy to camps in the south of the country and supported them with red cross supply flights. The final act of the Detachment was to evacuate the Australian Ambassador from Saigon. I am not sure of the precise date for of this flight as we had returned to Australia by then, but it was very close to the fall of the city.

Although most official documents record the end of our country's involvement in the Vietnam as 1972, it was not and it is a source of some frustration for those of us who served in South Vietnam



in 1975. I have copies of photographs recording our involvement but the original pictures do not belong to me they were taken by another member of the detachment.”

We stand corrected.



## Edinburgh.

ADL Magazine

Edinburgh – she ain’t what she used to be. A \$500 million investment into the Edinburgh base is bringing the latest technology and brightest minds to SA.

There’s a buzz in the air at the RAAF Base Edinburgh in Adelaide’s northern suburbs, and it isn’t all about the aircraft. The base is currently undergoing its most significant change since being formed in the 1950s, with another \$500 million investment in infrastructure and technology to accommodate the 6000 defence personnel and civilian contractors who work at the base and adjoining Defence Science and Technology Group hub, the largest defence R&D organisation in Australia.



While much of that infrastructure revolves around the 14 Poseidon maritime surveillance aircraft currently winging their way to Edinburgh, the redevelopment is also bringing new aircraft, Australian Army units and logistics and engineering jobs on site.





“It’s a really exciting time for the rebirth of the base,” says Reg Carruthers, executive director defence and space, Defence SA. “There’s lots of work in cyber, systems engineering, mission analysts, there will be at least 400 more people at Edinburgh over the next five to seven years supporting all of these new capabilities that are flying around.”

The new capabilities include three major projects:

- [AIR 555 Peregrine program](#): an electronic warfare-type aircraft.
- [AIR 7000 Triton](#) program: an unmanned aircraft that will fly out of Northern Australia with the pilot and operators based at Edinburgh.
- [AIR 7003: Sky Guardian](#) armed drones that will fly out of Northern Australia and Adelaide with crews and operators based at Edinburgh.

The new hub places Edinburgh at the centre of Australia’s military intelligence, surveillance, reconnaissance and electronic warfare, with operators — uniformed, public servants and contractors — working in a highly secure environment analysing, collecting and disseminating information on a real-time basis.

The significant investment in the Edinburgh base is also an investment in South Australia’s future, promising exciting career Opportunities both today and for years to come. “It’s not only for the young men and women going through school and university now - it will definitely be an attractor for future generations,” Carruthers says.

Been there, done that! Then been there several more times  
because apparently, I never learn.

## Lee Point – Darwin.

It was not until World War II that the Lee Point area was used for any European developments. In early 1941 the area was used as a defensive position for the expected Japanese invasion. The beaches from Rapid Creek north were fortified by barbed wire and trenches, gun positions were constructed at Lee Point and Dripstone Caves, which also was the location for the No 31 RDF Station. The weapon pits and machine gun posts were manned by the 23rd Australian Infantry Brigade on the beaches.

Following World War II Lee Point was abandoned by the military BUT In the early 1950s the Department of Defence acquired Block 4873 to establish a radar and receiving station and by the 1960s there were numerous buildings surrounded by earth and sand embankments. These





activities were related to the strengthening of the defensive forces in Darwin during the period of hostilities between Indonesia and Malaysia in 1963 and when the Indonesian Air Force violated Australian airspace. These activities included the permanent detachment of No 30 Squadron between 1965 to 1968, a twelve gun battery which provided anti-aircraft and seaward defences, six Bofors guns, surrounded by several two gun weapon pits and the placement of Bloodhound MK1 surface to air missiles.



No121 LAA was specifically formed as part of the 16 Air Defence Regiment for the Defence of Darwin during the Indonesian incursions. The radar station during this period was manned by 2CRU (Central and Reporting Unit) The site, until recently, was used as a radar facility by the Department of Defence. The existing buildings consist of workshops, two towers and the remains of aerials.

That's all gone, now there is a new use planned for Lee Point.

Defence Housing Australia (DHA) has proposed a development at Lee Point which is set to become a thriving residential community for Defence families, the local community and visitors to Darwin. Located just 17 kilometres from the CBD, Lee Point will offer seaside living while still being close to the city.

The proposed master-planned community is spread across 131 hectares of zoned residential land and is proposed to accommodate 800 new homes, including detached houses, townhouses and apartments that will be delivered over the project's lifespan.



It is envisaged that a Main Street precinct will offer a tourism activity centre containing restaurants, cafes, hotels, self-contained apartments and retail shops which will benefit from the close proximity to Lee Point and the Casuarina Coastal Reserve. A proposed community hub will be located in Muirhead North, and will include a primary school, child-care facility and sports facilities, covering approximately 3.7 hectares.

Click [HERE](#) for the masterplan.

Things I hate:

1. Lists
- 2.....Irony
4. Lists
4. Repetition
5. Inconsistency

## Ella Colman.

Ella's daughter, Meredith, got in touch and sent us a pic of her mum who was born in Scotland and who joined the RAAF back in 1951 and was on number [6 WRAAF Course](#) which was held at Pearce – way back, not long after the WRAAFs were formed. Ella signed on as a GH but very quickly remustered to Telephone Operator. Her initial sign on period was for 4 years but because of the stupid rules back then, she had to discharge after only serving 2 and a bit years, due to getting married.

Click the pic to see her discharge certificate.

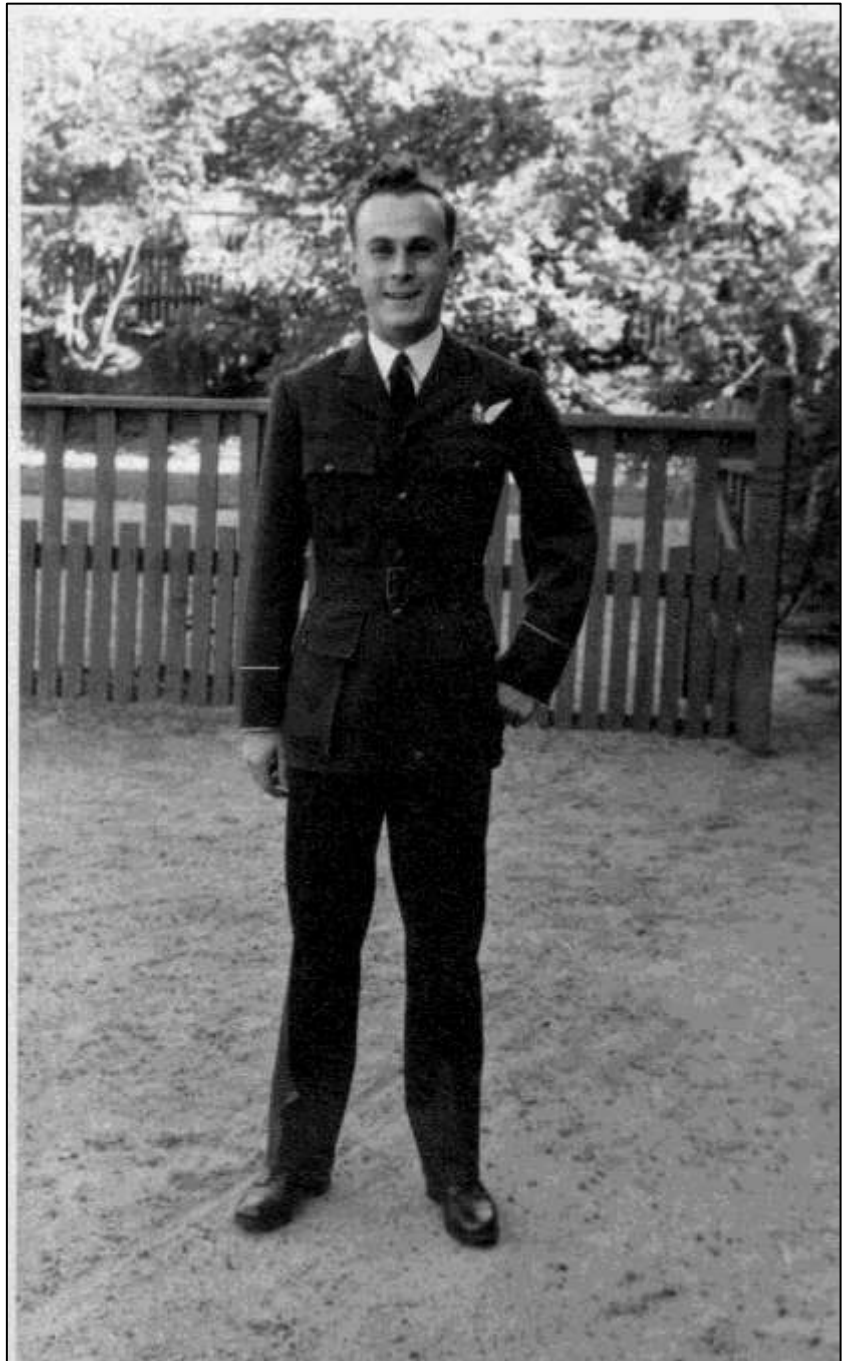






Shortly after discharging from the WRAAF, Ella married Michael Nestor. Michael, who was born in India, had joined the RAAF in 1950, was trained as a navigator and served a short term commission, discharging in 1954. He joined the reserve, remustered and served for several years as an Air Traffic Controller.

Click his pic to see his discharge certificate.



Never make a woman mad.  
They can remember stuff that hasn't even happened yet!

## 26 Radio Appy Reunion

Held way back in 11<sup>th</sup> Feb 2012



**Back Row L-R:** Steve Dench, Paul Daniels, Norman Hoy, Colin Stannard, Ian Champion, Michael Stockey, Graham Crossley, Graeme Roberts, Bill James, Brian Hint, Brian Collins

**Middle Row L-R:** Peter Harry, Peter Ralph, Gary Brighton, Peter Howman, Rob McKay, Ray Taylor.

**Front Row L-R:** Brian Dittman, Pygmy McAndrew, Darian Childs.

[Click the pic to see the course photo.](#)

## Breakfasting – as you do!





Trev Benneworth, [Col Price](#).

Just recently I had the misfortune of having to spend a few days on the Gold Coast (Yes, I know – but someone has to do it). To break the boring routine of walking the clean white sandy beaches, having to endure ocean water temps of about 24 degrees, regular 1 metre waves and the spectacular parade of scantily clothed lovelies passing by, I decided to meet up and have breakfast with an old mate from Radschool many many moons ago. We met at North Burleigh Surf Club, ordered breakfast and had a great old yarn playing ‘remember when’...(the London Hotel springs to mind.....)

As they say, to protect the innocent “what happened at Radschool stays at Radschool”

Sitting next to the window we had to endure the vista below – very typical of what you see on the Coast, appalling really, people in Melbourne are so lucky not having to put up with this day in day out.



## 35 Squadron – Wallaby Update.

WGCDR Scott “Teddy” Egan CSC  
CO 35 Sqn

As Commanding Officer 35 Squadron, I am writing to all those within the 35 Squadron Association to provide you some insights into where the C-27J Spartan Capability is headed in 2021.

This year we continue face challenges induced by a continuing COVID-19 environment. We are assisting and engaging both in our remote Australian communities and throughout the South West Pacific. We are adapting and shifting our identity in parallel to a re-defined Final Operating





Capability. Finally, we remain ready to respond to National Security or humanitarian requirements anywhere within our region.

The C-27J Spartan is currently supporting Australia's response to COVID-19. We will continue to heavily engage and assist in Australia's remote communities, as well as throughout the South West Pacific. We are flying in support of Operation Solania in the Solomon Islands currently and plan to return to Papua New Guinea where 35 Squadron has recently been established as the "sister squadron" to the PNG Defence Force Air Transport Wing.

We are in the process of re-shaping our identity in parallel to new Defence direction on the future roles for the C-27J Spartan while using the opportunity for greater recognition of the Wallaby Airlines heritage produced by the Caribou. We currently plan to reveal our new identity in late March.

I thank the 35SQN association for their continued support and hope to generate a reception at Amberley for you all as COVID restrictions ease towards the end of the year.

A wise man once said – nothing!

## F-111 – coming and here!!



**Standing L-R:** Dave Marks, John Thomson, Henry Hughes, Lance Halvorson, Wally Walters, Bob Montgomery.

**Kneeling L-R:** Errol McCormack, Frank Burt, Tom Wright, Pete Hackett, Chris Lake, 'Blue' O'Neill.



In 1968, the RAAF had sent the above crews to the US to accept and bring home the F-111 – but as history shows, that trip was a bit premature, the aircraft weren't quite ready, so after being fully trained on the aircraft, resulting in an all expenses paid jolly in the US, the crews came home empty handed.

The Government initially wouldn't accept the aircraft as there were many problems with it back then, but they finally sorted things out and the aircraft spent many years operating successfully out of Amberley.

A wise man to his son: "My boy, when you accumulate the understanding to know why a pizza is made round, to be put in a square box and is eaten in triangles, then my son you will be able to understand women'.

After many months of delay, the F-111 finally arrived at Amberley in June 1973.



The arrival ceremony at Amberley, 01 June 1973





**L-R:** Trevor Owen, John Emery, Ross Hardcastle, Pete Growder, Bob Sivyer, Ray Funnell, Neil Pollock, Ian Westmore, John Bushell, Phil McDonald, Wally Walters.

*Thanks to Wally Walters for the pics.*

## Retirement.

On the 3<sup>rd</sup> December, 2010, back before security changed the way we live our lives, a bunch of people were allowed onto Amberley to farewell the F-111. People were allowed to walk around and check out and touch the aircraft, kick the tyres, stroll onto the tarmac then watch some of the aircraft put on a flying display.

You can see video of the event [HERE](#)

Then sadly, although some were trucked around the country and put on display in various museums, all in good nick, possibly able to be recalled if necessary, a lot were trucked to a deep hole out near Ipswich and interred. See [HERE](#).

In a hundred years or so, archaeologists will dig them up and wonder what the hell they are.





## **6 Squadron – 1998**

**F-111 drivers and fixer uppers.**





**This page left blank.**

# THE RAM

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



Vol 73

Page 6



# EAT, PLAY, ENJOY

**RESTAURANTS | BARS | GAMING | ENTERTAINMENT | TAB | KENO**

**WWW.KEDRON-WAVELL.COM.AU | KITTYHAWK DRIVE, CHERMSIDE | 07 3359 9122**



Welcome to Kedron-Wavell Services Club. Located in the vibrant Chermside precinct, only 15 minutes north of Brisbane's CBD, the Club is Brisbane's award winning, premier function, entertainment and leisure destination

With a cosmopolitan atmosphere and elegant features, Kedron-Wavell Services Club is the perfect place to meet your family and friends... or meet new friends! We're easy to find and offer free off-street parking for members and guests.

## Vietnam Campaign Medal.

Persons who served in Vietnam during the conflict and who spent a period of six months or more in the country, are eligible for the Vietnam Campaign Medal (RVCM). For some time now, those who served in Vietnam and who were posted there for a period exceeding the six months but for various reasons did not complete the required period and were repatriated early, have campaigned to be issued with the medal.



IDENTIFYMEDALS.COM





Unfortunately for them, in 2014 an Australian Government inquiry in the eligibility requirements for the medal found, among other conclusions:

- The RVCM is a foreign medal and is not an Australian campaign medal.
- The RVCM was accepted by the Australian Government because of the special circumstances of the Vietnam War. One key factor in the Government's decision was that the RVCM was sufficiently different from the Australian Vietnam Medal in that it required six month's service rather than the [shorter period](#) required for eligibility for the Vietnam Medal.
- To maintain the integrity of the Australian honours and awards system and to keep faith with the intentions of the Government of the Republic of Vietnam the tribunal concluded that the eligibility criteria of the medal should not be changed/.

You can read a copy of the Tribunal's report [HERE](#).

## Anosognosia

**Anosognosia** is a lack of ability to perceive the realities of one's own condition. It's a person's inability to accept that they have a condition that matches up with their symptoms or a formal diagnosis

A French Professor from the Institute of Memory and Alzheimer's Disease (IMMA) at La Pitié-Salpêtrière, Paris Hospitals, addresses the subject in a rather reassuring way:

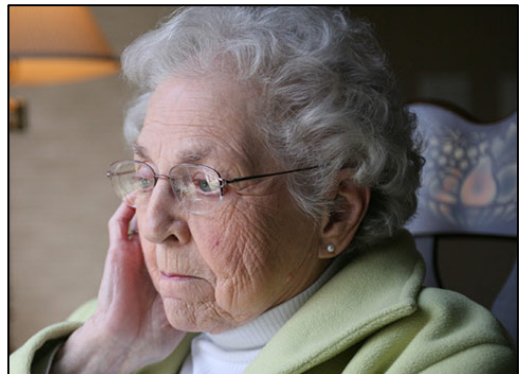
"If anyone is aware of his memory problems, he does not have Alzheimer's." Such as:

1. I forget the names of families
2. I do not remember where I put some things

It often happens in people 60 years and older that they complain that they lack memory. "The information is always in the brain, it is the "processor" that is lacking."

Half of people 60 and older have some symptoms that are due to age rather than disease. The most common cases are:

- forgetting the name of a person,
- going to a room in the house and not remembering why we were going there,
- a blank memory for a movie title or actor, an actress,
- a waste of time searching where we left our glasses or keys ...



After 60 years most people have such a difficulty, which indicates that it is not a disease but rather a characteristic due to the passage of years. Many people are concerned about these oversights hence the importance of the following statements:

- "Those who are conscious of being forgetful have no serious problem of memory."





**Gentlemen, make your lady feel special. Put her photo in the kitchen and write employee of the month on it.**

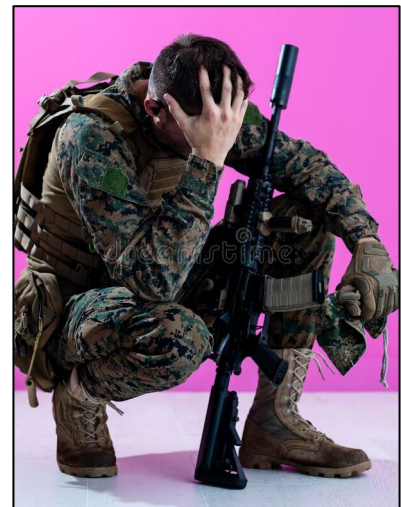
## A Modern Soldier's Perspective.

After hearing of another young man taking his life, for some unknown reason, the following is definitely worth considering.

For those who leave the military, particularly after many year's service, who struggle to find their place, to feel complete and for those who are worried about leaving. because "it's who you are", the following is important.

The military is, by its very nature, designed to replace you in a heartbeat. You will leave today, and tomorrow it will be like you were never there. You will be replaced. They will get the job done without you. That's the nature of the job. While you no doubt make a difference and your service is vitally important to this nation, you will soon be forgotten and no longer needed. You can and will be replaced.

But do you know who cannot replace you? Your family. Your wife. Your sons and daughters. Your brothers and sisters. Your mother and father. Your FAMILY. To them you cannot be replaced. There is no substitute for you as a father, a mother, a brother or sister, a daughter or son.



If you are struggling after leaving the military, or struggling with the decision to leave, thank about what really matters. Your family. and how much you mean to them. And how much they mean to you.

And for those who think or feel they lose their identity when they leave the military, you're wrong! You will always be a soldier, a sailor or an airman/woman. No one can take that away from you. But that's not who you really are. Who you are is an essential part of a family, that is loved. and cherished and cannot be replaced by anyone, EVER! That is far more important than your military service.

So, if you're struggling and need help, please reach out. Please talk to someone. Talk to your family and let them know how you feel. Please, ask for help, we don't want to see another family lose someone they cannot replace.





## Thank goodness!

With world-wide trivialities like Covid distracting millions of simple minded people, ground breaking work is still being performed behind the scenes by an unsung hero on behalf of the LBQTX community. We're just lucky there are people who can distance themselves from minor issues like the Corona Virus and stay focused on the important things in life.

See [HERE](#).

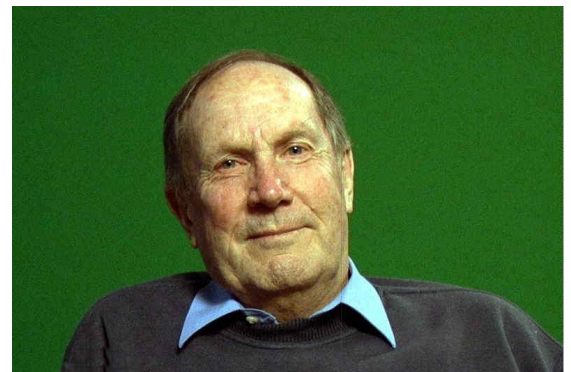
After my husband died, I couldn't even look at another man for 10 years.  
But now that I'm out of jail, I can honestly say it was worth it.

## The Mirage

The search for a Sabre replacement began in the 1950s, and when a joint evaluation team from the Departments of Air and Supply visited Europe and North America in 1960, the Dassault Mirage III emerged as their selection over the Lockheed F-104 Starfighter.

Built by the French firm Generale Aeronautique Marcel Dassault (GAMD), the Mirage I flew on 25 June 1955, followed the following year by the prototype Mirage III. Having selected the Mirage, the RAAF then had to decide on the power plant and with the Rolls Royce Avon already in service powering both the Sabre and the Canberra, this option was pursued for the Mirage. A French Mirage IIIA, known as 'City of Hobart', was fitted with an RB146 Avon 67 turbojet and flew on 13 February 1961. This was known as a Mirage IIIO, but did not receive a RAAF serial number as, although this modification delivered superior performance, its cost was prohibitive and this project was discontinued.

Having selected the French SNECMA Atar 9C engine, the first RAAF aircraft, numbered A3-1, flew at Bordeaux on 14 March 1963 and was handed over to the RAAF at Villaroche, near Paris, on 9 April. This definitive IIIO was similar to the French Air Force Mirage IIIE. While A3-1 was flown to Australia by Hercules, the second French-built aircraft, A3-2, remained in France until August 1965 to test the various RAAF modifications. Meanwhile, two further aircraft were shipped to Australia as fully-equipped major assemblies and completed at Avalon by the Government Aircraft Factories (GAF), the Australian prime contractor. The first of these, A3-3, was flown by Squadron Leader (later Air Vice Marshal) Bill Collings (right) at Avalon on 16 November 1963.



Gradually the French content was reduced, with GAF subcontracting the wings, tail and engine to the Commonwealth Aircraft Corporation (CAC) and by aircraft A3-16 the first Australian-built primary parts were incorporated. The first order in December 1960 for 30 aircraft, A3-1 to A3-30, was followed



in 1962 by an order for a further 30, A3-31 to A3-60. In 1963 the order was increased by another 40, A3-61 to A3-100, followed by 10 two-seat trainers, similar to the French Mirage IIIB, and designated IIID, A3-101 to A3-110.

Following the two French aircraft, the first 48 Australian-assembled aircraft (A3-3 to A3-50) were built as Mirage IIIO(F) interceptors and No 2 Operational Conversion Unit (2OCU) at Williamtown began receiving deliveries in 1964. No 75 Squadron became the first operational unit to equip in 1965 followed by No 76 Squadron in 1966. The next 50 aircraft (A3-51 to A3-100) were built as IIIO(A) ground attack variants with slightly different radar and the addition of doppler navigation and radar altimeters for low-level operation.

In 1967 No 75 Squadron deployed to Malaysia to replace No 3 Squadron. No 3 Squadron then became the first unit to equip with the ground-attack Mirage under Wing Commander Jake Newham, who was later to be Chief of Air Staff. When No 3 Squadron returned to Butterworth in 1969, No 77 Squadron re-equipped and became the fourth RAAF Mirage squadron. The first two-seater Mirage IIID, A3-101, flew on 6 October 1966 and was accepted by the RAAF at Avalon on 10 November, followed by a further nine over the next year. The trainer version did not have the Cyrano II nose radar; a second cockpit was added behind the first and the avionics equipment previously stored there was relocated in the nose. The Mirage trainers were assembled by GAF from imported French-built fuselages and CAC-built wings and vertical tail surfaces.



In December 1970 the government approved the procurement of six additional Mirage IIID trainers at a cost of \$11 million. These aircraft, A3-111 to A3-116, delivered from August 1973 to January 1974, enabled the retirement of the Sabre from operational fighter training.

An anomaly in Mirage deliveries occurred with A3-26. This aircraft was retained in France by Dassault from 1965 to 1968 as a trials installation for the IIIO(A) standard. The aircraft was finally delivered to 2OCU in November 1968 and the following June it was decided to convert the remaining IIIO(F) aircraft to the IIIO(A) standard for the ground-attack role.

With defence cuts under the Whitlam Government, No 76 Squadron was disbanded amongst much ill feeling in August 1973. The remaining three squadrons continued operating the Mirage in air defence and ground attack, based at Williamtown and Butterworth. Several Mirage aerobatic teams were also formed during its service with No 77 Squadron. Best known were the Deltas in 1971, followed by the Miracles in 1976 and a three-aircraft team of red, white and blue aircraft organised for the 1981 air shows. Basing of aircraft extended to Darwin in 1983 when No 75 Squadron relocated from Butterworth.

As 2OCU began to work up for the F/A-18 Hornet in 1984, all Williamtown-based Mirages were transferred to No 77 Squadron, with some 40 of the type on strength. This must have made No 77 Squadron the largest fighter squadron ever in the RAAF. No 77 Squadron finally relinquished their Mirages for Hornets in November 1987. In March 1986 No 79 Squadron reformed at Butterworth from No 3 Squadron, as the latter began conversion to the Hornet. No 79 Squadron operated the Mirage until disbanding in April 1988, leaving No 75 Squadron at Darwin and Aircraft Research and Development Unit (ARDU) at Edinburgh as the remaining operators. In early



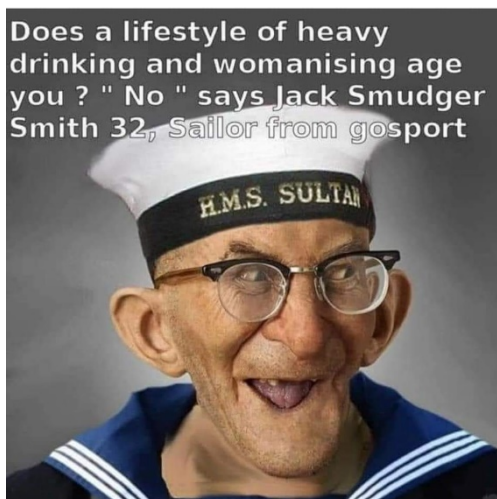
September 1988, No 75 Squadron flew a formation of Mirages over the east coast state capitals as a farewell gesture before the aircraft ceased squadron operations on 30 September. In October the remaining No 75 Squadron Mirages were ferried to Woomera and so, appropriately, this squadron, which was the first to equip with the Mirage in 1966, was the last to operate it.

The last RAAF Mirage flight was on 8 February 1989 when A3-101 was flown from ARDU at Edinburgh to Woomera to join 47 of the type in storage pending their disposal. In 1990 Pakistan purchased fifty RAAF Mirages, including two which had been stored at Point Cook, and these have now been delivered to the Pakistan Air Force (below), where some will undoubtedly fly for many years to come.



The Mirage saw longer service in our front line than any other fighter. Despite the original estimated design fatigue life of only 1500 hours, some Australian Mirages flew over 4000 hours. **Over forty aircraft were lost in flying accidents**, but those who flew it held the type in high regard. Although the 'Miracle' has left our skies, many examples remain on display at museums around Australia.

Pathe News produced a video depicting the arrival of the Mirage – you can see it [HERE](#)







Growing up with a dyslexic father had its advantages.  
Whenever he caught me swearing, he used to wash my mouth out with soup.

## What does “Run as Administrator” mean in Windows 10?

If you use Windows 10, you’ve no doubt seen the phrase “Run as administrator” at some point. But what does it mean? Here’s why it’s important, how it works, and when to use it.

**How-To Geek**

There are two types of accounts in Windows:

- Standard user accounts and
- Administrator user accounts.

Administrator accounts can configure system settings and access normally restricted parts of the operating system. (Confusingly, there’s also a hidden built-in account named “Administrator.” Warning: The built-in Administrator account has a lot more privileges than a regular administrator account—privileges that can easily get you into trouble if you don’t know how to use it.)



The purpose of an administrator role is to allow changes to certain aspects of your operating system that might otherwise become damaged by accident (or through malicious action) by a normal user account. If you own your own PC and it isn’t managed by your workplace, you’re probably using an administrator account. (You can check your administrator status by heading to Settings > Accounts > Your Info. You’ll see “Administrator” below your name here if you’re an administrator. If you have other accounts set up on your Windows 10 PC, you can head to Settings > Accounts > Family & other users to see if they’re administrators.)

But even if you are using an administrator account on Windows, not every application needs full administrator permissions. In fact, that’s bad for security—your web browser shouldn’t have full access to your entire operating system. [User Account Control \(UAC\)](#) limits the permissions that applications have, even when you launch them from an administrator account. When you use “Run as Administrator,” UAC gets out of the way and the application is run with full administrator access to everything on your system.

So, when you run an app as an administrator, it means you are giving the app special permissions to access restricted parts of your Windows 10 system that would otherwise be off-limits. This brings potential dangers, but it is also sometimes necessary for certain programs to work correctly.

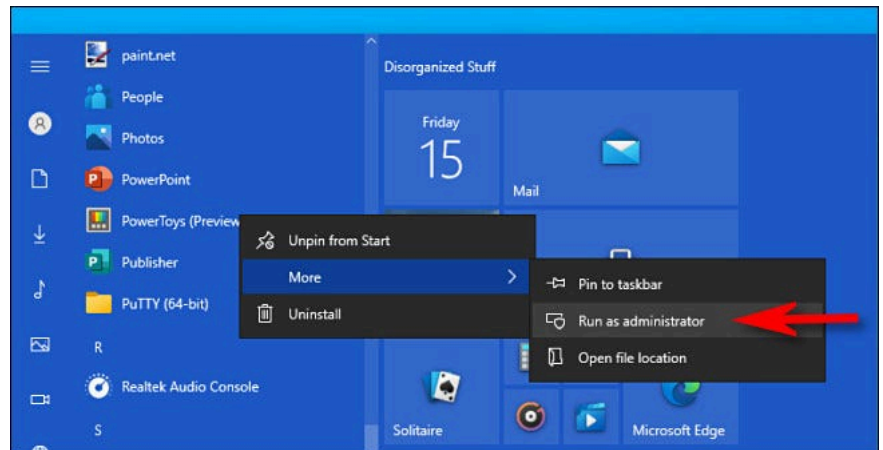
### When should you run Apps as an Administrator?



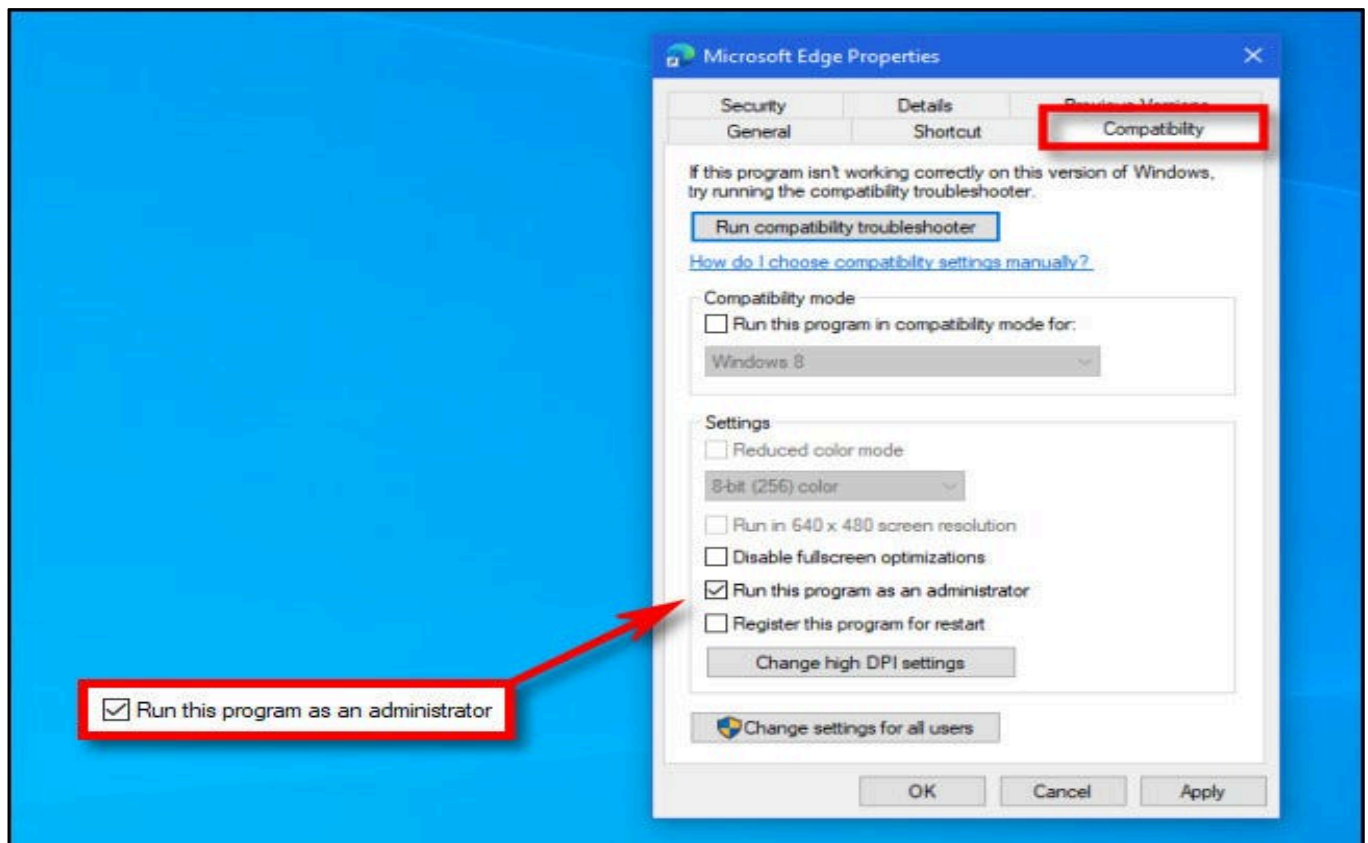
If an app isn't working as you would expect it to, you might want to run it as an administrator and see if that clears up the problem. This is particularly the case with utility programs that may require deep access to perform diagnostics on your file system, configure storage devices, or change the settings of certain devices installed in your system.

## How Do I Run Apps as an Administrator?

If you'd like to run a Windows 10 app as an administrator, open the Start menu and locate the app on the list. Right-click the app's icon, then select "More" from the menu that appears. In the "More" menu, select "Run as administrator."



Also, if you'd like to always run an app as an administrator, create a shortcut to the app on your desktop or taskbar, or in File Explorer. Right-click the shortcut and select "Properties." In the Properties window that appears, click the "Compatibility" tab, then put a checkmark beside "Run this program as an administrator."



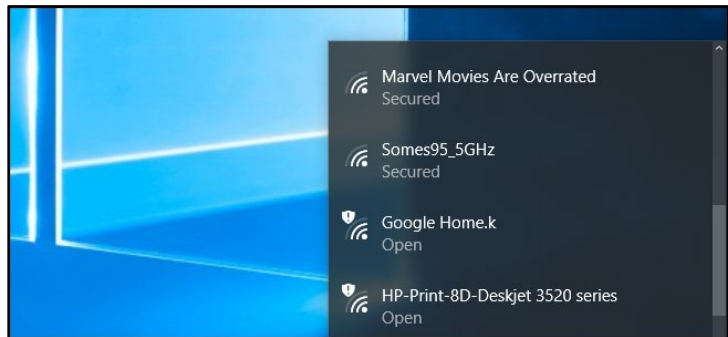


After that, close the Properties window. Now every time you run the app from that shortcut, you'll always be running it with administrator privileges.

Got an e-mail today from a "bored housewife 32, looking for some action!"  
So I've sent her my ironing, that'll keep her busy.

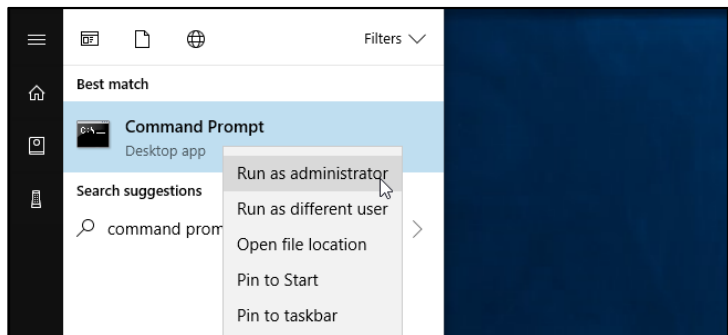
## How to block unwanted Wi-Fi Networks from appearing on your computer.

When you click the small Internet Access icon down the bottom right of your computer you'll often see a heap of unavailable networks along with your own. These are networks that belong to your neighbours and as such are of no interest to you. If they don't worry you – well and good, but there is a way to get rid of them, it's a bit complicated but it can be done.



Here's how!

First: open an Administrator Command Prompt Window, to do this open the Start menu, search for Command Prompt, right-click the "Command Prompt" (the old DOS Prompt) shortcut, and select "Run as administrator".



With the command prompt window open, type

*netsh wlan add filter permission=block ssid="WIFI NAME" networktype=infrastructure*

```
Administrator: Command Prompt
Microsoft Windows [Version 10.0.16299.19]
(c) 2017 Microsoft Corporation. All rights reserved.

C:\WINDOWS\system32>netsh wlan add filter permission=block ssid="Marvel Movies
Are Overrated" networktype=infrastructure
The filter is added on the system successfully.

C:\WINDOWS\system32>
```



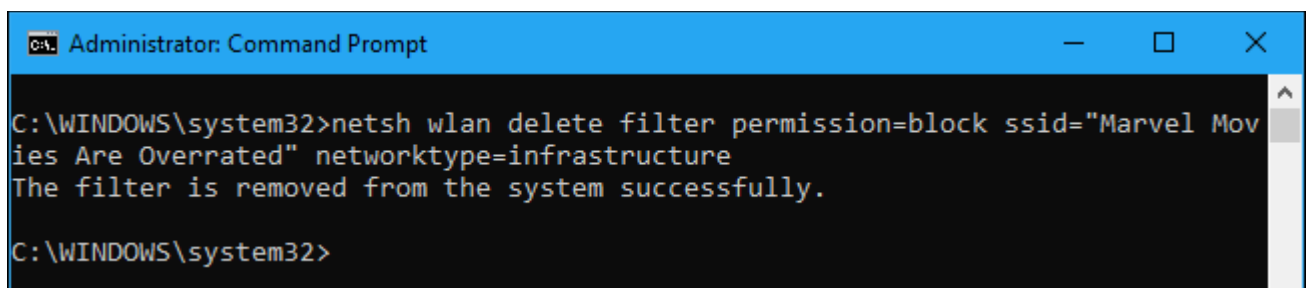


Where it has WIFI NAME, change it to be the WiFi name that you want to remove, ie: you would put **“Marvel Movies Are Overrated”** instead of WIFI NAME if that was what you wanted to remove.

You can repeat this process to add more networks to your Wi-Fi blacklist. This command works on the network name, so, if your neighbour renames their Wi-Fi network, you’ll see the new name appear in your Wi-Fi list.

To undo this change and remove a network from the blacklist, run the following command and once again replace “WIFI NAME” with the name of the Wi-Fi network:

```
netsh wlan delete filter permission=block ssid="WIFI NAME" networktype=infrastructure
```



### How to view your Filters.

To see which the WiFi networks you’ve blocked, open the Command Prompt as Administrator and type:

```
netsh wlan show filters
```

The wife's been hinting she wants something black and lacy for her birthday.  
So I've got her a pair of football boots.

## Where did the Numeric Keypads on PC Keyboards come from?

If you’ve ever used a computer, you’ve probably seen it: A grid of numbers and mathematical operators on the far-right side of a keyboard. It’s a numeric keypad, but how did it get there, and why is it laid out the way it is?

Computers have numeric keypads because they make repetitive data entry





easier. They allow you to type numbers and perform mathematical operations rapidly, with only one hand. The modern design of numeric keypads may seem obvious today, but it is the product of decades of refinement in adding machine technology, most of which took place over 100 years ago.

The modern numeric keypad layout—sometimes called a “tenkey” layout—can trace its roots back to David Sundstrand, whose company released the first commercial tenkey mechanical adding machine in 1914. Prior to the tenkey design, most adding machines used a complex layout that included over 90 keys, with buttons for the numbers 0 to 9 in nine columns. (In fact, many companies continued to use this more complex layout for decades after, due to patent restrictions.)

In Sundstrand’s much simpler adding machine key layout, you can see the rudiments of now-standard setup: ten numeral keys, arranged in three rows of three with the “0” key beneath them. The numbers count upward from 1 to 9 starting in the lower-left corner of the grid.

Contrast this layout with a telephone keypad, which features the “1” key in the upper-left corner of the number grid. The telephone layout originates from a 1960 usability study conducted by Bell Labs to determine the most efficient layout for Touch-Tone push-button telephone devices.

Sundstrand’s company patented the design of the “tenkey” adding machine in 1914, and advertised the layout as being an easier, faster alternative to its competitor’s keypads. After the patent expired, many companies imitated Sundstrand’s tenkey design. By the 1950s, tenkey had become a common key layout for adding machines on the market.



As electronic adding machines took over from mechanical ones in the 1960s, the tenkey design carried forward. Generations of clerical workers learned how to operate tenkey machines for accounting and later, for data entry on early tabulating machines, so when it came to data entry on computers, it was only natural to carry the standard tenkey layout forward.

### **Numeric Keypads at the Beginning of Computers.**

To find the origins of numeric keypads on computer keyboards, you have to reach back into the dawn of the digital computer itself. As far back as 1951, the operator’s console for the UNIVAC-I, one of the first commercial digital computers, included a numeric keypad on its keyboard.



By the time the personal computer revolution arrived in the mid-1970s, numeric keypads came along for the ride. Some of the earliest PCs, including the Sol-20, CompuColor 8001 (both 1976), and the Commodore PET (1977) included tenkey-style numeric keypads on their keyboards. In general, the more business-oriented the computer, the more likely it would include a numeric keypad to aid with data entry tasks.



When IBM launched its own personal computer in 1981, it too included a numeric keypad on its keyboard with the tenkey layout. IBM also included mathematical operator keys and a Num Lock key, which switched functions between numeric keypad mode and using some of the keypad keys as cursor (arrow) keys.

### From PCs to Everywhere.

In 1984, IBM introduced its 101-key Extended Keyboard, now most commonly known as the "Model M" and of course, the numeric keypad wasn't left out. This new 101-key keyboard design soon became an industry standard among PC compatibles (and eventually made its way to the Mac in the form of the Apple Extended Keyboard). As manufacturers copied IBM's design, the numeric keypad became standard issue on many PCs of the '80s, '90s, and 2000s.



Interestingly, while you usually find numeric keypads on the right side of a keyboard, not all computers set them up that way. The 1989 Macintosh Portable included a reconfigurable keyboard that let you place a numeric keypad on the left or right side of the keyboard, making it a rare exception to the rule. And some computers don't include numeric keypads at all but still let you simulate them. For example, many laptops let you press a Num Lock key and convert a grid of letter keys into a numeric keypad for quick data entry on the go.

Of course, if your laptop or keyboard doesn't include a built-in keypad, you can buy a standalone keypad that plugs in via USB. These standalone numeric keypads have a proud tradition in personal computers as well, stretching back at least as far as the Atari 800 in 1979.

With so many people out there doing data entry in spreadsheets, programming, and







otherwise, it's likely that numeric keypads will stick with us as long as we have computer keyboards themselves. Math will never become obsolete.

My wife asked if she could have a little peace and quiet while she cooked dinner.  
So I took the batteries out of the smoke alarm.

## Covid.

I think [THIS](#) is funny.

## Where did the word Buck originate to indicate one dollar?

If you ever pondered where the slang word “buck” for the U.S. dollar came from, here's the answer. Unlike many words where the etymology is murky at best or entirely unknowable, the etymology of buck as a slang term is clear cut.

Early on in American history, before there was even a United States let alone the modern dollar, early settlers, fur traders, and trappers were using the full skin of a buck as a unit of currency. As early as the 17th century, there are examples of people referring to purchasing power in terms of “bucks”, as in “two bucks for a wool blanket” or two buck skins in barter for the product.

Later on in the 19th century, the value of a single buck skin became fixed to the value of a U.S. dollar. In 1851, historian Henry Howe recorded the exchange rate of skins in the trapping trade:

*A muskrat skin was equal to a quarter of a dollar; a raccoon skin, a third of a dollar; a doe skin, half a dollar, and a buck skin, “the almighty dollar.”*

While the other terms never caught on, no child standing in a 1950s soda shop ever exclaimed, “A *whole muskrat* for a bag of liquorice! What a rip off!” — the use of the term buck in place of dollar certainly did and long after people were trading male deer pelts for goods and services, the slang lives on.



## My Story

### **Ted McEvoy.**

Although he's an incredibly humble and understated man, the truth is that if you name it, Ted McEvoy has probably done it! From skydiving to scuba-diving, flying gliders to breeding Dalmatians, dressing up as Santa, volunteering as an English teacher in Vietnam and even trying his hand at square dancing, by any measure the AFME Mirage Terraces (Perth WA) resident of 10 years has lived life to the fullest.

Born during the war in 1943 in England to a Presbyterian mum and a Catholic father, Ted spent the first nine years of his life growing up in Southampton where he lived with his mum and younger brother, as well as his father when he wasn't sailing the world as a member off the Merchant Navy. But when he was nine years old, Ted and his family joined the post war migration exodus from the UK to Australia, embarking on the ship the 'New Australia', which sailed via the Suez Canal to Fremantle, and then on to Sydney where the family disembarked in 1954.



The winters are cold in Bathurst, particularly when it snows and there is no heating or running water in the house and the family couldn't stop thinking about the beautiful climate they'd encountered on their stop off in Fremantle three years prior. So, Ted's parents thought 'bugger this blooming cold', let's head back to the west for some sunshine. The family settled in Mount Lawley, where Ted was enrolled in Highgate Primary School, and later went on to become a high school student at Mount Lawley, the suburb in which he also gained his first job as a paperboy.

In 1959, the then 16-year-old was accepted as an apprentice in the Air Force, although was told he had terrible acne and was given 12 months to clear it up. According to Ted, the next year was dominated by eating lots of salad and so in 1960, Ted, having cleared up his acne, was sent to Melbourne via steam locomotive to begin his electronics training, where he was based at Frognall, in Camberwell. It was there that he met his future wife, who at the time was studying at the rather grand sounding Emily McPherson College of Domestic Economy. The couple married in 1967 at the RAAF base at Richmond, just prior to Ted being posted to Vietnam where he was



part of the aircraft electronics team. He remembers his 12-month tour of duty as something he was 'happy to survive', whilst admitting he met a lot of fantastic blokes, many of whom he remains friends with today.



What then followed was a 20 year career in the Air Force, with many postings around Australia, though it was his time spent in Vietnam that perhaps had the most impact, which may explain why he has visited the country on numerous occasions ever since, mostly working as a volunteer English teacher in various schools. "To me it's about giving back to the country, which is absolutely stunning," says Ted, who has been able to pick up the Vietnamese language to varying degrees over the years. But with the border restrictions implemented as a result of the 2020 pandemic, Ted wasn't able to visit the country this year, and had to cancel the holidays he had planned, including a trip to Cuba in April and Japan in June.

Fortunately, Ted's varied commitments kept him largely 'out of mischief' during the year. A committee member on the MER Branch, the coordinator for the AFME buggy, one of the estate's bus drivers, a committee member for the Vietnam Vets of Australia group, the Vice President for RAAF Vietnam Vets and a 'go-to' man for any computer, phone, TV or smart speaker issues, Ted is clearly a man in demand.

Perhaps one of his most endearing roles of recent times occurred when he dressed up as Santa for the RAAFA kids Christmas party, where he was accompanied by his sister-in-law who masqueraded as 'Mary Christmas'. "That was a great gig," admits Ted. "I loved seeing the smiles on the faces of the kids. And even if I do say so myself. I look like a pretty legitimate Santa Claus, plus, like most things, I was willing to give it a go."





## 35 Sqn 79<sup>th</sup> Birthday.

35 Squadron RAAF was formed at RAAF Base Pearce in Western Australia in February 1942 and was initially equipped with a Fox Moth and a de Havilland Dragon aircraft. 35 Squadron commenced operations in March 1942 flying operations to Geraldton, Rottnest Island and Kalgoorlie. The Squadron relocated to Maylands Airfield in Perth on 6 April 1942.

The de Havilland Dragon made a forced landing into the sea south of Dongara reducing the squadron down to its lonely Fox Moth. A Moth Minor, a twin seat trainer, was acquired shortly later, though was not that suitable for transport operations. Two Fairey Battles joined the squadron in September 1942, again not that suitable for transport operations. A second Moth Minor and an Avro Anson joined the squadron in October 1942. A Dragon Rapide joined the motley collection of squadron aircraft in November 1942. Six Tiger Moths and a Northrup Delta joined the Squadron during December 1942 through to January 1943.

35 Squadron relocated back to Pearce on 5 August 1943 and eventually replaced their strange collection of aircraft with Dakotas on 18 December 1943. The strange collection of aircraft was then inherited by 7 Communications Unit RAAF.

35 Squadron Dakotas based in Pearce commenced freight and passenger operations to as far as Broome in Western Australia, and Essendon in Melbourne. 35 Squadron moved to Guildford in Western Australia on 11 August 1944. A Detachment of 35 Squadron was established in Brisbane in south east Queensland later in August 1944 for special duties in eastern and northern Australia. The control of transport squadrons passed from the Directorate of Air Transport to the RAAF on 16 October 1944.

Three Dakotas from 35 Squadron flew to [Higgins Airfield](#) on 17 October 1944 to fly a special ferry service to Aitape on the north coast of New Guinea.

A Detachment of the Squadron began operation from Townsville and staged through Iron Range, Merauke, Hollandia, Tadjil and Noemfoor. Another Detachment was based in Darwin in the Northern Territory.

### *Living quarters Townsville.*

On 31 January 1945 an advance party left Guildford for Townsville, arriving there on 3 February 1945.

The rest of the Squadron arrived in Townsville in February and March 1945. They started scheduled operations to bases in eastern Australia and New Guinea on 1 April 1945. A Detachment was based at Morotai in late April 1945.





After Japan's surrender, 35 Squadron supported the movement of three RAAF fighter Squadrons and various support Units to Japan before disbanding in June 1946.

After continued lobbying from the United States government for a larger contribution to the war, the Australian government decided in May 1964 to send six of the Air Force's new Caribou transport aircraft to Vietnam. The RAAF had just received three of its ordered 18 Caribou from de Havilland of Canada, which the government decided would deploy in June, followed with another three by October. As the Caribou were being flown from Canada to Australia via Butterworth, Malaysia, it was decided to establish the new unit for Vietnam in Butterworth and the RAAF Transport Flight Vietnam (RTFV) was formed on 21 July 1964.

The Caribous were integrated into the Southeast Asia Airlift System, operated by the United States Air Force (USAF), and became part of the 315th Troop Carrier Group (Assault), which later became the 315th Air Commando Wing. RTFV flew its first operational mission on 14 August.

On 1 June 1966, the RAAF Transport Flight in Vietnam was re-titled No 35 Squadron and operational control for the squadron passed to the 834th Air Division of the USAF Seventh Air Force..

35 Squadron flew from its home base at Vung Tau, operating cargo and passenger flights throughout South Vietnam. Paratrooping operations, in support of the South Vietnamese Army were also a feature of No 35 Squadron's operations as were occasional night flare dropping missions.



The unit transported personnel and equipment into "some 115 airfields of varying surfaces and dimensions" throughout the Republic of Vietnam. The Caribous also carried livestock, mail, fuel drums, and even peasant workers. As the RTFV aircraft used the call-sign "Wallaby", the unit quickly became known as "Wallaby Airlines". The unit performed to higher standards than American squadrons with similar aircraft.

Although the work was routine, flying in a war zone was still dangerous. The weather was often poor and aircraft were hit by enemy ground fire, wounding aircrew. Two aircraft were destroyed in landing accidents, while a third was destroyed in March 1970 by mortar fire at That Son air base, near the Cambodian border.

In June 1971, the squadron's remaining seven aircraft were reduced to half strength, when three Caribous returned to Australia as part of the government's decision to decrease Australia's involvement in the war. Due to servicing requirements, this meant that only two aircraft were operational. In October and November the squadron Caribous lifted 3rd Battalion, Royal Australian Regiment (3RAR); and 2 Squadron, Special Air Service; and some of the last army personnel from the Australian base at Nui Dat to Vung Tau, from where the troops returned to Australia. The squadron's time came a few months later. Flying ceased on 13 February 1972 and



all personnel prepared for their return to Australia. The four Caribous took off six days later and arrived in at Richmond Air Force base on 26 February. It was the last RAAF unit to leave Vietnam.

In its seven and a half years in Vietnam, 35 Squadron flew nearly 80,000 sorties (totalling 47, 000 hours of flying time) and carried 677,000 passengers, 36 million kilos of freight, and 5 million kilos of mail.

Four years after arriving back in Australia, the Squadron moved to Townsville Queensland, where Iroquois helicopters joined the Unit's Caribous. 35 Sqn became the only RAAF squadron to ever be simultaneously equipped with rotary and fixed-wing aircraft. With this mixed fleet of aircraft, No 35 Squadron undertook army tactical support tasks and civil aid operations, including search and rescue, medical evacuations and flood relief work.

35 Squadron continued its mixed rotary/fixed wing operations until December 1989, when the Iroquois were transferred to Army control. In 2000, Caribou operations were rationalised, and No 35 Squadron's operations were amalgamated into No 38 Squadron. With no aircraft, 35 Sqn was moth-balled and told to 'mark time' for a year or two while a replacement aircraft was sought.

In January 2013, 35 Sqn was cranked up again and, based at Richmond, became an element of No. 84 Wing. Its first aircraft, the Alenia C-27J Spartan transport aircraft arrived at Richmond in 2015 and the RAAF organised a [welcoming parade](#). Gradually over the next few years, the numbers increased until the Sqn's complement of 10 aircraft had arrived in April 2018.

In 2019, under its (then) CO, WngCdr Ben Poxon, the Sqn moved 'holus-bolus' to Amberley where it is today.

On the 11<sup>th</sup> March 2021, with the Corona Virus restrictions having been eased considerably, the Sqn, under its current CO, WngCdr Scott Egan, decided to celebrate its 79<sup>th</sup> birthday with a get together in the Sqn buildings at Amberley. The occasion was also an excellent opportunity to acknowledge some wonderful work performed by some members of the Sqn and to hand out some well earned awards.



Several members from the RTFV-35Sqn Association were invited and of course we went along and to make us feel at home, the Sqn towed a Caribou from the Heritage Centre up to the Sqn's hard stand and had it open for display. A lovely thought which was very much appreciated.

The only mystery in life is why the kamikaze pilots wore helmets.





The Caribou on display and open, a very considerate gesture on behalf of 35 Sqn.



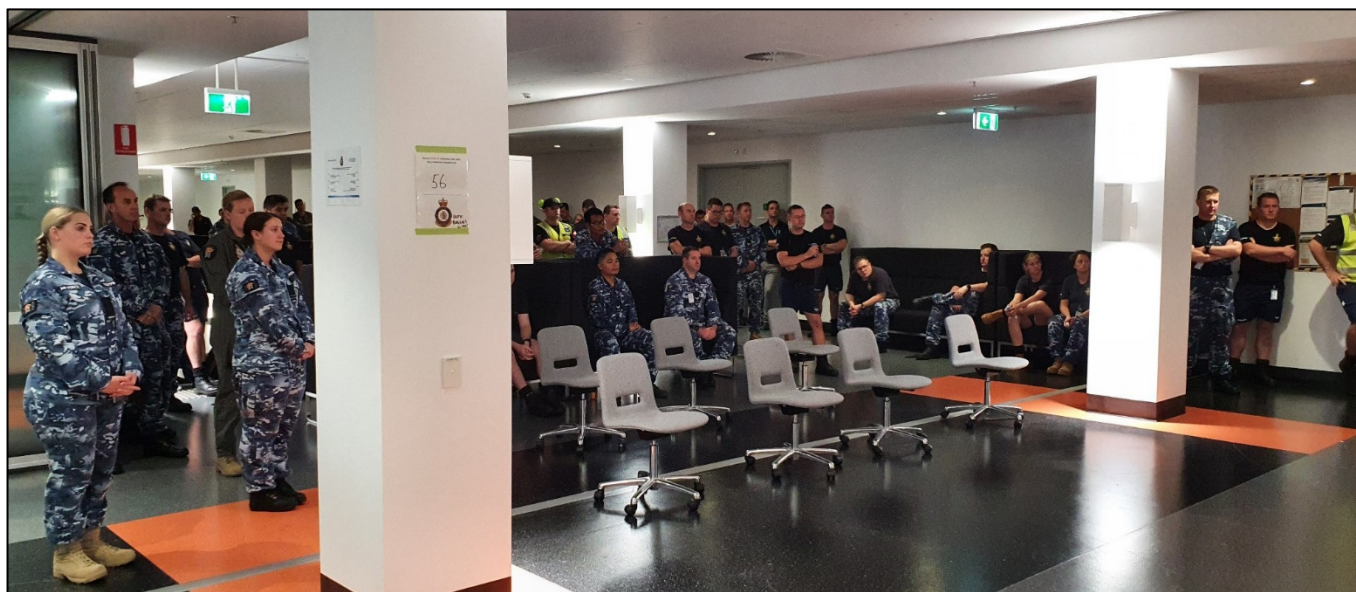
**L-R:** John McDougall, Jennie McIntosh, Trev Benneworth, John Griffiths, John 'Sambo' Sambrooks, Peter Gleeson, Andria Butler.

The old Bou could do with a bit of TLC, she's starting to show her age (like the rest of us).





Jennie McIntosh couldn't help hamming it up while inside one of the RAAF's best ever aircraft.



Later in the morning the Sqn members assembled in an area adjacent to the Sqn smoko room for the ceremony.





The CO, Scott Egan welcomed all to the event, pointed out the magnificent 'birthday' cake that he reckons he baked last night and invited everyone to partake of it at the end of the ceremony.



The magnificent cake that Scott said took him hours to bake and prepare. Indeed, a man of many talents.





Squadron Warrant Officer, Evan Cannard, only recently posted into the Sqn, took the opportunity to introduce himself to the Squadron personnel.

CO, Scott Egan then presented some awards.



SqnLdr Justin Van Beuningen received the Second Clasp to his Defence Long Service Medal.





FitLt Ashley Sampson received the Australian Operational Service Medal.



Sgt Tim Magann received the Defence Long Service Medal.





LAC Sharni Retzki – the Defence Service Medal.



The Sqn's XO, SqnLdr Justin Della Bosca introduced Sgt Joshua Baker who was to receive a United States Army Achievement Medal. Joshua put his life at risk to help US servicemen while participating in a paratroop.





Sgt Joshua Baker (left) receiving his award from SqnLdr Justin Della Bosca. Josh seems more interested in Scott's cake.

The CO then asked if John McDougall, the President of the RTFV-35Sqn Association would say a few words and remind current Sqn members of some of the Sqn's history. You can read John's talk [HERE](#).





It was then time to get stuck into Scott's cake. As per standard operational procedures, the CO called for the eldest and youngest in the room to step forward. John McDougall was, by a country mile, the most ancient person in the room and the delightful Christina McCullum the youngest. Both were given a knife and attacked the cake with a vengeance.



John McDougall, Christina McCallum

Protons have mass? I didn't even know they were Catholic.





Then, what would an Air Force event be without a barbecue. After the official part of the ceremony was concluded, everyone was invited downstairs to the 'Spartan' Club to partake in a typical sausage sizzle.

All in all, it was a great day – thanks to 35Sqn for inviting us.





## The people I meet.

The other day, whilst I was home and out on the balcony, reading the Readers Digest and just relaxing under Queensland's wonderful sun, I received a DD message inviting me to coffee and lamingtons with the Nambour Air Force Association to be held at the Nambour RSL Club, up on the Sunshine Coast. Being the shy modest and retiring person that I am, and knowing, of course, how my very presence would brighten their day, I readily accepted.

I checked my busy schedule and found I had a free Thursday in February so I made arrangements, gave a "do not disturb" instruction to my 10 executive assistants, had the car serviced, fitted new tyres, filled her up with super and looked forward to the day.

Thursday morning came and for some unknown reason, it was raining. Many years ago, Queensland's prominent politician Jo Bonkers-Bananas, had decreed that it was only to rain at night, leaving the daylight hours for the beach and other pleasurable delights. Obviously, he who makes it rain hadn't read the rules and it was raining like it was Melbourne but I wasn't to be deterred, I had given my word and as everyone knows, my word is my bond, so, it was up at 3.00am to make the body ready.



Being one of the world's best Radtechs, I have a slight problem as my body emanates an addictive product called Radtechitis which is very attractive to the female species. As a result, before I leave the premises knowing there's a chance I'll be mixing with the fairer ones, so as not to cause a wild stampede, I start the day with a 40 minute piping hot shower, followed by another 40 minutes in an ice bath which closes the pores, then I cover the body with a liberal lathering of Johnson's baby oil. Over the years I've found this to be very affective in masking the Radtechitis and allows me to go about my business in a normal civilised manner without being mobbed and adored.



At about 8.30am I hopped into the '61 Beetle I've had since new and headed north along the Bruce Hwy towards Nambour with ABC Classics soothingly playing on the Astor diamond dot in the dash. The electric wipers were trying their hardest to keep the screen clear of water so I could navigate the route by DR as the Beetle has a 6 volt electrical system and I was not able to find a 6 volt GPS system. This meant I had to do it the hard way, look out the window with the old WAC chart on the knees but being a Radtech, I found it not too difficult. Anyway, some time ago, a thoughtful person had put big green signs beside the highway pointing the way and I've found you can nearly always get where you want to go by following these signs. Very thoughtful indeed.

The little Beatle purred its way north at a steady 75 kph and I arrived at the Nambour RSL with 15 minutes to spare. The RSL Club had thoughtfully built their premises on stilts, leaving a considerable space underneath for people to park their cars and alight without getting wet. They



must expect a lot of patrons during the evening hours as normally there would be no need for this facility during the HJ hours.

My Beatle was built well before such niceties as electric windows and remote locking were introduced to the motoring public, so I was forced to lean across and check the window and door on the passenger side before leaving the vehicle and while doing so, I inadvertently rubbed my wrist against the white gear knob. I didn't know at the time, but I must have wiped a minute amount of Johnson's baby oil from my skin, allowing a miniscule amount of Radtechitis to escape. Oil being viscous, it quickly recovered the blemish and I was able to enter the Club in a normal manner.

However! I was soon to learn that the contact my wrist had with the gear knob had caused a serious problem. That tiny whiff of escaped Radtechitis was carried south on the anabatic winds that flow from the Nambour hills during the day and headed south at 15 knots.

Some miles from Nambour and although miles apart, two lovely ladies, Crissie and Val, were going about their daily ritual, both had cleaned away the dishes from morning breakfast and had retired to the back porch, relaxing in their wooden rocker chairs. Both had their Bakelite HMV radios playing re-runs of "[Portia faces Life](#)" while alternatively reading Mills and Boon and knitting socks for their men-folk, when coincidentally, a small whiff of Radtechitis reached them at exactly the same moment.

Down went the knitting and leaping from the rocking chairs, scattering both dogs, books and chooks asunder, they spun around trying to determine the source of that elusive Radtechitis. Finally, with a spot fix indelibly fixed into the brain, it was off with the apron, on with the twin set and with knees pumping headed for the source. Val raced to the shed, leapt aboard the old DeSoto 2 tonner, spun the crank handle and kicked it into life then wheel spun out the driveway, heading for Nambour. Crissie's FJ ute had a flat tyre so she donned the Dunlop Volleys and started running. Val, being the kindly person that she is, after nearly running over Crissie, offered her a ride. Both ladies screeched to a halt in the bus stop outside the Club, raced in and draped themselves upon my most surprised personage.





I endured this for about 58 minutes before I was forced to extricate myself from their clutches. Both then left the club on a high.

Such is the burden a Radtech must endure.

Crissie Wessels, ex RAAF and Val Machin, ex-WRAAF are two great girls who live on the Sunshine Coast, both have a great sense of humour, are fun loving, always show a welcoming smile and both are very community minded.

Crissie joined the RAAF in 1978 and did her Rookies at Laverton. Apart from being the Treasurer of the Nambour Branch of the Air Force Association, she is also a volunteer at the Sunshine Coast Vietnam Vets drop-in centre at Maroochydore. As Crissie says "Well I have to concur with the Radtechitis theory, quite seriously I was not going to morning coffee that day, suddenly a wave of euphoria swept over my sad depressed state and I found myself getting ready to go out. The double bonus of the day was to meet Val and have a chat with a bonzer sheila. That was the best day at RAAFA Nambour Coffee and I seriously think all RAAFA in Queensland should sponsor visits of enthusiasm and bon homie by inviting Trevor and Val."

Val joined the WRAAF in 1971 and did her Rookies at Edinburgh. Like all the other WRAAFs, she had to endure the ignominy of being expected to do the same work as the men only to be paid 2/3 of the men's wage. Fortunately, all that ended when the WRAAF were integrated into the RAAF in 1971 and everyone was treated equally.

**Corona Virus masks – [THIS](#) one is perfect.**

## Humble Aussie pilot awarded American Purple Heart.



Phillip Zupp's bravery earned him a Purple Heart.

An Australian pilot who flew 201 missions in the Korean War but couldn't drive a car. He was, however, the first from his country to be awarded the American Purple Heart for wounds he received in a daring mission over a heavily defended part of the Korean landscape. It would be nearly seven decades before the whole story was told.



In 2018 Flying Officer Phillip Zupp posthumously received the US Air Medal in recognition of his actions on February 6, 1952, when he was a member of the RAAF's Number 77 Squadron while participating in an aerial flight in a jet fighter near Kimpo, South Korea.





The citation reads that Sergeant Zupp conducted a search for a downed pilot in a heavily armed area, defended by enemy anti-aircraft fire. As he flew in at a dangerously low altitude, he was hit with a large burst of enemy fire that destroyed his canopy. His face was wounded from ricocheting projectiles, one of which smashed the canopy and lodged near the gunsight.

He was able to regain control of his aircraft, despite the effects of shock and low altitude, and returned to base covered in blood. The citation continued that because of Sergeant Zupp's display of professional skill and airmanship, in dedication to his country, this reflected great credit upon himself and the Royal Australian Air Force.

While still in Korea Zupp was later promoted to Flying Officer. He flew 201 fighter missions and was "Mentioned in Despatches" by the Commonwealth.

Zupp's story begins in 1925 when he was born in Toowoomba, Queensland. He was brought up in the rural area of the Darling Downs which had experienced drought and the harsh effects of the Great Depression. His interest in planes was sparked at an early age, and he spent his first pay cheque at 14, on a copy of Every Boy's Fighting Planes and enlisted in the Air Training Corps, a cadet body.

One month after his 18th birthday he enlisted in Brisbane to fight in World War Two. He originally enlisted in the Royal Australian Air Force as a Navigator but was advised he was surplus to requirements. Transferring to the Australian Army, he saw active service with the 2/10 Commando Squadron in Wewak, New Guinea. When the war was over he, along with others from his unit, was shipped to Hiroshima, Japan as part of the British Commonwealth Occupation Forces (BCOF), where he witnessed a defeated people, suffering from the effects of one out of two atomic bombs dropped on the island nation.

When he returned to Australia in 1947, he spent a year cutting sugar-cane before he enlisted again in the Royal Australian Air Force as a mechanic in 1948. He hadn't forgotten his boyhood dream of being able to fly and spent his air force wages on flying lessons. He was determined to become a pilot and applied several times before obtaining his goal.

By the outbreak of the Korean War, the RAAF was busily training pilots. On the recommendation of a senior officer at Rathmines, where he had been posted, Zupp was selected for No. 4 Pilots Course at Point Cook, Victoria, graduating in February 1951. By November of that year, he was





in Japan and soon flying his first operational mission as a member of 77 Squadron in the skies over Korea.

His log book over the next seven months would see it filled with entries regarding ground attacks and numerous occasions when his aircraft was holed or landed with minimum fuel. Glued between a couple of pages is his citation "Mentioned in Dispatches" that mentions the February 1952 incident.

His log book records that he flew the next day, despite having shrapnel and Perspex still embedded in his face. It wouldn't be surgically removed until 1990.

Many years later as a paramedic, Zupp's son Owen was waiting on the transfer of a patient in Canberra and discovered a book detailing the official history of Australia's involvement in the Korean War. It was there he found his father's name in a list of medals awarded and noticed he had received the Purple Heart. This was news to him as his father had never mentioned receiving the medal.

After much research and a whole book later entitled [Without Precedent](#), Zupp was formally awarded posthumously with a Presidential Citation and a second US Air Medal in lieu of the Purple Heart, at the 100 year celebrations of US-Australian mateship. The presentation was made by the former Chief of Defence, Air Chief Marshal Mark Binskin, who had been pivotal in seeing Zupp's bravery recognised, after reading Owen's book.



While there is still no approval to wear the Purple Heart, Owen Zupp knows he has achieved his main goal. To keep the story of his father's achievements alive, not only for the nation this soldier and pilot fought and flew for, but also so his own children will know and be proud of their grandfather's achievements.

Phillip Zupp died of natural causes on the 31<sup>st</sup> July, 1991, aged 65 years. His headstone is at the Drayton and Toowoomba Cemetery.







Paddy's pregnant sister was in a bad car accident and fell into a deep coma. After being stuck in the coma for nearly six months, she wakes up and sees that she is no longer pregnant. Frantically, she asks the doctor about her baby. The doctor replies, "You had twins! A boy and a girl.. The babies are fine now; however they were poorly at birth and needed to be christened immediately, but luckily, your brother came in and named them.

The woman thinks to herself, "Oh suffering Jesus, not Paddy ...he's a clueless eejit. Anticipating the worst, she asks the doctor, "Well then, what is my daughter's name?" "Denise," says the doctor. The mother is very relieved "Wow, that's a beautiful name, I guess I was wrong about Paddy ... I do like Denise." Then she asks, "What's the boy's name?"

"Denephew"

## ANA's DC3

Adrian Heinrich.

This historical shot was taken when the old Ansett/ANA DC-3 VH-ABR was towed on its wheels via the Tullamarine Freeway from Essendon Airport to the Ansett Maintenance Base at Melbourne Airport, Tullamarine, to grace the Lawned area in front of the Base. In later years it was made airworthy again by dedicated Ansett Engineers in their own time and flown by Senior Ansett pilots to many airshows, including the major Avalon shows. (Click the pic to be able to read it.)



Today this beautiful old (1938) plane graces a special annex at the Melbourne Jet Base (MJB), Melbourne Airport and is once more in excellent flying condition and flown by MJB pilots, being maintained by dedicated volunteer former retired Ansett engineers, who spent over 3 years bringing the old girl back into the air.

For interest this is the only true DC-3 passenger aircraft in Australia, imported by ANA as one of three in 1938, VH-ABR is the only survivor and saw WWII service early in the war (in camouflage) on lease from ANA prior to the famous C-47 Dakota's being made available. Unlike the C-47's which graced Australian skies (and still today) this historical aircraft has Wright Cyclone nine cylinder R-1320 engines fitted, as opposed to the Pratt and Whitney R-1830 Twin Row Wasps, resulting in a distinctly different sound in the air. It also features a small dome shaped passenger door rather than the C-47's larger cargo doors.

## Tools.

Tools were things Sumpies and Framies used when repairing aircraft that had been mis-treated by pilots. A lot were kept on things called tool boards and kept out of sight of your average learned Radtech who had no use for them whatsoever, but there were times when a Radtech, while peering out at the tarmac from his air-conditioned work-place, would get a glimpse of a black-





handler returning to the flight office with one or more of those foreign objects in his hand. For years Radtechs have wondered for what purpose tools were intended and it wasn't until recently that a kindly black-handler put out an in-depth expose that at long last has revealed all.

If you too want to know what tools are used for, click [HERE](#).



## When Britain nuked America – twice!

Well, no... nobody actually got nuked. It was just a training exercise designed to test whether the US's air defence network was effective against the former Soviet Union's bomber forces.





One of the types of aircraft involved was the legendary Avro Vulcan bomber and it made such a mockery of the US's air defences that it was covered up until all the documents were fully declassified in 1997! I guess it proves how incredible the Vulcan was and how much of a threat a Soviet aircraft that had the Vulcan's manoeuvrability and electronic countermeasures could have been to the American mainland. We should all thank our lucky stars that the Cold War never got hot!

See [HERE](#).

## Household chores tools.

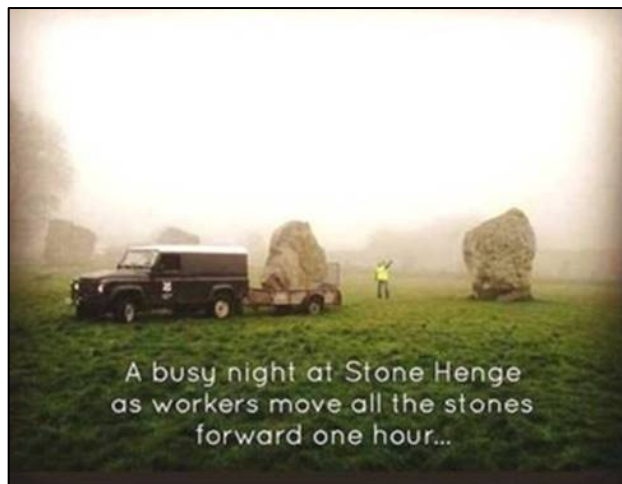
When we were young, it was common for the male of the house to be the bread winner and not unknown for the little lady not to leave home to go to work but to spend her day keeping house, cooking, washing, ironing, looking after the kids and doing the shopping. Manufacturers such as Hoover, Sunbeam and Westinghouse built appliances to make the job of house-keeping a lot easier and the average house contained several.

Times have changed.

No longer is the bread-winner responsibility the exclusive domain of the male, today the female species is as well as, or better, educated than her male partner and it is she who leaves home each day to earn an income to keep the house functioning comfortably. Roles have been reversed, the male now uses the appliances to cook, clean and wash but being male, he is not happy using frilly little battery operated vacuum cleaners, or front loader washing machines, he wants man- stuff. Luckily manufacturers have realised this and have put real man-stuff appliances on the market.



See [HERE](#).





## Tour the world – without leaving home.

With today's technology you can tour 50 cities around the world and spend as much time as you like in any one of them while "driving" without leaving your lounge room. Click the link below then pick the city of your choice from the list in the upper right and away you go. You can drive at 3 different speeds and even listen to local radio stations. One thing you'll notice is the scarcity of utes in any of the cities. Havana has many old cars while New York City has lots of taxis and not much horn honking (because the cops can give you a noise bylaw ticket).

If you've visited or even lived in some of these cities, the drive might bring back exciting memories. Happy motoring! Click [HERE](#).

People write Congrats because they can't spell Congrajashins.

## The bravery, tragedy, and mystery of Captain Smirnov's secret diamond delivery



It's March 1942 — the dark and desperate middle of the World War II. Darwin has recently been bombed by the Japanese and they are about to capture Java. On the airstrip at Bandung, a Dutch DC-3 passenger plane named the Pelikaan is ready for take-off on an evacuation flight to Broome.

The KLM plane has been repainted in camouflage colours. On board are four crew and eight passengers including a young woman and her baby. The airport is blacked out, and gunfire can be heard in the distance. The Japanese are closing in. As the crew do their final checks, the manager of the airport runs across the tarmac with a package. He crawls through the belly of the plane toward the dimmed light in the cabin and hands the package to the pilot, saying it must be delivered to the Commonwealth Bank in Australia. There is no paperwork with the package. It's the size of a cigar box and is covered in brown paper and stamped with the wax seals of the Bank of Java.



The co-pilot quickly throws the package into the safe, the twin engines of the DC3 rev up and the plane takes off into the tropical night, heading for Australia. No-one in the crew knows that inside the package are thousands of diamonds, worth nearly \$30 million in today's money. They belong to a Jewish firm based in Amsterdam which has sent its diamonds to Bandung to prevent them being plundered by the Nazis. There are thousands of small stones, but also some large diamonds, destined for the Sultan of Delhi. The pilot of the Pelikaan is Ivan Smirnov. Strikingly handsome, nicknamed "the Turk", and with a reputation as a playboy, his life story reads like a movie script.





Smirnov was born into a peasant family in a village east of Moscow. He enlisted in the Russian infantry in World War I, won medals for bravery — and was the only survivor of his regiment. "He got wounded in the leg by machine gun fire in early December 1914, and was medically evacuated to Petrograd. He had a five months convalescent period, and probably thought, 'I don't want to be the poor bloody infantry anymore, how about aviation?'

Smirnov proved to be an ace fighter in the Red Baron style, shooting down 11 German bi-planes.

Then came the Russian Revolution.

As the Bolsheviks were not very fond of officers, Smirnov and some others became concerned that they would become a target, that they would be punished or even killed, so he escaped Russia to Europe. He ended up in the Netherlands where he flew planes for KLM, was knighted by the Queen for setting a flying record, and married Danish actress Margot Linnet.

Before the country fell to the Nazis, KLM shifted its planes and air crews to Indonesia — Smirnov went with them.

## **Attack**

After seven hours of flying, the Pelikaan is tracking down the Kimberley coast. The rocky outcrops are glowing pink in the early light. Smirnov is feeling relieved, but his abilities as an air ace are about to be tested. Broome has just been raided by the Japanese long range Third Air Group based in Timor. The eight Zero fighters had destroyed Allied planes on the Broome airstrip and sunk the flying boats in Roebuck Bay, killing an estimated 120 people. To his horror, Smirnov sees the silver glint of three Japanese Zeros as they peel off from the main group and line up to attack the Pelikaan.



The lumbering DC3 has no defences. The Zeros rake the Pelikaan with machine gun and cannon fire. Smirnov puts it into a deep spiral dive, jinking and pushing the plane into every acrobatic stunt it can do. Even so, bullets rip through the cabin, hitting some of the passengers. Smirnov is shot in both arms and through the hip.

Smirnov desperately looks for a place to land. Carnot Bay, 90 kilometres north of Broome, comes into view. Luckily the tide is out, offering a wide flat stretch of sand. Smirnov skilfully puts the plane down on the beach then swings into the surf to extinguish the fire in the engine. But their troubles are far from over. The Zeros keep strafing. The Pelikaan crew and passengers hide under the plane and make a dash for it between strafing runs, but there are more injuries.

The Zeros, conserving their fuel, head back to Timor.



## **Survival**

The survivors are now alone on a desert beach in the savage March heat of the Kimberley. They realised that they didn't have much in the way of food — but more importantly, water. Using a blowtorch from the plane's toolkit they improvise a desalination still, making just enough fresh water to keep themselves alive. For food, they manage to get shellfish from the rock pools. Then they grab the three parachutes that they had in the aircraft and rig them up as shade.



When an SOS they send from the plane's radio is picked up by a Japanese flying boat, it tries to bomb them, but misses. Over the next days, four of the wounded passengers, including the young woman and her baby, die from their injuries and are buried in shallow graves on the beach. Smirnov is badly wounded, but somehow is able to keep going. He asks one of the uninjured passengers, Van Romondt, to get the mystery package and his maps and binoculars from the Pelikaan. As Van Romondt is returning from the plane with his arms full, a large wave knocks him under. He falls into the water and drops everything, picks it all back up but doesn't pick up the package, he couldn't find the package.

Bernard George, an Aboriginal man, had witnessed the attack on the Pelikaan while walking from Broome to Lombadina mission. When he reports what he's seen a search party is organised and the survivors are rescued after spending six days on the beach. Smirnov is treated in hospital in Perth. It's only when authorities question him about the package that he learns about its sparkling contents.

## **Diamond Jack**

Meanwhile, a beach comber known as Jack Palmer (probably a false name) sails his lugger to Carnot Bay to check out the wreckage of the DC3. Palmer's stories about what happened next vary. He first claims he finds the package washed up on the beach, then that it's inside the plane. When he picks up the sodden package, diamonds fall out. Palmer sails north to Pender Bay and



shares some of the smaller diamonds with two friends, James Mulgrue and Frank Robinson. Then Palmer decides to enlist, presenting himself to Major Cliff Gibson in Broome.



*'Diamond' Jack Palmer (third from left) with an investigating party in front of the bullet riddled Netherlands East Indies KLM Dakota DC-3.*

He unscrews the lid of a salt shaker and tips diamonds across the Major's desk. Gibson recruits Palmer and turns in the diamonds to the authorities, but they are only a fraction of what was in the package. Small quantities of diamonds begin turning up around Broome and in nearby Aboriginal communities. 'Diamond' Jack Palmer gave different accounts of how he found the diamonds.

In March 1943, a tailor from Broome, Chin Loong Dep, is arrested with 460 diamonds in his possession. He pleads guilty to receiving them from an unknown Aboriginal boy. Then Palmer, Mulgrue and Robinson are arrested. At the trial, Palmer admits to giving Mulgrue and Robinson a small quantity of diamonds, but he sticks to his story that he salvaged the diamonds and handed in everything he found to Major Gibson. The three men are acquitted after just 30 minutes deliberation.

Palmer even tries to claim a reward from the Dutch government for returning the diamonds. In the end the Dutch authorities only ever get back 7 per cent of the diamonds.

It's possible that Palmer fenced the diamonds immediately through snide pearl dealers who normally dealt in pilfered pearls. He would have been given only a fraction of their value, but it would still be a fortune. After the war Palmer never really has to work again. It was said he loved to sit down and smoke and put his feet up for the rest of his life. He buys a house in Broome, a





blue Chevrolet, a boat and a business, and always has plenty of cash. His visit to the brothels were frequent.

Palmer died in 1958. His headstone in the Broome cemetery gives him the epithet "Diamond Jack Palmer".

After the war Smirnov returns to flying for KLM. After his actress wife Margot dies, he marries an American heiress. He retires to Majorca and dies there in 1959 but is later reburied in The Netherlands next to Margot.

These days the wreck site at Carnot Bay has been renamed "Smirnov Beach". Visitors still sift through the sand, romantically hoping to find a diamond or two.



Matthew Harvey  
Yesterday at 8:27 AM

This woman stole my iPhone in Ipswich last week, and doesn't realise that it uploads all the pictures to my iCloud account.

If anyone recognises her, please tell her that ive bought more storage space and can send her the charger incase the battery runs out, Cheers.



**Don't laugh – it does happen.**

The West Australian – 24 March 2021

# Pics appear on stolen phone

Police wish to question three men over the theft of a mobile phone on Friday, March 5.

Between 3.30pm and 4pm a man was unable to locate his mobile after visiting a business on Beechboro Road North in Beechboro.

The man has later logged in to his iCloud account and discovered photos taken on his missing phone had automatically uploaded.

The images depicted three men taking photos of themselves and each other.

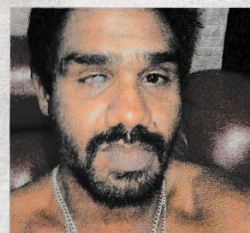
Police have released images of the three men who may be able to assist with inquiries.

Quote reference 10017.

If you know the identity of any of these people, call Crime Stoppers on **1800 333 000** or visit **crimestopperswa.com.au**.



Ref No 10017.



Ref No 10017.



## Allan George's Gems

### Why are disc brakes not usually fitted to caravans?

They've been around for years, but you might ask, 'Why are disc brakes not usually fitted to caravans?'

Given the widespread use of disc brakes in our towing vehicles you might wonder why the technology isn't used widely in caravan hardware. It's rare to find a van straight from the factory with disc brakes and as drum brakes have been working fine for most people since the 1970s, why change?

Certainly, disc brakes offer better braking performance, but that comes at a cost, one that's not readily accepted by the industry that needs to keep manufacturing costs down and, in general, consumers want cheaper vans.

The drum brakes found in most caravans are electrically operated. Any van over 750kg needs brakes, over-ride or electric, and anything over 2000kg needs brakes on each wheel, which is usually electrically operated drums but occasionally more complex hydraulic/air disc brake systems.



The electric drum brakes are simple in design and operation, but they're also basic in the either fully on or fully off status they deliver. That's why the operation can be clunky or jerky, and of course, there's adjustment and maintenance that we'd wager isn't as thorough as it should be in





many cases. Drum brakes may be adjustable, but do many owners set them up correctly with their electric brake controllers, or do they dial up the controller for simply more stopping power?

Essentially, what it comes down to is force and the force required to operate the hydraulically-operated brake callipers used in disc braking. When cars first appeared on the road and had foot-operated drum brakes, you could push your brake lever and you'd stop. When discs arrived, with a calliper, the force required was beyond that of your average human leg, so the brake booster was born.

A brake pad has a much smaller surface area in contact with the brake disc than a brake shoe within a drum and so when it receives its electrical signal to activate it brake duties it does so well. So does the calliper but it requires a much greater amount of force that is provided by the booster/actuator set-up and that's the expensive and more complex tech that stops most manufacturers from opting for hydraulic discs on their vans right from the drawing board. Not to mention that the vacuum pressure required to activate a brake booster, runs directly from your vehicle's engine.



It's also worth remembering that braking systems are installed in line with prevailing manufacturing design standards, [VSB1](#), so it's not like you're relying on technology that's not up to the job. In any event, if you're not invested in your braking performance due to lack of knowledge, then it's worth finding a skilled brake technician.



The drum brake also doesn't enjoy water crossings and if you're a full-time off-roader then the maintenance for these terrain-supplied contaminants such as dust, water and mud may direct you to the disc brake option (or a better maintenance program).



You need to work out whether the cost impost is worth the benefits.

### **What are the benefits of a disc brake system on your van?**

Well, improved brake feel and operation, over what can be a bit harsh drum-brake bite. The disc set-up copes better with off-road use and is



definitely a better brake in pure stopping power. Importantly, discs are less prone to brake fade in the way that a drum might on long downhill sections or arduous conditions.

And fade is caused by heat, so heat dissipation, especially on very heavy trailers, is vital and ventilated disc brakes do this very well. If you own a light van or trailer, then the financial considerations mean the heat dissipation from your wallet might outweigh the need for discs on your 1500kg camper-trailer.

### **And the downsides?**

Unless you can buy a second-hand van with disc brakes already installed you're going to be up for a price penalty. Indicative hardware pricing alone is about \$2000 for a single axle and \$3500 for a twin-axle hydraulic disc brake set-up. The system is much more complex and requires hydraulics and different electrics, and there are, as with drums, maintenance items and consumable brake pads to consider (don't forget drums and shoes are consumables too). And of course, there's the brake fluid that must be flushed every two years.

Discs at some point will require machining plus you still need a mechanical handbrake, but some disc-brake kits supply this part. A disc-brake system will lock on as soon as the Anderson plug is disconnected.

### **Conclusion.**

Essentially, the bottom line is don't under-brake your trailer. For the most part (and budgets), the tried and true electric drum brakes will do the job just fine. Make sure your brakes are maintained and adjusted to suit the loads you're carrying and cleaned after off-road use. If you're on the very heavy end of caravan models, carry a lot of gear and do all this off-road a lot then you may want to specify disc brakes from the outset.

### **The Bacon Tree.**

Two Mexicans are stuck in the desert after crossing into the United States, wandering aimlessly and starving. They are about to just lie down and wait for death, when all of a sudden Luis says....."Hey Pepe, do you smell what I smell. Ees bacon, I theenk." "Is, Luis, eet sure smell like bacon. " With renewed hope they struggle up the next sand dune, and there, in the distance,



is a tree loaded with bacon. There's raw bacon, there's fried bacon, back bacon, double smoked bacon ... Every imaginable kind of cured pork. "Pepe, Pepe, we ees saved! Ees a bacon tree!" "Luis, maybe ees a meerage? We ees in the desert don't forget." "Pepe, since when deed you ever hear of a meerage that smell like bacon...ees no meerage, ees a bacon tree!" And with that, Luis staggers towards the tree. He gets to within 5 metres, Pepe crawling close behind, when suddenly a machine gun opens up, and Luis drops like a wet sock. Mortally wounded, he warns Pepe with his dying breath.... "Pepe... Go back man, you was right, ees not a bacon tree!" "Luis, Luis mi amigo... what ees it? " "Pepe.. ees not a bacon tree. Ees.... Ees..... Ees.... Ees..... a ham bush...."

## Radial Engines.

Why do most radial engines use an odd number of cylinders?

Actually it's not true that radial engines have odd numbers of cylinders. For example, the Pratt and Whitney R-2000, as used on the Caribou, has 18 cylinders and the Pratt & Whitney R-4360 which powered the post-war B-36 Convair Peacemaker, had 28 cylinders. What is true is that each bank or row of cylinders has an odd number.

It's important to make sure that any internal combustion engine is well balanced both from the standpoint of minimizing internal stresses in the engine and to minimize discomfort to any passengers. One primary factor in achieving this is to arrange the engine so that the intervals between power strokes of the various cylinders are equal. Any engine operating on a 4-stroke cycle, two revolutions of the crankshaft are required for each power stroke.

The following applies in general to most engine configurations, inline engines, opposed engines, V engines and so on, but not to radial engines. As an example, look at a six cylinder engine, such as the air-cooled Porsche 911 flat six. The pic at right shows the 911's engine crankshaft with rods and pistons attached. You can see that each piston has its own crankshaft throw, so by varying the relative angles between the crankshaft throws, it's possible to get equal firing intervals distributed over the two revolutions in the crankshaft. In this case, power strokes occur at 120 degree intervals of crankshaft rotation. The firing order is 1-6-2-4-3-5. In some instances pairs of pistons on opposite sides of a v or flat engine may share a crank throw, but in the most general case each has its own.







Here is a top view of the cylinders of this engine. You can see that the left bank is offset from the right, to accommodate the spacing between the various crank throws.



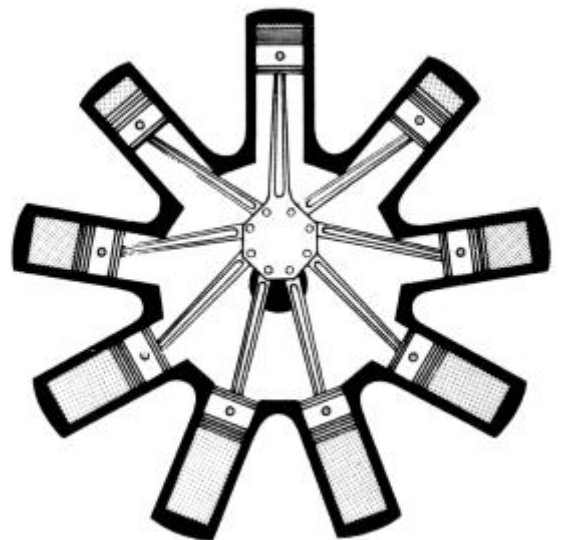
However, in a radial engine, each bank of cylinders lies in a single plane and so all the pistons in that bank share the same crank throw.



Let's look at how a 9 cylinder radial engine would work:

Here's top dead centre for cylinder 1 (above).

As the crankcase revolves, 40 degrees later, cylinder 2 hits TDC, and so on. So one way to arrange this would be to have the cylinders fire in order: 1-2-3-4-5-6-7-8-9 but now you'd need a second revolution of the crankshaft with no power strokes to complete the cycle, not exactly even spacing of the power strokes.

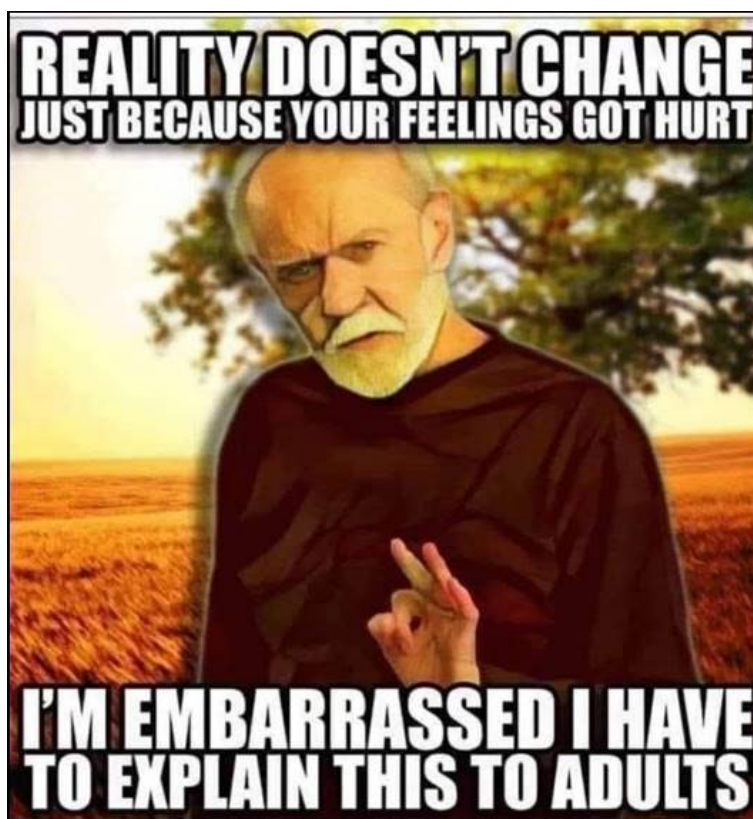




Instead, they arrange the ignition and valve timing so that only cylinders 1, 3, 5, 7, and 9 fire on the first revolution, with 2, 4, 6 and 8 in the second:

So a cylinder fires every 80 degrees of crankshaft revolution and at the end of two revolutions the cycle begins again.

If you go through a similar analysis with an even number of cylinders, you will find that it's impossible to evenly distribute the cylinder firings throughout the two revolutions when constrained to a single throw on the crankshaft – which is why radials always have an odd number of cylinders per bank.



## **The English Electric Lightning**

The English Electric Lightning is a British fighter aircraft that served as an interceptor during the 1960s, the 1970s and into the late 1980s. It remains the only UK-designed-and-built fighter capable of Mach 2. The Lightning was designed, developed, and manufactured by English Electric, which was later absorbed by the newly-formed British Aircraft Corporation. Later the type was marketed as the BAC Lightning. It was operated by the Royal Air Force (RAF), the Kuwait Air Force (KAF) and the Royal Saudi Air Force (RSAF).



A unique feature of the Lightning's design is the vertical, staggered configuration of its two Rolls-Royce Avon turbojet engines within the fuselage. The Lightning was initially designed and developed as an interceptor to defend the V bomber airfields from attack by anticipated future nuclear-armed supersonic Soviet bombers such as what emerged as the Tupolev Tu-22, but it was subsequently also required to intercept other bomber aircraft such as the Tupolev Tu-16 and the Tupolev Tu-95.



The Lightning has exceptional rate of climb, ceiling, and speed; pilots have described flying it as "being saddled to a skyrocket". This performance and the initially limited fuel supply meant that its missions are dictated to a high degree by its limited range. Later developments provided greater range and speed along with aerial reconnaissance and ground-attack capability.

Following retirement by the RAF in the late 1980s, many of the remaining aircraft became museum exhibits. Until 2009, three Lightnings were kept flying at "Thunder City" in Cape Town, South Africa. In September 2008, the Institution of Mechanical Engineers conferred on the Lightning its "Engineering Heritage Award" at a ceremony at BAE Systems' site at Warton Aerodrome.

Years ago, the RAF put the lightning up against the American's U2 and also the Concord aircraft. The result was outstanding. You can see a video of the event [HERE](#).

Timing has a lot to do with the outcome of a rain dance.

## ACT Territory.

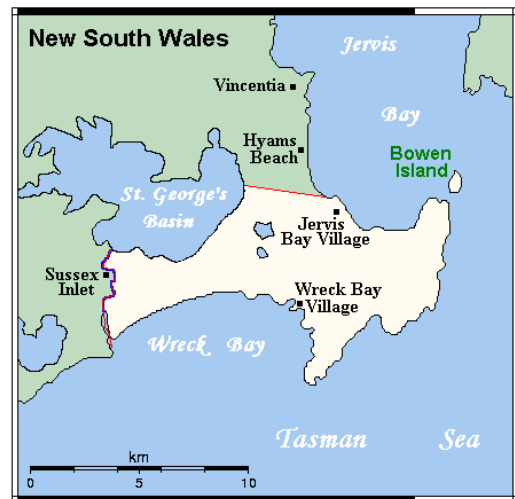
What a lot of people don't know, is that the ACT not only comprises the area around Canberra but also includes a small area centred on Jervis bay.





The Jervis Bay Territory is an internal territory of the Commonwealth of Australia. It was surrendered by the state of New South Wales to the Commonwealth Government in 1915 so that the Australian Capital Territory would have access to the sea.

It was administered by the Department of the Interior (and later by the Department of the Capital Territory) as if it were part of the Australian Capital Territory, although it has always been a separate Commonwealth territory. The perception that it is part of the ACT stems from the fact that under the terms of the Jervis Bay Territory Acceptance Act, the laws of the ACT apply to the Jervis Bay Territory. In 1989, when the ACT achieved self-government, the Department of The Arts, Sport, The Environment, Tourism and Territories took over responsibility for the JBT's administration and it has since been administered by various Commonwealth departments responsible to the Minister for Territories.



The bay was sighted by Lieutenant James Cook aboard HMS Endeavour on 25 April 1770 (two days after Saint George's Day) and he named the southern headland Cape St George. In August 1791 the bay was entered and named by Lieutenant Richard Bowen aboard the convict transport ship *Atlantic* of the Third Fleet in honour of Admiral John Jervis, under whom he had served. In November

During the negotiations that led to Federation, three major agreements were reached regarding proposed federal territories, including (in particular) the capital city of the proposed federation.

- Firstly, it was decided that a new, purpose-built city, located within the borders of New South Wales (NSW), should become the federal capital.
- Secondly, to allay fears that such a location would give NSW too much influence on federal politics, it was also agreed that an area including the new city would be exclaved from NSW – to become a small, separate federal territory.
- Thirdly, it was also considered desirable, at the time, that the responsibilities and powers of the federal government should include direct control of, and jurisdiction over, at least one port and, therefore, an area of coastline.

Although the site of the capital city was not decided until 1908, most of the proposed sites were relatively long distances from the sea; hence it was also acknowledged (if only implicitly) that the capital and the port would be in separate, non-contiguous areas. In other words, it would have been onerous and unreasonable for NSW to have surrendered a single, contiguous area large enough to accommodate both port and capital. It was decided subsequently that Jervis Bay was the most practical location for a federally-controlled port. Ownership of Crown land in the area was transferred from the New South Wales government to the federal government in 1909 (at the same time that ownership of the site of Canberra and the surrounding area was also relinquished by NSW).

In 1915, jurisdiction over the Jervis Bay Territory was also transferred from NSW to the Commonwealth. To reduce the practical difficulties presented by the physical separation of the two territories, the government of NSW also agreed, in principle, that the federal government



could build and take full control of a proposed rail corridor between Canberra and Jervis Bay, although this was never implemented.



At the 2016 census, 391 people lived in the territory, the majority working and living at the Royal Australian Navy, HMAS Creswell.

There are two villages in the Jervis Bay Territory both of which are covered by postcode 2540. Listed from north to south, they are:

- Jervis Bay Village (pop. 189)
- Wreck Bay Village (pop. 152)

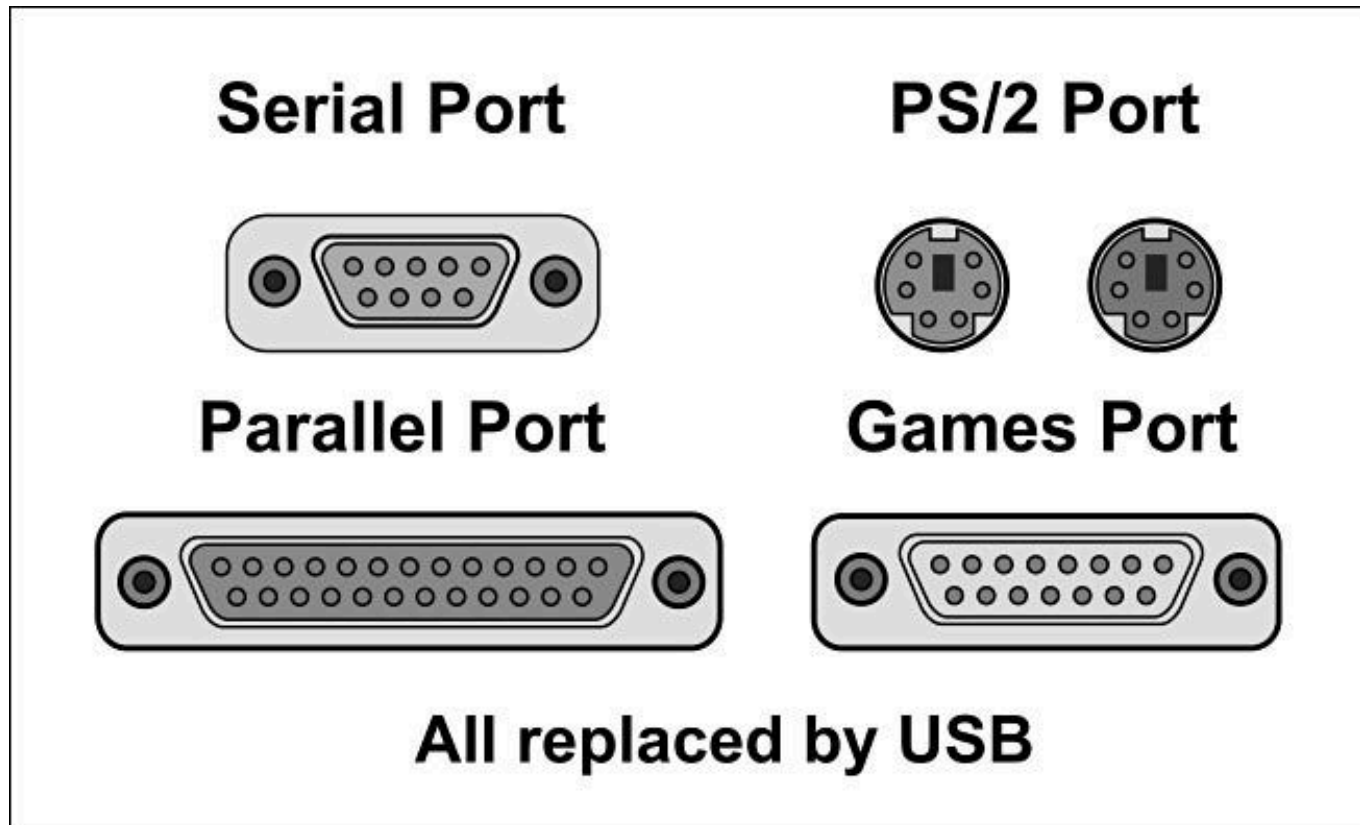
There are four private leasehold properties in Jervis Bay Territory, within but not part of [Booderee National Park](#). Among these leasehold properties is the historic, heritage-listed Christian's Minde settlement, which was founded in 1880 by the Ellmoos family from Denmark. Christian's Minde was the first guesthouse on the NSW south coast between Port Hacking and Twofold Bay. The properties Christian's Minde, Kullindi and Ellmoos have been consistently inhabited and looked after by descendants and relatives of the first settlers. Many members of the family are buried in a cemetery on a hill, surrounded by dense bush near the settlement.

Good judgement comes from experience and a lot of that comes from bad judgement.

## USB connections – the History.



In the early 1990s, connecting peripherals to PCs was a mess. You had to utilize a handful of different types of incompatible ports and connectors of which included a keyboard port, a 9 or 25-pin RS-232 serial port, and a 25-pin parallel port. In addition, PC game controllers used their own 15-pin standard, and mice often plugged into serial ports or proprietary cards.



At the same time, peripheral manufacturers began bumping into data rate limits in existing ports used for peripherals on PCs. Demand for telephony, video and audio applications was growing. Traditionally, vendors had sidestepped these limitations by introducing their own proprietary ports that could be installed as add-in cards, but that added cost and increased compatibility issues between machines.

And finally, adding a new peripheral on a PC was a headache. It often meant configuring technical details like IRQ settings, DMA channels, and I/O addresses so that they did not conflict with other devices installed on the system. There had to be an easier way.

### **The Solution: USB.**

Relief would soon come in the form of a single port that could unify the industry: The Universal Serial Bus. The USB originated as a 1994 joint project between eight high-profile firms: Intel, Microsoft, IBM, Compaq, Digital Equipment Corporation, NEC, and Northern Telecom. After development for the next year and a half, the group published the USB 1.0 specification on January 15, 1996.





What they came up with was a serial computer peripheral bus that used simple 4-pin connectors that were rugged and inexpensive. USB allowed up to 12 megabit-per-second connections (enough for network applications at the time) and could serve up to 127 devices on a single bus if chained together using hubs.



Best of all, USB was completely plug-and-play, which meant devices automatically configured themselves (or sought appropriate drivers) when you plugged them in. No more wrestling with IRQs and unlike earlier standards, USB supported hot-swapping, which meant you could plug and unplug your peripherals while the computer was still running: no need for reboots when switching something as simple as your mouse.

At the time, the industry was also eyeing competing standards such as Firewire (IEEE 1394), Apple GeoPort, ACCESS.bus, and SCSI. But the simplicity and flexibility of USB won out—especially when vendors demonstrated they could create relatively low-cost USB chipsets for hubs and peripherals.

### USB Appears in the Wild

The PC industry adopted USB slowly at first, with incremental improvements in the standard taking place over several years before widespread adoption took hold. Microsoft first supported USB in Windows 95 OSR 2.1 in August 1997 (and Win NT around that time as well). According to ComputerWorld, the Unisys Aquanta DX desktop, announced in May 13, 1996, was the first PC announced with built-in USB ports, though other vendors like IBM may have beaten them to market. Reports in Byte Magazine say USB chipsets weren't available at scale until mid-late 1996. Still, by the end of 1996, almost a dozen PC vendors had announced PCs that included USB ports—usually two ports per machine.



Even with some early support for USB from PC manufacturers, USB peripherals that could actually use the ports were few and far between until around 1998. Until that time, almost every PC still shipped with legacy ports, so manufacturers continued to develop and sell devices that used them.

### Apple

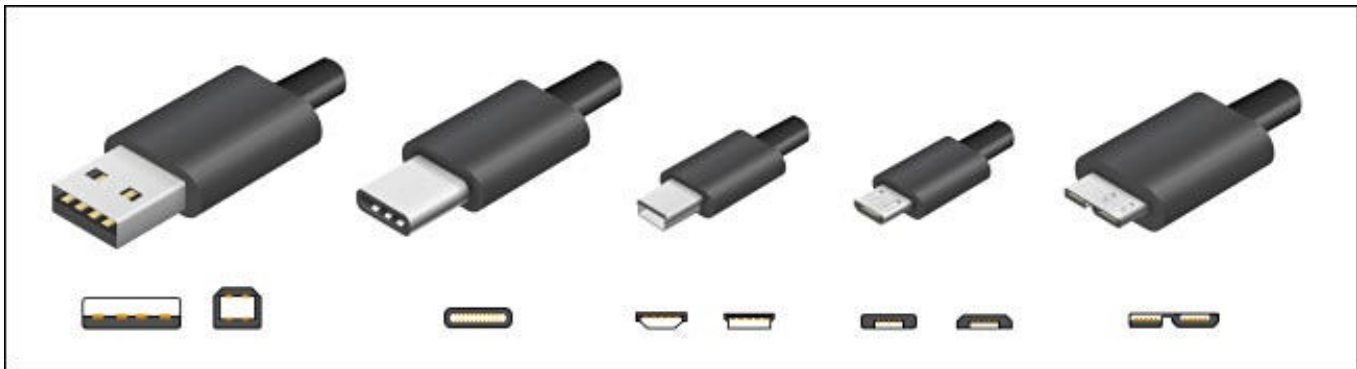
One event changed the availability of USB peripherals dramatically. In August 1998, Apple released the iMac, a sleek all-in-one machine that ditched all of its legacy ports for USB. For the



first time in over a decade, Apple had created a machine without SCSI, [ADB](#), or serial ports, and Mac peripheral manufacturers were forced to jump into USB in a significant way.

While Apple can't claim sole credit in popularizing USB, the heavy press focus on the [iMac's reliance on USB](#) brought the port into the popular consciousness in a big way for the first time. Soon, those Mac USB peripherals were also available for PCs with USB and with healthy support for USB in Windows 98, lower-cost chipsets and revisions to the USB standard, the PC market began to adopt USB with gusto around the turn of the 2000s. Eventually, cell phones began supporting USB connections as well, and the popularity of USB hasn't slowed down since.

## USB through the years



Examples of the major USB connector types over the years.

Since 1996, USB has expanded dramatically in capability, including support for newer, smaller connector types and much faster speeds. Throughout, the standard has been maintained by the USB Implementers Forum (USB-IF). Here are some highlights.

- **USB 1.0 (1996):** The formal introduction of the USB standard with Type A and Type B connectors. High-speed is 12 megabits/second, low-speed is 1.5 megabits/second.
- **USB 1.1 (1998):** This release fixed bugs in the 1.0 standard, including issues with USB hubs, and became the first widely-adopted USB standard. It also introduced USB Mini Type A and B connectors.
- **USB 2.0 (2001):** This introduced a new, higher-speed 480 megabit/second mode while retaining backward compatibility with USB 1.1 devices. A 2007 revision introduced USB Micro connectors for the first time.
- **USB 3.0 (2011):** The 3.0 standard introduced a new 5 gigabit/second data rate called SuperSpeed. It also introduced new Type A, Type B, and Micro connectors with more pins to support the higher data rate.
- **USB 3.1 (2014):** This increased the USB data rate to 10 gigabits/second. Around this time, the USB-IF also introduced the symmetrical USB-C connector, which can be plugged in either way and still work. (No more flipping your USB device around three times to find the correct alignment!)
- **USB 3.2 (2017):** With this revision, USB climbed to 20 gigabits/second and deprecated the Type B and Micro connectors in favor of Type C.



- **USB 4.0 (2019):** This standard is compatible with [Thunderbolt 3](#) and supports up to 40 gigabit/second connections. All connectors other than USB-C have been deprecated.

## The Future is USB

As of 2021, USB is still going strong, supported so widely that USB connectors have become de facto power sockets for charging smartphones, tablets, video game controllers, battery-powered children's toys, and for novelty items such as coffee mug warmers and tiny desktop vacuum cleaners.

USB hasn't stopped improving. [USB4](#) shows the industry is serious about keeping the standard competitive as computers get faster and the data we shuffle between devices grows ever-larger. It's even making inroads—Apple's iPad Pro tablets dumped their proprietary Lightning ports for USB-C, although Lightning still endures on the iPhone and many other Apple devices.

Happy Birthday, USB!

My neighbour just banged on the door at 4.20am. Lucky I was still up playing music.  
He banged and shouted, "Can we have a little respect please?"  
So I shouted back, "I'm not a big Aretha Franklin fan, but ok, this one's for you."

## Boeing 777 Engine failure.

On the 20<sup>th</sup> February this year, a United Airlines Boeing 777 left Denver airport in Colorado, bound for Hawaii. As it was passing through 13,000 feet on its climb out, it suffered a major engine failure. The crew declared an emergency and returned to Denver, landing safely about 20 minutes after departure.

Thankfully no-one was injured, those passengers on the aircraft, although being very scared, were quite safe as the 777 is an amazing aircraft and the crew were very experienced and had been trained for emergencies such as this, but it was lady luck who looked after those on the ground. Great chunks of the Pratt and Whitney PW4077 engine fell from the aircraft and landed in built up areas a short distance from the airport missing everyone on the ground and narrowly missing several houses.



Such an event is extremely rare and happens when huge spinning discs inside the engine suffer some sort of failure and breach the armoured casing around the engine that is designed to contain the damage.





“That unbalanced disk has a lot of force in it and it’s spinning at several thousand RPM and when you have that much centrifugal force, it has to go somewhere,

Pilots practise how to deal with such an event frequently and would have immediately shut off anything flammable in the engine, including fuel and hydraulic fluid, in the 777 using a single switch.

Although trained for such an event, the crew must be commended for getting the aircraft back to Denver and landing it safely. A one engine landing, with the other engine on fire on a very heavy aircraft with a full load of fuel, is no easy matter.

Well done to them.

You can see a video explaining the whys and hows [HERE](#).



## The Missing Vulcan and the Falklands War 1982

During the 1982 Falklands War, Operations Black Buck 1 to Black Buck 7 were a series of seven extremely long-range ground attack missions by Royal Air Force Vulcan bombers of the RAF Waddington Wing against Argentine positions in the Falkland Islands, of which five missions completed attacks. The objective of the missions was to attack Port Stanley Airport and its associated defences. The raids, at almost 6,600 nautical miles (12,200 km) and 16 hours for the return journey, were the longest-ranged bombing raids in history at that time.

The Operation Black Buck raids were staged from RAF Ascension Island, close to the Equator. The Vulcan was designed for medium-range missions in Europe and lacked the range to fly to the Falklands without refuelling several times. The RAF's tanker planes were mostly converted Handley Page Victor bombers with similar range, so they too had to be refuelled in the air as well.



A total of eleven tankers were required for two Vulcans (one primary and one reserve), a daunting logistical effort as all aircraft had to use the same runway. The Vulcans carried either twenty-one 1,000-pound (450 kg) bombs internally or two or four Shrike anti-radar missiles externally. Of the five Black Buck raids flown to completion, three were against Stanley Airfield's runway and operational facilities, while the other two were anti-radar missions using Shrike missiles against a Westinghouse AN/TPS-43 long-range 3D radar in the Port Stanley area. Shrikes hit two of the less valuable and rapidly replaced secondary fire control radars, causing some casualties among the Argentine crews. One Vulcan was nearly lost when a fuel shortage forced it to land in Brazil.





The raids did minimal damage to the runway and damage to radars was quickly repaired. A single crater was produced on the runway, rendering it impossible for the airfield to be used by fast jets. Argentine ground crew repaired the runway within twenty-four hours, to a level of quality suitable for C-130 Hercules transports. The British were aware that the runway remained in use. Dismissed in some quarters as post-war propaganda, Argentine sources originally claimed that the Vulcan raids influenced Argentina to withdraw some of their Dassault Mirage III fighter aircraft from the Southern Argentina Defence Zone to the Buenos Aires Defence Zone. This dissuasive effect was watered down when British officials made clear that there would be no strikes on air bases in Argentina. It has been suggested that the Black Buck raids were pressed home by the RAF because the British armed forces had been cut in the late 1970s and the RAF may have desired a greater role in the conflict to prevent further cuts.

One of those Vulcans was returning to the UK after the raid when while refuelling, its fuel probe broke off meaning it could no longer be refuelled. This left it in mid ocean critically short of fuel. The aircraft diverted to Brazil and landed at Rio De Janeiro where the crew were arrested and held in custody for 7 days after which they were released, along with their aircraft and allowed to return to the UK.

It's quite a story and you can see it [HERE](#).

## **Carnation Milk.**

Over 70 years ago, a little old lady from Wisconsin in the US had worked in and around her family dairy farms since she was old enough to walk, with hours of hard work and little compensation. When canned Carnation Milk became available in grocery stores in the 1940s, she read an advertisement offering \$5,000 for the best slogan. The producers wanted a rhyme beginning with 'Carnation Milk is best of all.' She thought to herself, I know everything there is to know about milk and dairy farms. I can do this! She sent in her entry, and several weeks later, a black car pulled up in front of her house.



A large man got out, knocked on her door and said, "Ma'am, The president of Carnation milk absolutely LOVED Your entry.....So much, in fact, that we are here to award you \$1,000 even though we will not be able to use it for our advertisements!"

He did, however, have one printed up to hang on his office wall. Click [HERE](#) to see it.

## **Childbirth – YEAH!!**

## **Task View.**





Task View is a very handy little 'gadget' that was introduced by Microsoft in Windows 10. It is a virtual desktop manager that allows you to quickly switch between all of your open apps on multiple desktops. This makes multitasking and organizing with your opened apps much easier. To access it, you click the small icon (right) that sits on your Taskbar at the bottom of your screen. If it's not there you can get it by doing the following:

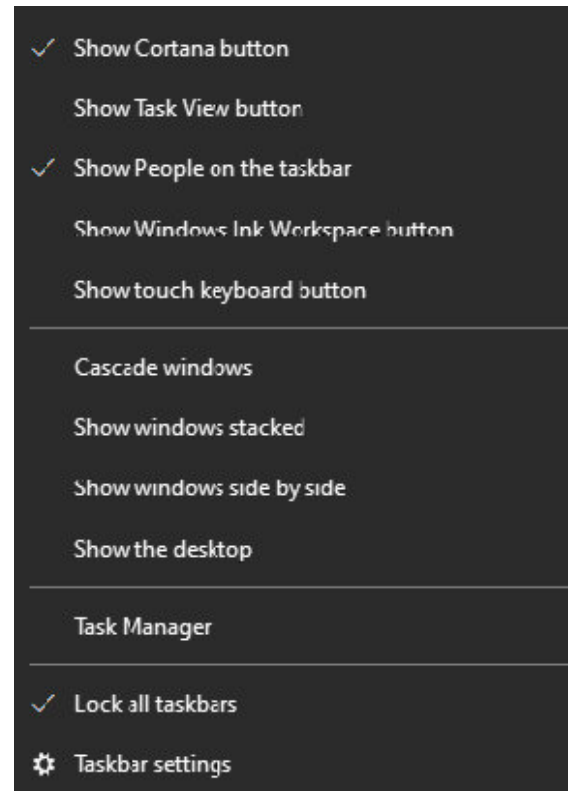


Right click on an empty spot on your Task Bar, the window at right appears, find an entry called 'Show Task View button' and click it, it will now show a tick beside the entry. This puts the Task View icon on your Task Bar.

You probably haven't used it as it was only introduced with Windows 10, and done so without any fan-fare, so a lot of people don't even know what it is or what it can do, which is a shame, because it is a very handy little tool.

It's actually not all that new, something similar did appear way back in Windows 3.0 in 1990. Back then you held down the ALT and TAB keys together to produce a flattened view of all windows you had opened. Every version of Windows since then has also provided this window switching functionality but none as handy or as good as the Task View in Windows 10.

Apple computers have had this facility (Mission Control) for yonks also and until now theirs was always better.

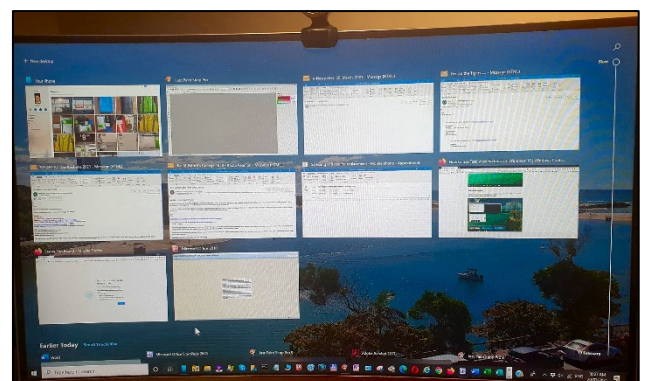


Since the April 2018 Windows 10 Update, Task View now includes Timeline which, provided you've got a Microsoft Account, works like a time-machine allowing you to resume work on a project that you've worked on in the past. If you've got a PC and you're working under Windows 10, you should have a Microsoft Account, they're free and secure and allow you access to many useful Microsoft features.

To get one, log onto [www.account.microsoft.com](http://www.account.microsoft.com) select **Sign in** and then choose **Create one** and follow the instructions.

## Using Task View

When you click the Task View icon on your Task Bar you will see all the Windows you've got open at that time and if you've got two screens, each screen will show which window you had open on that screen – pretty clever really.



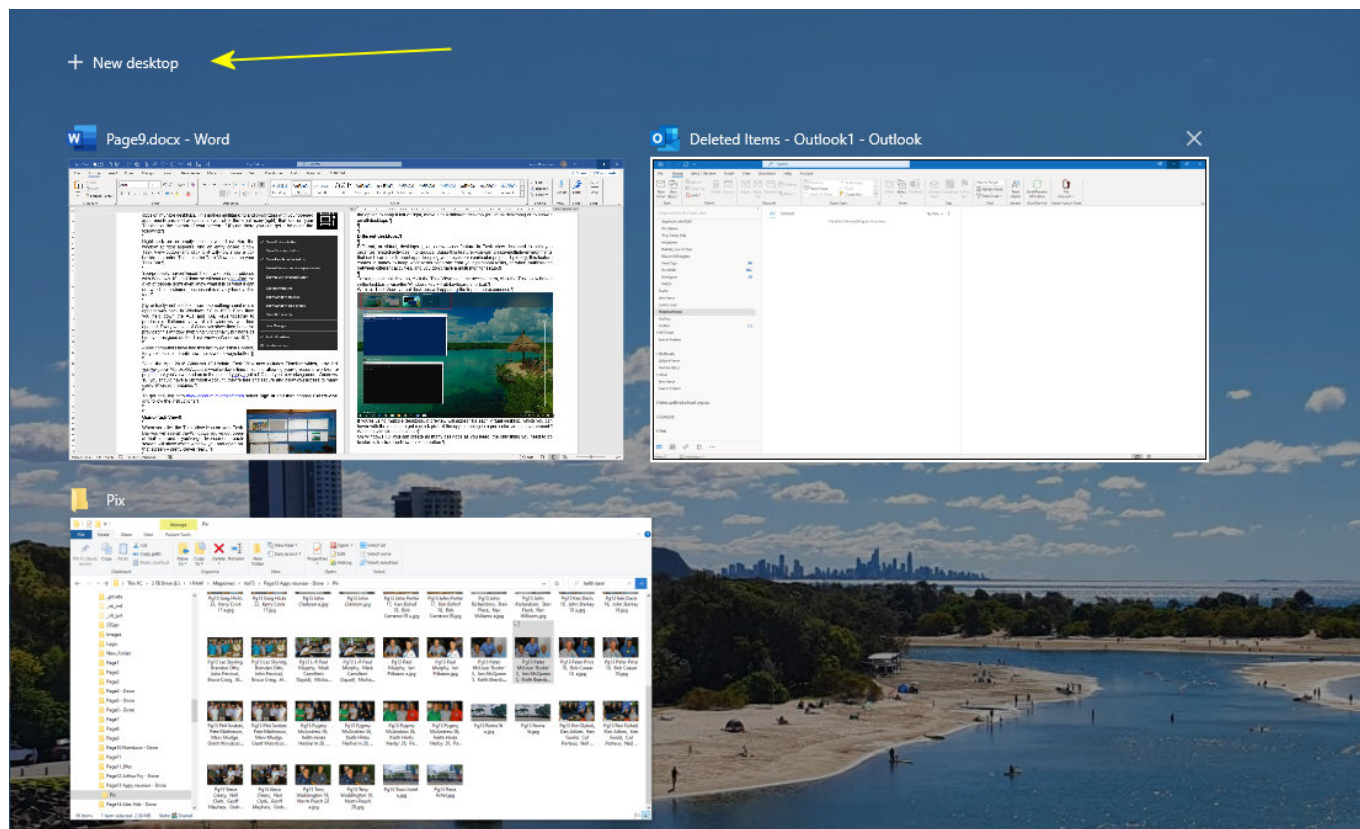


If you want to resume working on one of the windows shown you just click it and it will open for you. Alternatively, you can right click a window and a small pop up window will appear giving you the option to snap it left or right, move it to a different desktop (or virtual desktops) or to show it on all desktops.

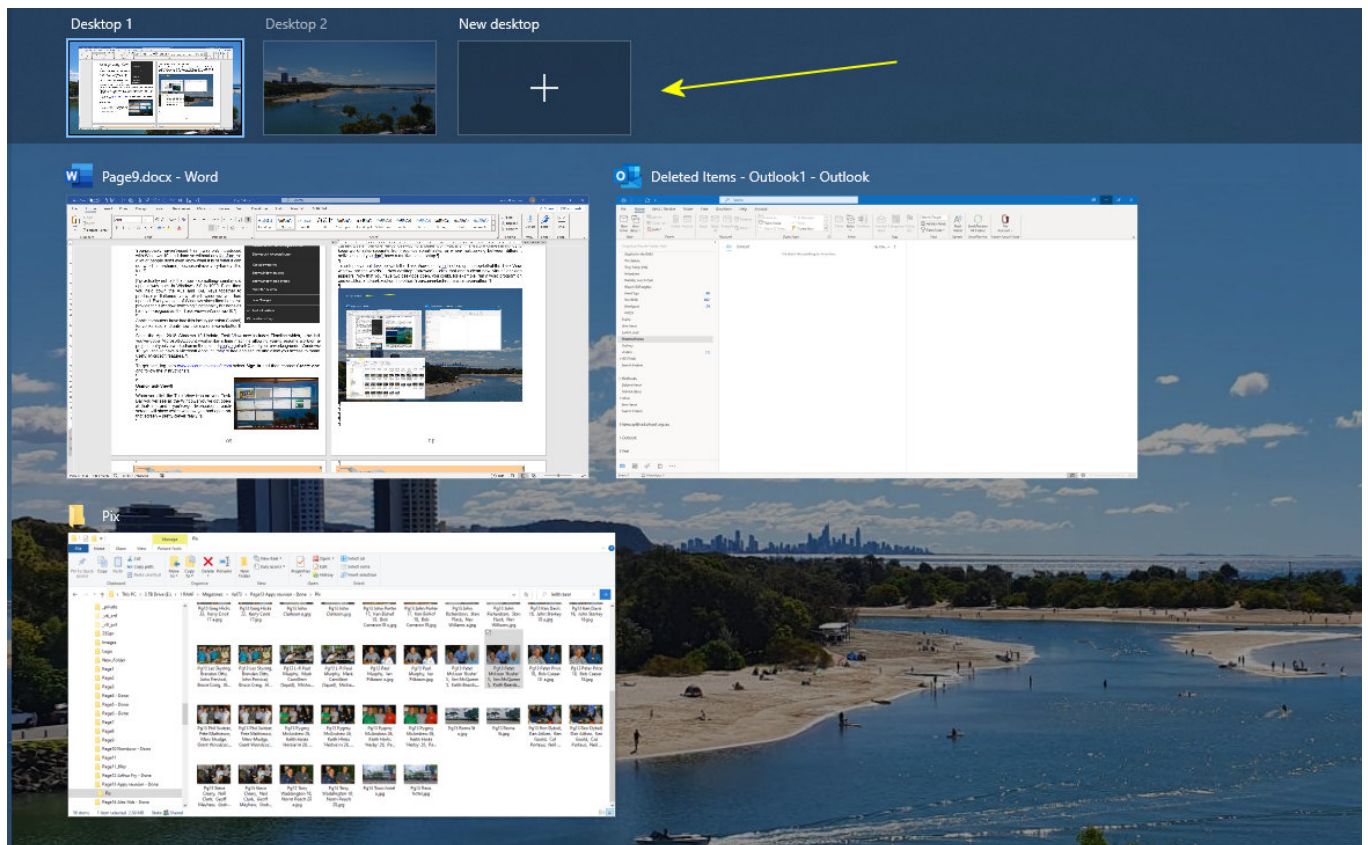
## Different desktops.


Different, or virtual, desktops is an easy-to-use feature in Task View designed to help you organize related activities into groups. If you've got just one monitor, you can use Task View to give you as many 'virtual' monitors as you would want. Using this feature, you can create multiple environments that each will run different apps keeping your focus on a particular project. You can cut and paste from one 'virtual desktop' to another too. Typically, this feature comes in handy to keep work tasks separate from your personal tasks, or when multitasking between different activities, and you don't have a multi-monitor setup.

To setup a virtual desktop, click the Task View icon, you'll notice up the top left of the Task View window are the words '+ New desktop' (arrowed below) – click that and a clean new 'virtual' desktop appears. Now that you have two desktops open, you could, for example, run a word program on one desktop and an Excel on the other. You can in fact run anything on either.



And you're not restricted to two desktops, when you've set up Desktop number 2, you'll notice, when you click the Task View icon, that at the top of the screen there is a bar which contains a preview of your original desktop, your 'Virtual Desktop' and a blank box with a large PLUS sign (arrowed below). By clicking that you can open a third desktop – and so on.



To switch from one to the other all you need to do is click on one of the desktops. If/when you're finished with one of the desktops, run your mouse over that desktop, the familiar close button  will appear above it, just click that and the desktop disappears. If you had a program open in that virtual desktop, it just automatically moves over to your primary desktop – so you don't lose anything.

## Using Timeline

Timeline is a very handy feature that allows you to go back and work on a project that you had closed or stopped working on some time ago. You can find and re-open things that you were reading in your browser, an Office document, an app that you started on your computer, or from another device connected with the same Microsoft account, including on your Android or iOS device. Remember, this only works if you have a Microsoft Account so it's in your interest to set one up.

## Accessing Timeline

To access Timeline, click the Task view button in the taskbar, on the right hand side of the screen you will see a vertical line with a circular slider at the top of the line (arrowed below), click on the slider and drag it down the line. You'll see lots of windows open which will be what you were working on previously.

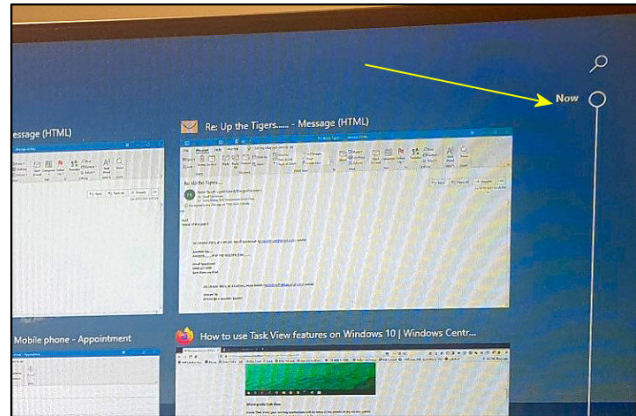
As the slider comes down the line it will show the date to which it is referring.





To resume working on or looking at that item, just click it.

There is also a small magnifying glass at the top of the vertical line which is a search item, just click that, a small window will appear, you can then search for an item using keywords. If you need to delete activities, just right-click the item and select the Remove option or you can also select the Clear All to remove all the activities for a particular day.



As Timeline works across all your devices synced via your Microsoft Account, you'll notice that activities will include the name of the computer that started the task.

You can learn even more about Timeline [HERE](#).

Task View is a very handy tool – have a play with it.



**Vely Inteesting - but stoopid!!**

## Nambour Air Force Association.

Every Thursday, the Nambour (Qld) branch of the AFA meet at the Nambour RSL Club for a happy get together, a coffee, a good yarn and to discuss the problems of the world.







Some of those who made to the Club it on the 18<sup>th</sup> Feb include:



Crissie Wessels, Eunice Lonske.



Al Diamond, Bernie Ballantine





David Stowe.



David Wilcox, Peter Hall.



Crissie Wessels, Val Machin.



Graham Burgoyne. Graham is an active 95 years young, and served in the RAAF during WW2 as a box packer.





Penny Wilson, Cheryl Stone, Narelle Ladd.



Peter Hall, Ken Lenske.





Steve Wessels, Bruce Ladd.



Graham Burgoyne, Steve Wessels.



### The Committee,

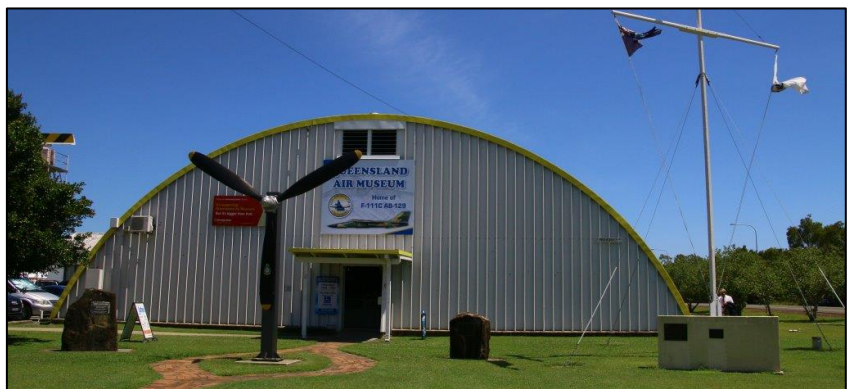


David Wilcox – Vice president, Penny Wilson – Secretary, Crissie Wessels – Treasurer Bernie Ballantine – President.,

HER: At least invite me out to dinner.  
HE: Sorry, I don't go out with married women.  
HER: But I'm your wife.  
HE: I make no exceptions.

## RAAF 100<sup>th</sup> Anniversary.

Unfortunately, due to the dreaded Covid, a lot of the planned anniversary events have had to be either curtailed or delayed, our [Scootaville](#) being no exception, but one event that is definitely going ahead is the joint Nambour and Kawana Air Force Association's event which will be held on Wednesday the 31<sup>st</sup> March at the Queensland Air Museum (QAM) at Caloundra.





Nambour and Kawana have organised a two fold event which will commence at the QAM at 0930am when everyone will meet and greet, entrance is only \$10.00 (cash preferred). Coffee and Tea will be served at 10.00am, followed by an official welcome given by GpCapt David Willcox (Ret'd)



At midday, people will leave the QAM and head for the Caloundra RSL Club to assemble in the Memorial Gardens at the back of the Club for the official 100<sup>th</sup> ceremony service which will be conducted by the Rev Dr Peter Hall (RAF Retired).

At 1230pm, after the ceremony, it's into the Club for lunch which is an alternate drop at \$25 a head. After lunch, time is your own, most will stay put, get together and enjoy a few drinks or you can visit the excellent RSL Museum downstairs.

If you'd like to attend, please let Bernard Ballantine or Crissie Wessels know on [bernardballantine@bigpond.com](mailto:bernardballantine@bigpond.com)

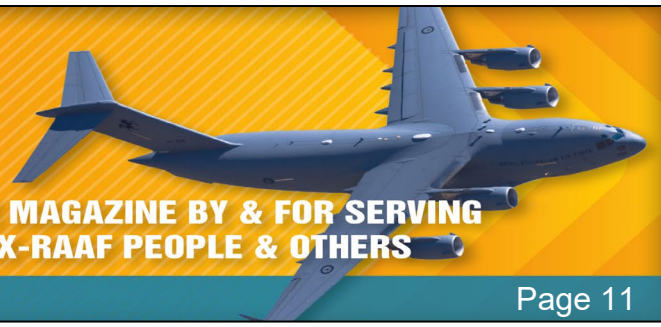
Payment is required by 18<sup>th</sup> March, using your surname as a reference. Bank details are:

Title:	Kawana Waters RAAF Association
Bank:	Bendigo
BSB:	633 108
Account #	153 502 315

## **Funny how some pics turn out.**







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



## Health and Life-Style

### YourLifeChoices

#### Is sleeping naked better for your health?

Sleep, everyone has to do it, and we all have our own rituals to help us get the best rest possible. Some people just can't drift off wearing pyjamas, anything but being naked is far too constricting, for others, PJs are a must and they simply can't snooze without them.

We all have our personal preferences, but what's scientifically best? It turns out there really is a clear winner in this particular race.



#### Quality of sleep

The key difference between sleeping nude and in pyjamas is body temperature. It seems you may sleep better naked as your body will remain cooler; overheating is a common cause of disturbed sleep. People with insomnia generally have a warmer core body temperature when trying to fall asleep than those who nod off quickly, so if you're struggling to get to sleep it might be wise to strip off. Your body temperature also affects the quality of sleep as well. Being over-hot in bed by three to four degrees changes brain-wave patterns, reduces the amount of time you spend in REM sleep (so you wake up feeling less refreshed), increases awakening and reduces deep sleep.

However, as with most things, there is a balance to be struck. Don't get too cold, as cold exposure will also increase wakefulness.



Depending on where you live, (Hobart or Canberra for instance) it's probably not a good idea to sleep naked in winter but if your bedroom is at the recommended temperature of between 18 and 24 degrees Celsius all year round, then there shouldn't be a problem."

### **Yeast infections.**

Yeast infections thrive in warm, moist, close spaces and sleeping naked can reduce the risk of fungal skin infections. By allowing 'airing' between the legs, you may benefit from fewer recurrent thrush infections, although it's worth noting that other factors are at play such as iron levels, glucose tolerance, stress and general immunity. Men can get fungal skin infections in skin creases around their groin, too – commonly known as Jock Strap Itch. Keeping the area cool, dry, clean and 'aired' at night will help to reduce the overheating that promotes this – especially in summer.



### **Relationships.**

It might sound like a stretch but ditching your PJs could actually help your relationship. Sleeping naked gives a sense of freedom and may help you feel more loving. Humans are highly tuned to the sight of bare skin, which acts as a signal for sexual arousal.

Science backs this up. Consider [this research](#), which found that nude bodies were more arousing than clothed bodies and can trigger sexual behaviour.



### **Stress.**

If you're too hot in bed, this could actually increase your stress levels and prevent you from waking up well rested and calm. If sleep is disrupted from being too warm, your body produces more cortisol than usual. Cortisol is a stress hormone that is associated with long-term (chronic) stress and puts the body on red alert.



It's something of a vicious cycle – if disrupted sleep makes you more stressed, your snooze is likely to be even worse with all the worries whizzing through your head.

### Fertility.

Whether you wear PJs or not probably won't impact a woman's fertility, but it's not quite the same for men. If a man is too hot overnight, his sleep might be disturbed, which can affect the secretion of testosterone. Sleeping naked may help to promote a healthier sleep pattern so normal testosterone production occurs. More importantly, healthy sperm production needs a cool environment of 32 degrees C, five degrees below normal body temperature (which is why the testes are outside the pelvis). Even a daily soak in a hot bath or sauna (43-45 degrees C) can lower a man's sperm count, as can wearing tight, insulated athletic supports.



Men who wish to father children should avoid hot baths and wear loose, cotton underwear, never tight, polyester pants. They might also consider sleeping naked to stay cooler at night.

### Skin.

Research shows that overheating at night could affect your skin. That's not saying you'll definitely overheat and develop a skin condition in pyjamas, but it's worth keeping in mind that your body temperature will be lower if you're in the nude. [This study](#) found that people who were too hot by three or four degrees in bed started to sweat more, which could contribute to starting or worsening skin conditions.

## Are egg yolks actually bad for you?

Eggs have been demonised by the health-food industry in the past. Whether scrambled with avocado on toast, poached with asparagus or boiled with whole-wheat soldiers, it's hard to resist the lure of a perfectly cooked egg for breakfast. They're easy to whip up and are a tasty addition to lots of different dishes and but why do people think that eggs are bad for our health?







Eggs have had a bad reputation in the past; namely, the golden yolks. Fears around chicken eggs date back to the 1970s, during the so-called 'low-cholesterol' craze that saw people switch out their usual breakfast foods for low-fat diet products. During this time, egg yolks were considered unhealthy because they were thought to contain large amounts of dietary cholesterol, with experts warning that eating too much could raise your risk of heart disease.

The average large egg contains around 200mg of dietary cholesterol, and previous guidelines advised limiting the number of eggs you eat to three to four a week to stay within healthy limits, however, since around 2000, major world and UK health organisations have changed their advice on eggs, following research that revealed that dietary cholesterol in eggs does not adversely affect cholesterol levels in the blood.

Current research shows that for most healthy people, cholesterol in food has a much smaller effect on blood levels of total cholesterol and LDL cholesterol (the harmful type), especially when compared with saturated fatty acids found in food. Eggs are, in fact, low in saturated fat and the British Heart Foundation now says that moderate egg consumption, up to one a day, does not increase heart disease risk in healthy individuals. In fact, it's the saturated fat in accompanying breakfast foods like cheese and bacon that we should actually be worried about.

The low consumption advice has since changed as it has become clear that blood cholesterol levels are less influenced by cholesterol containing foods. Eating naturally high-cholesterol foods such as eggs doesn't mean you will have raised blood cholesterol. Your liver produces cholesterol in large amounts as it is a necessary nutrient for the cells in your body (it's also involved in producing vitamin D, steroid hormones and bile acids that digest fat). In the presence of dietary cholesterol, the liver simply produces less.

Egg yolks are both high in protein and contain many micronutrients that are essential to good health. Even better? Nutrients found in egg yolk include calcium, iron, magnesium, phosphorus, potassium and zinc. Egg yolks also contain the antioxidant compounds called lutein and zeaxanthin that have been shown to be beneficial for eye health by reducing the risk of age related macular degeneration. You will also find a source of choline in egg yolks, which is important for brain health.



These spherical nutrient powerhouses are also one of the few foods that contain a natural source of vitamin D. Although levels of vitamin D in egg yolks is not huge, it still contributes to your overall intake which may be particularly useful during the winter months when there is a lack of strong sunshine.

In short? Enjoy your eggs. They're a good choice as part of a healthy, balanced diet, however, it's best to avoid frying them, as that can increase their fat content by 50 per cent. The healthiest



choice would be to boil or poach them without added salt and if you fancy them scrambled, skip the butter and use low-fat milk instead of cream.

Health professionals around the World are very worried as the new Covid variant has been identified in Wales, UK.

## Can I lose weight if my only exercise is walking?



You might be able to lose weight that way, depending on how long and how intensely you walk and what your diet's like.

A combination of physical activity and cutting calories seems to help with weight loss more than does exercise alone. Physical activity, such as walking, is important for weight control because it helps you burn calories. If you add 30 minutes of brisk walking to your daily routine, you could burn about 150 more calories a day. Of course, the more you walk and the quicker your pace, the more calories you'll burn, however, balance is important. Overdoing it can increase your risk of soreness, injury and burnout. If you're new to regular exercise, you may need to start out with short walks or walking at a light intensity and gradually build up to longer walks or more moderate or vigorous intensity.

Once you've lost weight, exercise is even more important. It's what helps keep the weight off. In fact, studies show that people who maintain their weight loss over the long term get regular physical activity.



So keep walking, but make sure you also eat a healthy diet.



## Breast cancer prevention: How to reduce your risk!

Breast cancer prevention starts with healthy habits, such as limiting alcohol and staying physically active. Understand what you can do to reduce your breast cancer risk.

If you're concerned about developing breast cancer, you might be wondering if there are steps you can take to help prevent breast cancer. Some risk factors, such as family history, can't be changed, however, there are lifestyle changes you can make to lower your risk.

### What can I do to reduce my risk of breast cancer?

Research shows that lifestyle changes can decrease the risk of breast cancer, even in women at high risk. To lower your risk:

- **Limit alcohol.** The more alcohol you drink, the greater your risk of developing breast cancer. The general recommendation, based on research on the effect of alcohol on breast cancer risk, is to limit yourself to no more than one drink a day, as even small amounts increase risk.
- **Maintain a healthy weight.** If your weight is healthy, work to maintain that weight. If you need to lose weight, ask your doctor about healthy strategies to accomplish this. Reduce the number of calories you eat each day and slowly increase the amount of exercise.
- **Be physically active.** Physical activity can help you maintain a healthy weight, which helps prevent breast cancer. Most healthy adults should aim for at least 150 minutes a week of moderate aerobic activity or 75 minutes of vigorous aerobic activity weekly, plus strength training at least twice a week.
- **Breast-feed.** Breast-feeding might play a role in breast cancer prevention. The longer you breast-feed, the greater the protective effect.
- **Limit postmenopausal hormone therapy.** Combination hormone therapy may increase the risk of breast cancer. Talk with your doctor about the risks and benefits of hormone therapy. You might be able to manage your symptoms with nonhormonal therapies and medications. If you decide that the benefits of short-term hormone therapy outweigh the risks, use the lowest dose that works for you and continue to have your doctor monitor the length of time you're taking hormones.



### Avoid exposure to radiation and environmental pollution.

Medical-imaging methods, such as computerized tomography, use high doses of radiation. While more studies are needed, some research suggests a link between breast cancer and cumulative exposure to radiation over your lifetime. Reduce your exposure by having such tests only when absolutely necessary.





### **Can a healthy diet prevent breast cancer?**

Eating a healthy diet might decrease your risk of some types of cancer, as well as diabetes, heart disease and stroke. For example, women who eat a Mediterranean diet supplemented with extra-virgin olive oil and mixed nuts might have a reduced risk of breast cancer. The Mediterranean diet focuses on mostly on plant-based foods, such as fruits and vegetables, whole grains, legumes, and nuts. People who follow the Mediterranean diet choose healthy fats, such as olive oil, over butter and eat fish instead of red meat.

Maintaining a healthy weight also is a key factor in breast cancer prevention.

### **Is there a link between birth control pills and breast cancer?**

There's some evidence that hormonal contraception, which includes birth control pills and IUDs that release hormones, increases the risk of breast cancer, but the risk is considered very small, and it decreases after you stop using hormonal contraceptives. A recent study that showed an association between hormonal contraceptive use and breast cancer determined one additional breast cancer could be expected for every 7,690 women who use hormonal contraception for at least one year.

Discuss your contraceptive options with your doctor. Also consider the benefits of hormonal contraception, such as controlling menstrual bleeding, preventing an unwanted pregnancy, and reducing the risk of other cancers, including endometrial cancer and ovarian cancer.

### **What else can I do?**

Be vigilant about breast cancer detection. If you notice any changes in your breasts, such as a new lump or skin changes, consult your doctor. Also, ask your doctor when to begin mammograms and other screenings based on your personal history.

Wouldn't it be great if we could put ourselves in the dryer for 10 minutes  
and come out wrinkle free and two sizes smaller.

## **What's this LOVE thing?**

It turns out '80s music fans were onto something: Some experts believe you can be [addicted to love](#) after all. But unlike other addictions, love, at least in the context of a healthy relationship, can actually make you healthier. Here's what scientists know about the effects of all those fuzzy feelings.

**Love at first sight: It's a thing.**



You know that sweaty palms, racing heart feeling that you get when you're talking to somebody you really like and who you hope feels the same? That's your nervous system at play, triggering a cascade of stress responses: increased heart rate, an uptick in sweating and the release of adrenaline. In time, your body's central stress response centre releases more stress hormones, including [cortisol](#).



Chronic stress is tough on your body. But the "love" stress response is more like what an athlete feels right before a big race or that an actor feels before going on stage. This stress can be a performance enhancer, sharpening your senses and priming you to put your best foot forward. How you interpret this stress response is what's different about love, hope, interest and excitement help you approach these situations rather than avoid them.

### **Why "love stress" can be a good thing.**

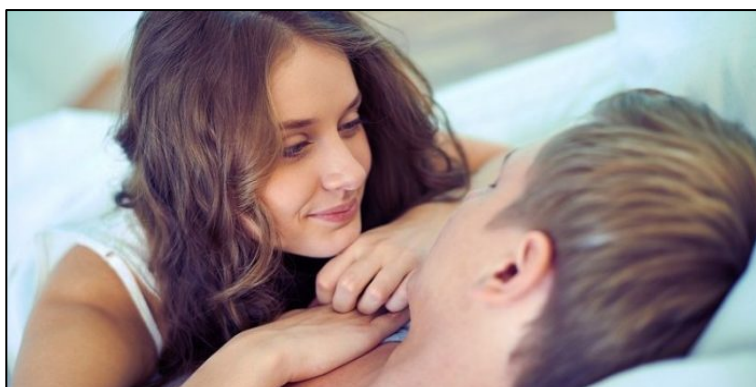
Those butterflies aren't just nature toying with your emotions. Some experts believe a little anxiousness helps to cement a romantic bond. The uncertainty of early love (Does he love me? Does he love me not?) can produce an uptick in cortisol, which ultimately may enhance feelings of closeness if the potential partner returns the affection.

### **Hopelessly romantic? Your cortisol may be to blame**

Are your stress hormones a little more reactive than others? Research suggests that higher variability in the stress hormone cortisol could be one thing that makes some people more passionately romantic than others.

### **Obsessed? There's a neurochemical for that**

Spending time with someone you love triggers the brain's reward system in ways that aren't so different from addictive drugs and it's a system that keeps you coming back for more. Both love and drugs (as well as ice cream, for that matter) trigger the release of dopamine, the neurotransmitter that leaves you wanting more. Dopamine is also the driving force behind goal-





oriented behaviour. When you get what you're after, your brain feels satisfied — for a while. Over time, you may need more to get rewarded more. And that's what forms a habit, whether for rocky road or passionate kisses.

### **Why love hormones help you stick together.**

The dopamine-triggered excitement of early love usually wanes but that's when other physical responses take over. Hugging and snuggling release oxytocin, which promotes bonding. Bonding behaviour releases [vasopressin](#), which triggers protective instincts and territoriality. Over time between lovers, a whole new stress response system revs up to create separation anxiety when you're apart. Altogether, these changes draw couples together and build a defence against outside would-be suitors.

Ever notice those couples that start to dress alike? Some research suggests that in a committed relationship, partners' physiological states, like their heart rates, begin to mirror each other, too.

### **Living happily ever after.**

When you've finally found the one you love, the benefits may go far beyond always having a plus-one for parties. Studies suggest that being in a committed relationship could actually enhance your health and might help you live longer. Married people go to the hospital less, have shorter stays when they do and are less likely to end up in a nursing home.

Healthy, loving relationships are also among the best "natural antidepressants" in life as they promote psychological well-being and happiness.

In other words: Love can be a good habit — as long as you're good to your love.





## Female sexual dysfunction.

Persistent, recurrent problems with sexual response, desire, orgasm or pain, that distress you or strain your relationship with your partner, are known medically as sexual dysfunction.

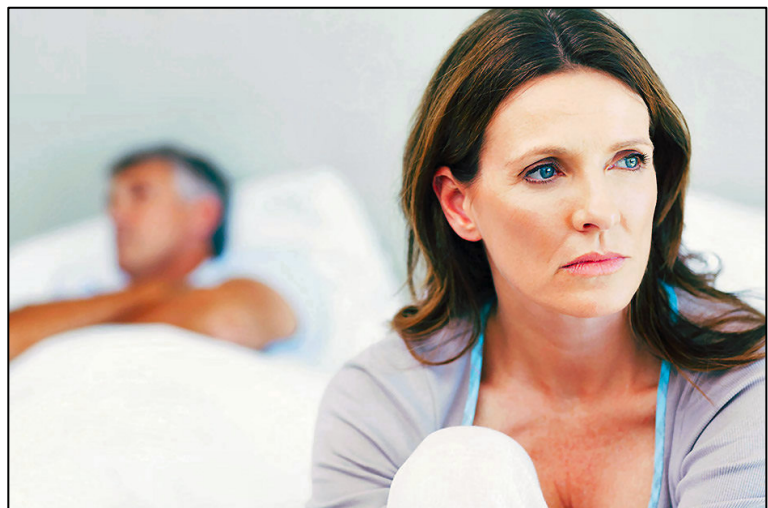
Many women experience problems with sexual function at some point and some have difficulties throughout their lives. Female sexual dysfunction can occur at any stage of life and can occur only in certain sexual situations or in all sexual situations.

Sexual response involves a complex interplay of physiology, emotions, experiences, beliefs, lifestyle and relationships. Disruption of any component can affect sexual desire, arousal or satisfaction and treatment often involves more than one approach.

Symptoms vary depending on what type of sexual dysfunction you're experiencing:

**Low sexual desire.** This most common of female sexual dysfunctions involves a lack of sexual interest and willingness to be sexual.

**Sexual arousal disorder.** Your desire for sex might be intact, but you have difficulty with arousal or are unable to become aroused or maintain arousal during sexual activity.





**Orgasmic disorder.** You have persistent or recurrent difficulty in achieving orgasm after sufficient sexual arousal and ongoing stimulation.

**Sexual pain disorder.** You have pain associated with sexual stimulation or vaginal contact. If sexual problems affect your relationship or worry you, make an appointment with your doctor for evaluation.

### **Causes.**

Sexual problems often develop when your hormones are in flux, such as after having a baby or during menopause. Major illness, such as cancer, diabetes, or heart and blood vessel (cardiovascular) disease, can also contribute to sexual dysfunction.

Factors — often interrelated — that contribute to sexual dissatisfaction or dysfunction include:

- **Physical.** Any number of medical conditions, including cancer, kidney failure, multiple sclerosis, heart disease and bladder problems, can lead to sexual dysfunction. Certain medications, including some antidepressants, blood pressure medications, antihistamines and chemotherapy drugs, can decrease your sexual desire and your body's ability to experience orgasm.
- **Hormonal.** Lower estrogen levels after menopause may lead to changes in your genital tissues and sexual responsiveness. A decrease in estrogen leads to decreased blood flow to the pelvic region, which can result in less genital sensation, as well as needing more time to build arousal and reach orgasm.

The vaginal lining also becomes thinner and less elastic, particularly if you're not sexually active. These factors can lead to painful intercourse (dyspareunia). Sexual desire also decreases when hormonal levels decrease.

Your body's hormone levels also shift after giving birth and during breast-feeding, which can lead to vaginal dryness and can affect your desire to have sex.

- **Psychological and social.** Untreated anxiety or depression can cause or contribute to sexual dysfunction, as can long-term stress and a history of sexual abuse. The worries of pregnancy and demands of being a new mother may have similar effects.

Long-standing conflicts with your partner, about sex or other aspects of your relationship, can diminish your sexual responsiveness as well. Cultural and religious issues and problems with body image also can contribute.



## Sexual dysfunction in males.

Sexual dysfunction is any physical or psychological problem that prevents you or your partner from getting sexual satisfaction. Male sexual dysfunction is a common health problem affecting men of all ages, but is more common with increasing age. Treatment can often help men suffering from sexual dysfunction.

The main types of male sexual dysfunction are:

- Erectile dysfunction (difficulty getting/keeping an erection).
- Premature ejaculation (reaching orgasm too quickly).
- Delayed or inhibited ejaculation (reaching orgasm too slowly or not at all).

Low libido (reduced interest in sex).

### What causes sexual dysfunction in males?

Physical causes of overall sexual dysfunction may be:

- Low testosterone levels.
- Prescription drugs (antidepressants, high blood pressure medicine).
- Blood vessel disorders such as atherosclerosis (hardening of the arteries) and high blood pressure.
- Stroke or nerve damage from diabetes or surgery.
- Smoking.





- Alcoholism and drug abuse.

**Psychological causes might include:**

- Concern about sexual performance.
- Marital or relationship problems.
- [Depression](#), feelings of guilt.
- Effects of past sexual trauma.
- Work-related stress and anxiety.

**How does sexual dysfunction affect men?**

The most common problems men face with sexual dysfunction are troubles with ejaculation, getting and keeping an erection, and reduced sexual desire.

**Ejaculation disorders**

Problems with ejaculation are:

- Premature ejaculation (PE): Ejaculation that occurs before or too soon after penetration.
- Inhibited or delayed ejaculation: Ejaculation does not happen or takes a very long time.
- Retrograde ejaculation: At orgasm, the ejaculate is forced back into the bladder rather than through the end of the penis.

The exact cause of premature ejaculation (PE) is not known. While in many cases PE is due to performance anxiety during sex, other factors may be:

- Stress.
- Temporary depression.
- History of sexual repression.
- Low self-confidence.
- Lack of communication or unresolved conflict with partner.

Studies suggest that the breakdown of serotonin (a natural chemical that affects mood) may play a role in PE. Certain drugs, including some antidepressants, may affect ejaculation, as can nerve damage to the back or spinal cord. Physical causes for inhibited or delayed ejaculation may include chronic (long-term) health problems, medication side effects, alcohol abuse, or surgeries. The problem can also be caused by psychological factors such as depression, anxiety, stress or relationship problems.

Retrograde ejaculation is most common in males with diabetes who suffer from diabetic nerve damage. Problems with the nerves in the bladder and the bladder neck force the ejaculate to flow backward. In other men, retrograde ejaculation may be a side effect of some medications, or happen after an operation on the bladder neck or prostate.

**Erectile dysfunction.**



Erectile dysfunction (ED) is the inability to get and keep an erection for sexual intercourse. ED is quite common, with studies showing that about 50% of men over age 40 are affected. Causes of ED include:

- Diseases affecting blood flow such as hardening of the arteries.
- Nerve disorders.
- Stress, relationship conflicts, depression and performance anxiety.
- Injury to the penis.
- Chronic illness such as diabetes and high blood pressure.
- Unhealthy habits like smoking, drinking too much alcohol, overeating and lack of exercise.

### **Low libido (reduced sexual desire)**

Low libido means your desire or interest in sex has decreased. The condition is often linked with low levels of the male hormone testosterone. Testosterone maintains sex drive, sperm production, muscle, hair and bone. Low testosterone can affect your body and mood. Reduced sexual desire may also be caused by depression, anxiety or relationship difficulties. Diabetes, high blood pressure, and certain medications like antidepressants may also contribute to a low libido.

### **How is male sexual dysfunction diagnosed?**

Your doctor may begin the diagnosis process with a physical exam. Physical tests may include:

- Blood tests to check your testosterone levels, blood sugar (for diabetes) and cholesterol.
- Blood pressure check.
- Rectal exam to check your prostate.
- Examination of your penis and testicles.

Other tests can show if you have problems with blood flow to the penis.

Your doctor may also ask questions about your symptoms and your medical and sexual history. Though these questions may seem very personal, do not be embarrassed. It is important to answer honestly so the best treatment can be recommended. You may be sent to a different type of doctor (urologist, endocrinologist or sex therapist, for example) who can help you.

### **How is male sexual dysfunction treated?**

Many cases of sexual dysfunction can be corrected by treating the mental or physical problems that cause it. Treatments include:

- Medications: Drugs that help improve sexual function by increasing blood flow to the penis. Sildenafil (Viagra®), vardenafil (Levitra®), and tadalafil (Cialis®) are safe and effective for most men.
- Hormone therapy: Low levels of testosterone raised by hormone replacement therapies that include injections, patches or gels.
- Psychological therapy: A psychological counsellor to help you address feelings of anxiety, depression, fear or guilt that may affect sexual function.



- Mechanical aids: Vacuum devices and penile implants that can help some men with erectile dysfunction.

### **Can male sexual dysfunction be prevented?**

While male sexual dysfunction cannot be prevented, dealing with the causes of the dysfunction can help you better understand and cope with the problem when it happens. To help maintain good sexual function you should follow the same program that is recommended to maintain cardiovascular health.

- Follow your doctor's treatment plan for any of your medical/health conditions.
- Limit your alcohol intake.
- Quit smoking.
- Eat a heart healthy diet (the Mediterranean diet is often recommended).
- Get regular aerobic and weight building exercise.
- Get treatment if needed for any emotional or psychological problems such as stress, depression and anxiety.
- Communicate better and more often with your partner.

**Being a little older, I am very fortunate to have someone call and check on me everyday. He is from India and is very concerned about my car warranty.**





This page left blank.

## Arthur's Articles.

This chapter in my life will be the hardest to write about, but I intend to include it in my historical walk through my Air Force career, for it ultimately put me on the path to the marvellous RAAF career that I enjoyed for almost twenty-six years, but also taught me one of the greatest lesson in my life that I have ever learned, that is, that when you are ahead, learn to shut your big trap, and enjoy the benefits you find yourself in.



What am I trying to say? My sojourn at Radio School, Laverton, for my Technician's conversion course did not finish as planned and just weeks from graduation, I was ignominiously booted out of Radio School. Those events and circumstances which follow, may not be enthralling reading, but as I say, they taught me the greatest lesson in my life which I graciously accepted and have followed the newfound principles ever since.

In the previous edition of our magazine, I told how Colin Rose had introduced me to the church in Ipswich where he met his wife, Jenny, and that Annette attended the same church. Annette and I had courted for two years as I approached my expected return to Radio School to undergo my Technician conversion course.



Colin and Jenny had married prior to the Easter of 1963 and had been posted from Amberley to Radio School, when a week later, he had received a posting to Base Squadron, Townsville, as a Radio Technician, (Ground). We were to see them on different postings throughout our respective





careers, and on retirement, our paths crossed again, and we have renewed our long-standing friendship as we retired to and live on the Sunshine Coast.

The month after Jenny and Colin were married, I received the posting that Annette and I had wished to be delayed as we plotted a future together. I sold my vehicle to save money while away at Radio School for our impending marriage, sometime in the not-too-distant future. She fended off a barrage of possible local suitors who wanted to know what her intentions were as I headed off to Laverton.

She clearly told all interested potential boyfriends that she had planned to wait for me and continue our eighteen-month romance via letter writing. The (single) male population of our church, went into morbid grief! For Annette was then, as she is now, an exceptionally beautiful girl and as one of my more recent staff once commented, 'a very elegant lady'.

Car-less, the Air Force sent me off to Melbourne by train in mid May 1963. Radio School posting Mark Two was different to my Radio Mechanics Course there. Classrooms were in 'Tin City', but the living quarters for Technician Trainees were in Block 100, an old wooden two storey block close to the Airmen's Mess.



There were no evening gatherings in the ASCO Canteen as with Radio Mechanic students who mixed socialisation with the little night-time study that we did on that course. My love life saw copious letters written to Annette each night, so much so, that I often needed two envelopes to convey all that I had written to her, including poems written just for her! Life was serious. We





planned to be married, so study had a further incentive. Become a Technician, which meant more money coming into the newly-weds' household.

The Technician's course was made up of a different type of airman. Most lived out, having been married during their Mechanic time in the field. There was no socializing or class bonding of a weekend. The few 'singles' or those who had been unable to bring their wives or partners to a 'B' Grade posting, lived in Block 100, but mainly kept to themselves. In short, there was no camaraderie that we had known on our Mechanic's course, more was the pity.



The course was progressing well. Most of us seemed to be coping and none had been excluded from Radio School. That is, until just two weeks prior to the end of the course. The first to receive the 'chop' was....me!

In the latter days of the course, we were into the equipment's phase. We all had passed one phase, but smart Alec Arthur queried the staff on a question, rather vehemently and in my usual, 'I believe I know better than you' attitude, pursued the matter on every occasion I could. I recall uttering the pugilistic phrase, "How many times does a student know more than the Instructor?" What an obnoxious 21-year-old I must have been in the sight of the instructors.

Fortunately, in my time in front of a class some years later, at Flying Training School where I was the Admin and Air Force Law Instructor, no argumentative student ever pulled the same attack on me.

I still feel very remorseful for the poor teacher I drew into my personal conflict. The Flight Sergeant was a wonderful, quiet, and helpful Radio Technician who was nearing the end of a long and illustrious career in two Air Forces. At first, he clung to the official head-office line that 'no correspondence will be entered into', but as I persisted, he took the matter up to his superiors. He came back into the classroom and said that if I could prove my case, I could have the answer marked correct. I did this with glee. I had won my argument. The staff would not be able to deny that. The Flight Sergeant returned to the classroom later and conceded the point. He also was confounded why I had been so obstinate in pushing my cause, as the altered mark made no difference to my Pass, let alone anyone else in the class.



What was all the fuss over? It was a multi-choice question. "At what height will this equipment operate? A. 30 feet. B. 300 feet. C. 3,000 feet. D. Almost a mile." In later life, I had undertaken the RAAF School of Technical Training's Instructional Technique course before being let loose on the aspirant pilots at No. 1 FTS. I was taught how to set a multi-choice examination. This question was a classic. The correct answer is obviously C. 3,000 feet. (All of my readers got that didn't you?)

However, I had read the manual for this equipment from cover to cover. (I mean, all that time in Block 100 was not taken up solely writing letters to my Dear One!) The rear of the book stated, 'That although this equipment usually works at a maximum of 3,000 feet, it has been known to operate at 5,000 feet.' Now when I went to school, 5,280 feet equalled one mile, and therefore, the correct answer, in my opinion, and according to the very manual we were studying, should be 'almost a mile'.

The matter ended. I received no accolades from my classmates for 'beating the system', but I quietly gloated to myself that 'I had won that argument', silly lad, that I was.

I should add here that the marking system in Radio School was by 'class average'. It was a system I never fully understood, in that I concluded that all scores from students were added then a differential applied, and as I used to say, then 'take away the number you first thought of', and from that, a Pass mark was set; a Supplementary Fail mark was set, and a Fail mark was set. A 'Supplementary Fail' meant that you had to re-sit the examination. A 'Fail' saw you suspended from the course and sent on your way as a Radio Mechanic, with little or no hope of ever returning to have a second attempt at becoming a Radio Technician.



In the next week's examination on the ILS equipment. Two of us received a 'Supplementary Fail'. I recall that because the class average was in force, even 93% dropped us into the 'Supp. Fail' category.

The dear old Flight Sergeant came back into the room after the results were given and crossed out the 'S' on my sheet and wrote 'F'. He added, "Sorry, lad. 'They' are making me do this!" I was devastated but shrugged my shoulders and thought that I had brought this on myself. If I had shut my big mouth when I had been clearly ahead in the dispute of the precious week, the 'S' mark would not have been changed.

That was probably the most ignominious moment in my twenty-six-year RAAF history. However, as crushing as that was, it was a turning point in my life to tell me to assess any situation as to the consequences before you speak. Further, even though you know you are right and can prove it, that always is not the best time to display your knowledge over another person's understanding of the situation. That principle has kept me in line ever since.

Secondly, if I had not been evicted from the Radio Technician course, I probably would not have sought my next career, that of a military Linguist in which I became proficient in Chinese (Mandarin) and Vietnamese, careers which were most fulfilling and productive as I climbed up the rank ladder in the Air Force to a most successful and satisfying career.





A few days later, my posting came through to 10 Squadron, RAAF Base Garbutt, (which was what RAAF Base Townsville was called then.) Without a vehicle. I was to travel from Melbourne to Townsville by train, with the concession that I was to sleep sitting up from Melbourne to Brisbane for two nights, but the third and fourth night, I could have a sleeper.



I applied for and received permission to stop over in Brisbane for a day mid-journey so that I could see Annette and discuss plans to see us move ultimately to Townsville where our friends, Colin and Jenny were. After a short 24 hours, I was back on the train, which entertained me as I watched the locals at Saint Lawrence come out to the train with their billy cans to collect their daily ration of milk. In New Zealand, milk comes from Bulls, but in Queensland, milk comes from trains, I discovered!



10 Squadron flew the Neptune P2V7's. My Radio Section Sergeant supported me in trying to get back to Radio School to finish the remainder of my course, and he enthusiastically taught me the job I would be doing on the Neptune's until I returned to Radio School.

I was in Townsville for less than three weeks, when one of my former classmates, a guy by the nickname of 'Johnny Thunder' sent me a telegram stating that he too had slipped at the last post in the final exams and had been posted to 16 Army Light Aircraft Squadron at Amberley. He invited me to do an exchange posting with him! 16 ALA? Teeny Weeny Airlines? I had heard





they are always away on exercise.... but I would be closer to Annette. Townsville held unknown prospects! Maybe Annette could endure the heat in Townsville? Hundreds of questions popped in and out of my head.

Finally, I drafted a reply to 'Johnny Thunder'. It simply said, "No". I headed into the Post Office at Townsville which was where you sent telegrams from in those days. On the way into town, the pendulum swung from "No" to "Yes" and from "Yes" to "No". I entered the Post Office just on closing time. I headed to the bench where I grabbed a telegram pro-forma, and wrote the one word, "Yes", with the thought running through my over-worked brain, 'Annette would never understand if I sent "No" '.



The exchange posting was approved, and within days, I was travelling back to Amberley, at my own expense, may I add, to begin an intriguing chapter in my military career that would be my last Radio Mechanic posting, at 16 Army Light Aircraft Squadron, Amberley. My days at 16 ALA will be enunciated in my next edition. While at 16 ALA, Annette and I were engaged the month after I came down from Townsville and married in Ipswich the following December. As anticipated, I never saw much of her during my time at 16 ALA because we were always away, either on exercises or to service an aircraft that had run out of flying hours to get back to Amberley. Those exciting times will be explained next month.

But my 10 Squadron Sergeant had also worked behind the scenes and he had plugged for me to return to Radio School to finish my Tech course, (and hoped for me to shut my big mouth on my next occasion at Radio School.) I had been advised to expect a posting back to Radio School very soon.

At the same time, at ALA, out of a radio section of five, the Sergeant, the Corporal and I had applied to do the aptitude test in Brisbane for the following year's courses at the RAAF School of



Languages. The tests were interesting, and I enjoyed them for I had a liking and fascination towards languages, having done French and Latin at High School. To this day, I can remember much from those two languages. (One of my party pieces is to sing 'God save the Queen' in Latin. - Aren't you lucky this article does not have voice?)

I was called to the ALA Orderly Room in the October of 1964 and was told my posting had come through with effect January 1965. I quickly resigned myself that this was to be my last Christmas at Amberley with Annette for a while, before I finished my last stay at Radio School when the Orderly Room Sergeant advised me that my posting was not to Radio School but to the RAAF School of Languages. I further found out that it was a 'Live-in' course for twelve months and I would not be given leave to marry in the February as planned.

From then on, there was a panic to alter the date of our wedding to a time before we left for Point Cook. Annette and I married on the 19<sup>th</sup> of December 1964.

Next issue: Thirteen months with Teeny Weeny Airlines as an RAAF Radio Mechanic servicing Army aircraft, Sioux, and Cessna's, flown by Army pilots.

### **Impressive People I met in my Air Force Career**

The first Chaplain who served at No. 2 Squadron when it arrived in Phan Rang, South Vietnam in April 1967 was Father Terry Canzer who concluded his Air Force career a few months later and returned to his Diocese in Toowoomba. Father Ganzer was replaced by Father Patrick 'Paddy' John McCormick.

I had the privilege of serving with both Chaplains, as the unit Interpreter. I travelled with both often. Under the 'Winning Hearts and Minds of the People' program, we supported an Orphanage, as well as two villages, one a Vietnamese village, Cong Thanh, and the other side by side village, a Cham village, Thanh Y. The Chams were the original settlers of the area around Phan Rang, and while the two races were cordial to each other, it was a case of 'never the twain shall meet'.

Whatever we donated to the Vietnamese Village, we had to donate the same equivalent to the Cham Village. When we provided medical services for the Vietnamese village, we had to provide the same services to the Cham Village.

Father Pat, as did Father Terry, as well as the RAAF Medical Officer on his visits, rode along with me to conduct these visits. Another RAAF Chaplain I worked with in Vung Tau and later in Point Cook, when re-settling Vietnamese refugees, said often, "I can't speak Vietnamese or Chinese, but Arthur can. I do the thinking as Arthur can't think!" (And to avoid embarrassment to my dear friend, Rodger, I will not mention his name!)





No matter what time an aircrew took off in a Canberra, Father Pat was there to see them off and give the crew a blessing before the Canberra's door was shut. This (perhaps) goes to explain why No 2 Squadron only suffered an exceptionally low attrition rate over the over-four years they were in South Vietnam.

On Christmas Eve, 1967, Father Pat held a Christmas service with the partitions removed from the three messes and all Unit members except those on duty, attended Father Pat's service. He was an exceedingly popular man, and a true Man of God. During the times we travelled together, Father Pat told me how the long-term Archbishop of Brisbane, Archbishop Duhig, disagreed with him over his dealing with hooligans in his Red Hill, Brisbane, upstairs club. Archbishop Duhig sent Father Pat into the Air Force with the instruction, 'and don't ever come back to this Diocese'. Father Pat then spent the remainder of his priestly life in the RAAF reaching the rank of Group Captain Chaplain, a rarity for Roman Catholic priests.

One day, I was involved with a pressing interpreting situation when Father Pat expected me to travel with him, as usual, through the rice paddies that led into Cong Thanh and Thanh Y. He drove into a fire fight between South Vietnamese Army troops and Viet Cong with their local supporters. Bullets whistled around his jeep, but fortunately, no bullets hit him or his jeep.

***Father 'Paddy' McCormick at the Orphanage in Phan Rang, South Vietnam***

It is no wonder that for his Vietnam service, Father 'Paddy' was awarded the Member of the British Empire (M.B.E.). I used to jokingly say that I had an M.B.E. but the Padre wears it for me!



On the day that Father Pat was driving alone and became the centre of a fire fight, he came back to my office, he bounded in and said, "Fry, you are to come with me in future on every occasion that I go to the villages. You are my 'good luck charm'!".

Sadly, Father Pat died in Brisbane on the 20<sup>th</sup> of April 2001.

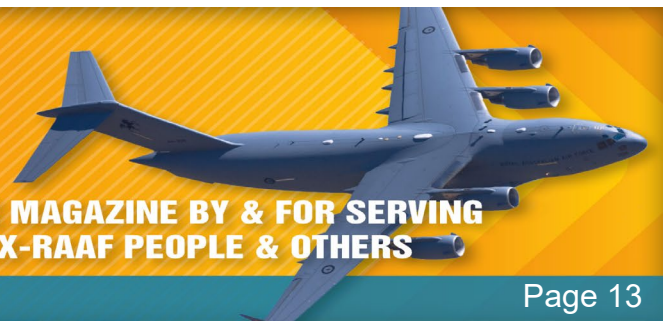
A Father's congratulatory note to his son.

**Father:** Son, allow me to offer my warmest congratulations. I'm certain that you'll remember today as the happiest in your life.

**Son:** Thanks dad – but the wedding is tomorrow.

**Father:** I know!





## All Appy Reunion – Brisbane.

On Saturday 27<sup>th</sup> February, Martin ‘Dutchy’ Holland got a great bunch of people from Brat-land together, (some with their lovely ladies) at the Transcontinental Hotel (the Trans) in Roma St Brisbane for their annual get together.

They came from far and wide, there were a lot of blokes who Appied at Wagga and also some fine refined gentlemen who Appied in Melbourne, most whom did their time at Laverton but some also from the RAAF’s Air B&B at Frognall.



In total, 138 ex-Brats made the decision to get together, to enjoy each other’s company, to enjoy a meal, a few cold ones and to rekindle old friendships.

A great turn out.



For those that are not familiar with Australia’s greatest city, the Trans is at the top end of Roma St in Brisbane city, opposite to where a multi-storied hotel, car park and bus terminal once stood and where Brisbane’s first underground train station will eventually be operational.





Site for the Brisbane underground.

Those that attended the all-brat event are (number indicates their intake number)

All names left to right.



**Standing L-R: (all 17 )** 'Pud' Passmore, John Porter, Hugh Betteridge, Kerry Cook.

**Seated L-R:** 'Snapper' Byrnes, Ian Hind, Ted Strugnell, Bill Steel, Al Schultz, John Dawkins.





**All 21.** Bob Bromage, Bill Mckay, Geogg Mayhew, Al Pickering, Bill Moore, Les Ferris, Norm Bruce.



Bill Moore 17, Mike Yarrow 31, Bill Hewson 29, 'Dutchy' Holland 27.





Carol Ward.



All 15. Dennis Caesar, Rob Wilson, Jim Herron, Don Worner,





Doug Pickering 20, Geoff Dorward 14.



Dutchy Holland 27, Dennis Thomson 25





Glen Raines 33, Graeme Hing 23, Michael Poyner 27



Greg Hicks 33, Kerry Cook 17.



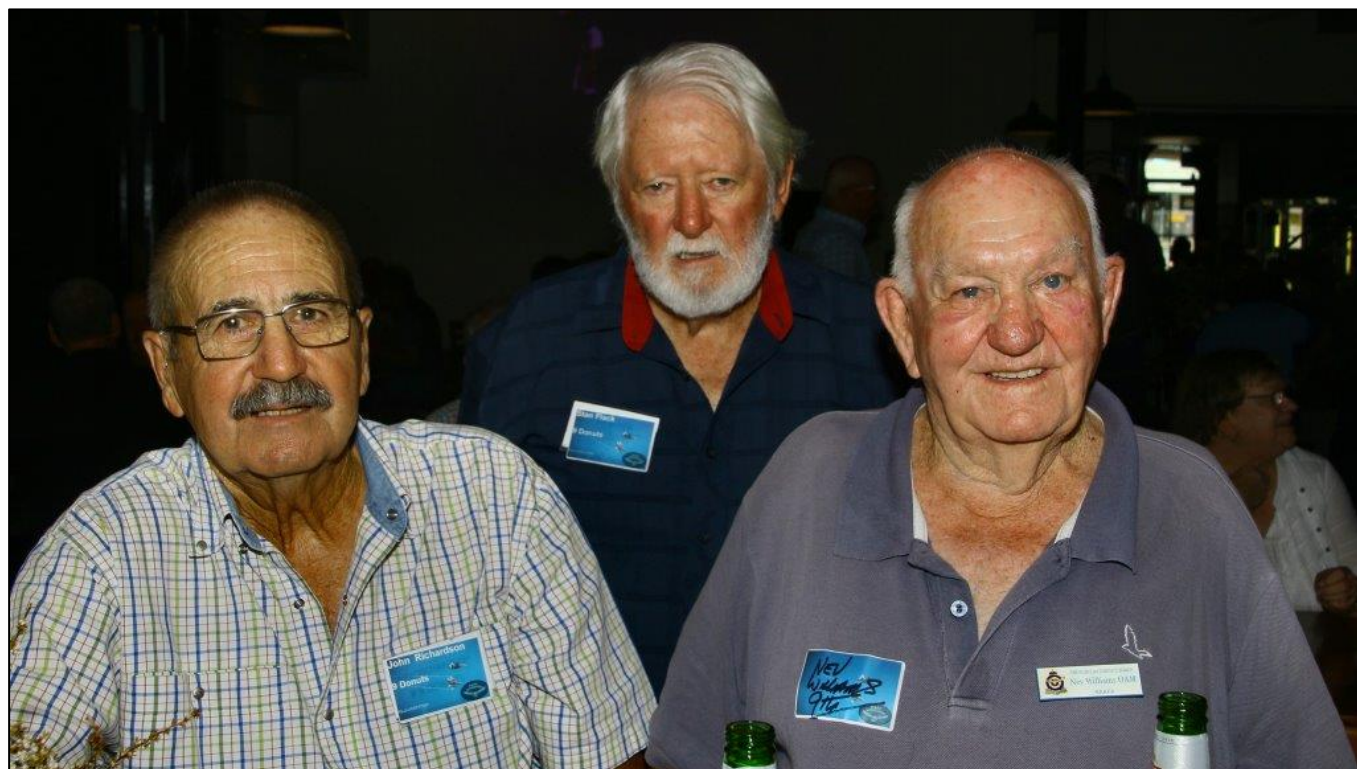


John Clarkson 14



John Porter 17, Ken Bishof 17, Bob Cameron 18.





All 9. John Richardson, Stan Flack, Nev Williams.



All 18. Ken Davis, John Starkey.





**All 22.** Les Skyring, Brendan Otto, John Percival, Bruce Craig, Allen Gillam.



**All 42 – the new boys:** Paul Murphy, Mark Camilleri (Squid), Michael Hardy, Jason Lamont, John Knocker, Steve Field, Justin King.





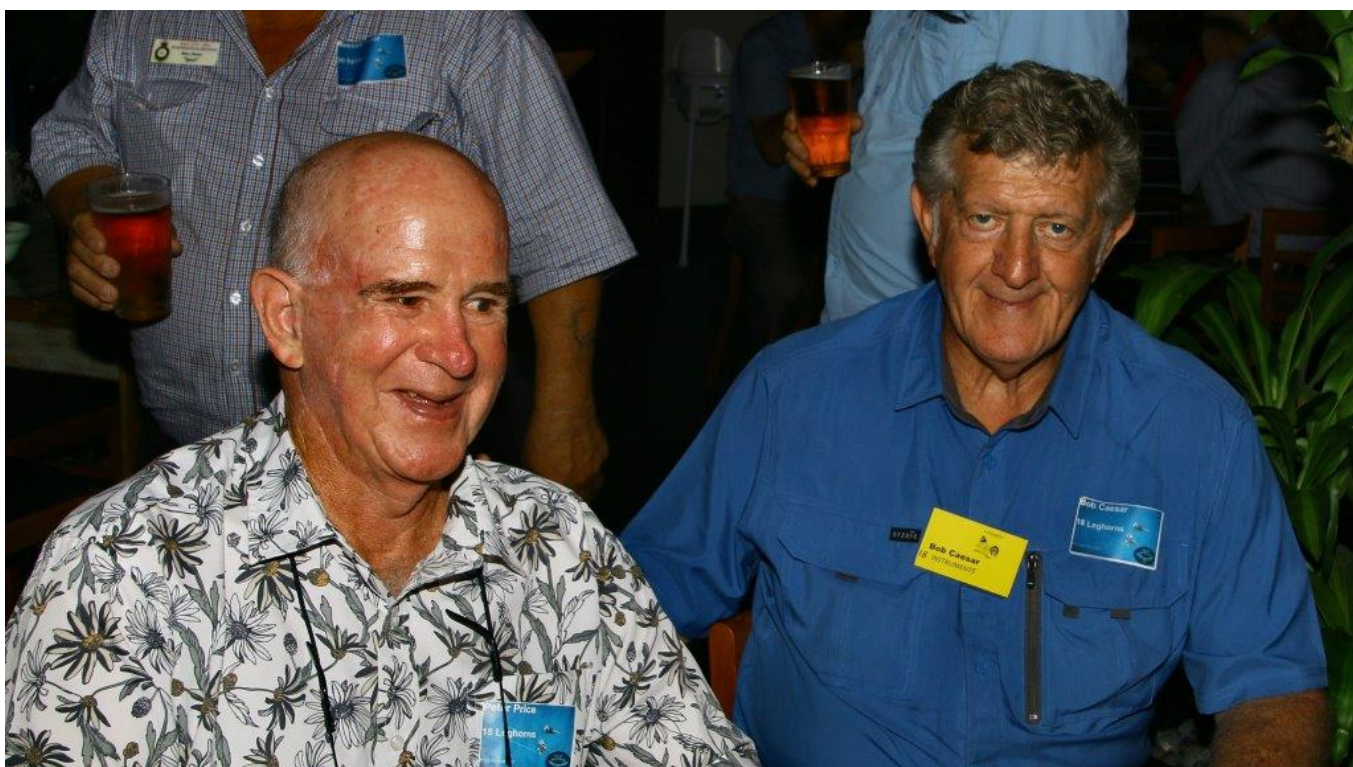
Paul Murphy 42, Ian Pilbeam 31.



**All 5** Peter 'Buster' McLean, Jim McQueen, Keith Beardsmore.

These 3 fine right honourable gentlemen started their Air Force careers on 5 Radio Appy at Frognall, in Camberwell, a suburb of Melbourne, 70 years ago.





**All 18** Peter Price, Bob Caesar.



**All 30** Phil Switzer, Pete Mathieson, Merv Mudge, Grant Woodcock, Dale Hawkeswood, 'Slim' Grieve, Russ Porter, Graham Air, Ray Jauncey.





'Pygmy' McAndrew 26, Keith 'Herbie' Hinks 26, Ron Quirk 25, Dan Aitken 27.



All 26 Pygmy McAndrew, Keith 'Herbie' Hinks, Paul Pingnam.





**All 27** Ron Dyball, Dan Aitken, Keen Goold, Col Porteus, Neil McGrath.

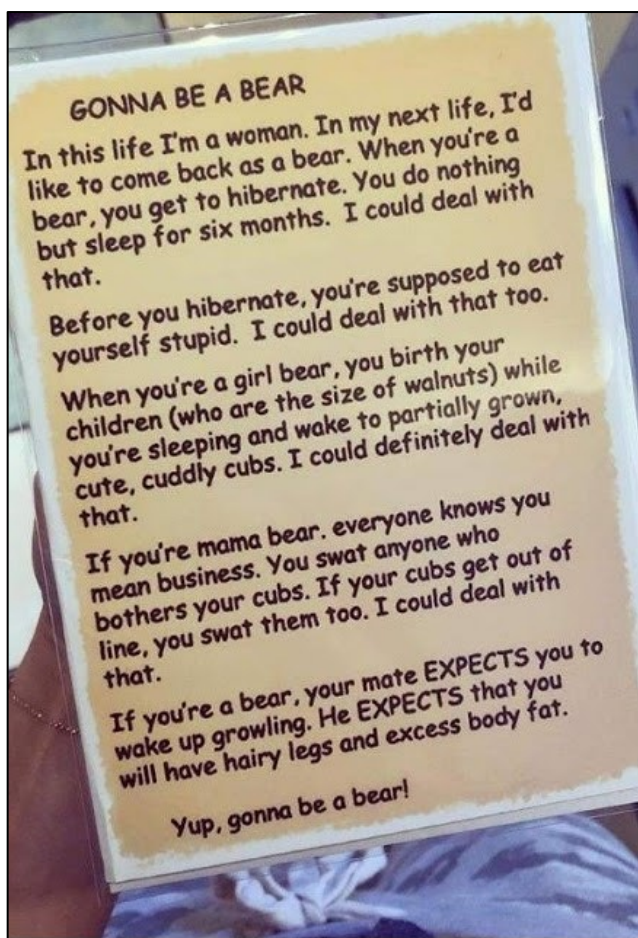


**All 21** Steve Cleary, Neil Clark, Geoff Mayhew, Graham Duck, Andre Bonderson, Don Cureton.





Terry Waddington 18, Norm Peach 28.









## Christmas in January.

For some time now, Carmel Leddiccoat, who many years ago was Carmel Stapleton, a Clerk Medical at 3RAAF at Richmond and her two partners in arms, Sue Pratt and Bernadette Will, have organised a Christmas get together on Queensland's Sunshine Coast for ex WRAAFS.

2020, as we know, was a shocker, most things were either cancelled or delayed and the regular WRAAFs get together was no exception, there would be no Christmas get together in 2020 but as things improved, the three amigos managed to get the girls together at the Alexander Headlands Surf Club on Saturday the 30<sup>th</sup> January. A bit late but better late than never.



37 lovely ladies came from far and wide to reminisce about the wonderful time they had in uniform, to enjoy a good meal, a few drinks, to meet old mates from long ago and enjoy the atmosphere and scenery offered by Qld's Sunshine Coast. We were invited and with the opportunity of being the only male amongst 37 lovely ladies, need I say more??

These ladies served Australia at the time when, for some insane reason, they were considered inferior to men. Although doing the same job as the men, in a lot of cases side by side and often better than, they were paid only two thirds the men's wage. They had to endure the humiliation of nightly bed checks, had to discharge if they had the temerity to marry and heaven forbid if one of them became pregnant. Men wouldn't put up with bed checks and weren't expected to discharge when they married, but the girls had to and did – and the Air Force was better because of them. Thankfully, all those draconian conditions were swept aside and today men and women enjoy the same conditions, though it's still the girls who are expected to get pregnant.







Alexander Headlands Surf Club.

Those at the get together include: (All names left to right. The number indicates the Rookies Course)



**Avril Baque** (Eken-Smyth) [222](#), **Joy Lee** (Absalom), **Iris Klan** (Nebe) [194](#).





Joy, who turns 95 this year, was born in New Zealand, but she and her mum left NZ when Joy was 14½ and crossed the ditch and moved to Australia. In December 1944, as soon as she turned 18, Joy joined the WAAAF (the triple A) and did her rookies at Penrith. She was then posted to Williamtown, served as a cook's assistant during the remaining war years and was demobbed in 1946 and as a civvy again, started work with Readers Digest.

Joy was a guest of honour at the afternoon.



A very pretty Joy Lee – as a proud WAAAF.





**Ros Curren (nee Smith) [222](#), Robyn Arthurs (Godwin) 252, Helen Daunt (Pechey) [247](#).**



**Audrey Browne (Madin) [247](#), Val Machin (Ingram) [202](#).**





Greta Campbell, Lorraine Stone.



Cheryl Fleming (Quinn) [182](#), Dot Harris (James) [182](#)





**Dianne Scottney (Hart) [176](#), Jutta Rossington (Gaiduke) [163](#)**



**Jan Cagney (Wollard) [232](#), Jenny Morgan (Hodges) 251.**





Linda Carter (Dorries) [223](#), Marie Henson (Arcidiacono) [236](#), Ros Curran (Smith) [222](#), Kate Lung (Peters) [230](#).



Ros Curran, when she was Ros Smith, cutting the cake at the celebration for the end of her Rookies Course.

DI Joan Wotton on the left.





Lorraine Stone (Hansen) [197](#), Lyn Inglis (Wilson) [219](#)



Jutta Rossington, Dianne Scotney.





Rhonda Forrest 56/86, J-Anne Burgess (Robinson) [183](#).



Ros Curran, Carmel Leddicat.





**Sandy Faber (Torrissi) [187](#), Dianne Mellick (Priddy) [187](#).**



**Sheila Rule [206](#), Linde Cavanagh (Dattinger) [196](#).**





Sue Pratt (Emmett) [224](#), Phonda Forrest, Val Machin.



With lunch being served – we must say this was the quietest it was all afternoon.





All the troops.





**Lyn Inglis, , Val Machin**



**Helen Daunt, Linda Carter, Carmel Leddicat, Val Machin, Robyn Arthurs.**





Marie Henson, Terri Tonkin (Sanderson) [239](#)



Ros Curren, Dianne Scotney, Carmel Leddicat.



Robyn Arthars, Helen Daunt.

**I'M AT THAT AGE WHERE  
MY MIND STILL THINKS  
I'M 29, MY HUMOR  
SUGGESTS I'M 12 WHILE  
MY BODY MOSTLY KEEPS  
ASKING IF I'M SURE I'M  
NOT DEAD YET.**





Val was determined to do the dance of the seven veils – but with no veils immediately available, she resorted to the dance of the seven balloons.

## WRAAF News



From this edition, this page will be dedicated solely to all persons who, from 1950, donned the uniform and served Australia as WRAAF (and before them the WAAAF) – that group of lovely ladies without whom the Air Force could not and would not have operated efficiently.

Their contribution to the successful running of the Air Force is far too often overlooked – we hope to be able to remedy that.

## HISTORY

Unlike most British Commonwealth countries, Australia decided at the end of the 1939-45 war, to disband all her women's forces except the nursing services, but less than three years after the last of the WAAAF were demobilized in 1947, an announcement was made to Parliament by the Governor-General in February 1950, intimating the Government's intention to re-introduce a Women's Auxiliary Air Force.

In July 1950, Cabinet approved the re-establishment of a women's air force in principle and in August came recognition that women were essential components of the armed forces, in peace and war. No longer an Auxiliary, the proposed new Service was regarded as a Branch of the PAF, which was known as the WAAF until November 1950, when the Minister for Air announced that a further honour had been paid to Australian servicewomen by His Majesty, King George VI, who had approved the adoption of the title 'Women's Royal Australian Air Force'.



By the middle of December 1950, four officers were appointed as Flight Officers in the new Service. All had had previous service with the WAAAF. During December these four Flight Officers completed Refresher Courses at Laverton where they were joined by two Section Officers.

The size of the WRAAF (pronounced WAF) was limited to an establishment of 30 officers and 832 airwomen who were to form a well-trained nucleus which could be quickly and efficiently expanded in an emergency. From the very beginning, members were to engage in productive





duties to ease acute shortages of staff in certain trades (eg, clerical and signals mustering) and release members of the RAAF for other work.

In 1965 the WRAAF ceiling establishment was raised to 1050.

In 1951, it was decided to grant officers short service commissions only, which might be extended for a period not exceeding three years, while airwomen were to be enlisted for four years with an opportunity to re-engage for further similar periods. In 1956, airwomen were permitted to re-engage for a shorter period of 2 years, if desired.

After December 1959, WRAAF were included in the Defence Forces Retirements Benefits Scheme and members had to be enlisted or appointed for a period of six years. Serving members of the WRAAF were given the option of electing to terminate their old engagements and commence new engagements of six years. In 1970 WRAAF officers were offered four or six year appointments to commission for the first time since 1959.

In 1972 Air Force Regulation 92 was amended to permit airwomen to elect a 3 or 6 year initial engagement.

The first permanent commissions were granted with effect 1 May 1965.

## **Recruit Training**

It had been an early intention to let the Service grow slowly and limit initial recruiting mainly to ex-Servicewomen already trained in skilled mustering. Enlistments were delayed while Treasury sorted out problems involving relations between the three women's services, but there was no lack of interest. Scores of enquiries had been received by July 1950 and by October, more than 2000 women had applied to join the WRAAF.

The first group of applicants were x-rayed and aptitude tested at Laverton on 12 December 1950. On 30 January 1951 (the date accepted as the WRAAF Birthday) 16 trainees from Victoria and seven from South Australia commenced No. 1 Recruit Course at Laverton. On the same day 27 recruits from NSW began No. 2 Course at Richmond. Other recruit courses followed in quick succession and training was also conducted at Point Cook and Pearce.



Courses were later confined to Richmond and Laverton. Training ceased at Richmond and Laverton in 1952 and 1953 respectively and under the new Command structure WRAAF Recruit Training was transferred to Point Cook. In 1965 the WRAAF Recruit Training Section became a squadron of 1 RTU at RAAF Edinburgh.

Courses for recruits were increased from 4½ weeks to 5 weeks in 1970.



## Musterings.

Originally 21 musterings were open to WRAAF:

Group II	Group III	Group IV
Fabric Worker	Clerk Accounts	Steward
Education Assistant	Clerk General	Clerk
Tailor	Clerk Medical	Cooks Assistant (later deleted)
	Cook	Drill Instructor
	Driver Motor Transport	General Hand
	Equipment Assistant	Service Police
	Medical Orderly	Steward
	Teleprinter Operator	Stores Hand
	Telephone Operator	
	Clerk Stores	

In 1968 the pay-grouping system was again revised and 14 pay-groups were added to the existing seven. Some musterings were re-allotted to pay groups more appropriate to their skills and the mustering of book-binders was introduced.

## Postings - Policy

An early policy that WRAAF should be posted as close as possible to their home town soon proved impractical. Furthermore, many airwomen had enlisted specifically to see service in other States.

**Overseas Service.** A few airwomen took part in operation 'Southern Cross' in 1967 and this combined Australian and New Zealand exercise was their first opportunity to serve, for however short a time, outside Australia. A few months later approval was given by the Government for women in the WRANS, WRAAC and WRAAF to be posted overseas. (Click the pic to be able to read it)



## Barracks

Units were willing to receive WRAAF from the first but only a few, eg, Laverton, had quarters available. On most units, eg, Toowoomba, new buildings had to be erected and extra equipment obtained. At SCLAW (School of Land/Air Warfare - Williamtown) and Canberra the initial postings of WRAAF were few, and the airwomen were temporarily housed in sick quarters or such huts as were available.





In some cases it seemed a long wait, but the new buildings unmarked by previous occupants and specially designed were well worth waiting for. For the most part, wherever new quarters were built, a recreation room and kitchenette formed part of the construction or was adjacent to it. Wooden beds replaced iron beds after the first few years and rubber mattresses were approved in 1961. Divan beds were supplied to new quarters in the early 1970's.

1967-68 saw the beginning of a new era in WRAAF accommodation. Comfortable, well-designed brick quarters were built thereafter and offered single rooms with built-in furniture and attractive recreation areas.

## **Uniforms**

In 1950 uniforms were designed for the WRAAF by the Commonwealth Government Clothing Factory in consultation with Miss Rita Findlay, a Director of Georges' Ltd Melbourne, and despite a certain amount of criticism, these uniforms were a big advance on wartime WAAAF issue.

The summer dress, a blue grey rayon long sleeved frock was quite a change from the old khaki drill shirt and skirt. A blue forage cap with light blue piping replaced the peaked cap of the WRAAF winter uniform, the new jacket was fitted to be worn without a belt, and a box pleat was added to the navy skirt. Minor but popular additions to the uniform comprised a black leather sling shoulder bag, black (instead of tan) gloves and nylons. Permission to fold handbag strap and carry the handbag over the wrist was given in 1960.

Despite the attention given to equipment all difficulties were not foreseen, eg, the size rolls for uniforms were originally copies from those used for the manufacture of women's garments by a large city firm. Needless to say, such a firm catered for an age range extending far beyond that at which women were likely to be serving in the forces, but this was not taken into account when WRAAF uniforms were ordered. The arrival of raincoats from the United Kingdom caused further consternation. These had been made to wartime specifications and it was forgotten that post-war fashion had decreed a lengthened hemline.

Nevertheless, at least the essential minimum of clothing was ready in time and the new style, an initial clothing allowance of £10 (now \$42) and the expectation of WRAAF attache and suitcases, made prospects reasonably bright.

A new type of dual purpose coat, a double breasted gaberdine with a detachable inner half-lining, was received early in 1954 and about the same time, the WRAAF, together with the RAAF, changed their black buttons for gilt. The blue-grey long sleeved summer uniform was replaced in 1956 by a blue-white short sleeved frock. WRAAF were permitted to purchase nylon raincoats on repayment in 1962, but raincoats were not brought onto the Scale of Issue.

## **Revised Uniform**

The uniform was revised in 1962 and major changes suggested. Recommendations were made for new styled hats, overalls as a two-piece garment, alterations to Dress 1A and permission to carry umbrellas and to wear high heeled shoes off the unit and on certain informal occasions.



These recommendations were approved in 1963, and issues were made progressively as old stocks were used up. A major revision and updating of uniform was approved in December 1972.

## **Some of the uniforms.**



**WAAAF Uniform.**

E





## WRAAF.



Winter 1As, 1951-1966



Winter 1As, 1975-1977

**WHATEVER YOU'RE  
DOING TODAY DO IT  
WITH THE CONFIDENCE  
OF A 4 YEAR OLD IN  
A BATMAN T-SHIRT.**



Winter Battle Dress, 1951-1966



Blouse. 1970s

Don't wear headphones  
while vacuuming.  
I've just finished the  
whole house before  
realizing the vacuum  
wasn't plugged in.





Sports uniform – 1950s  
Love those shorts, the RAAF's answer to  
Bromide.!!



Cardigan, 1964-1975

**My neighbors  
complained about me  
groaning too loud  
having sex in the  
morning....if they only  
knew I'm just trying to  
put my socks on...**



Winter Battle Dress, 1964-1972



Summer Drabs, 1951-1964

My neighbour just banged on the wall at 4.20am, can you believe that? Lucky I was still up playing music.  
He banged and shouted "Can we have a little respect please?"  
So I shouted back "I'm not a big Aretha Franklin fan but ok, this one's for you."



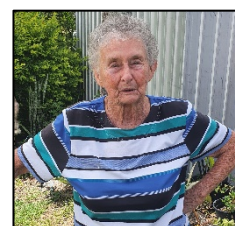


Summer Uniform, 1964-1975



Summer Uniform, 1973-1977

Our thanks to the Heritage Centre at Amberley and more importantly, to that wonderful woman, Fay Ison, for giving us access to these photos. Fay, who turns a spritely 85 this year, and who years ago brought up her 8 children as a single mum, (now with 27 grand children) and who retired from coaching a woman's football team only last year, has an encyclopaedic memory of all things WRAAF.



We'll be working with Fay, who has an amazing private collection of WRAAF memorabilia, to bring you these pages in the future.

## Mess Kits

Mess Kits were approved and worn for the first time in 1965. Fabric gloves for summer were approved in 1966.

## Equal Pay Principles.



The National Wage Case of 1969 established the principle of the gradual introduction of equal pay for identical work. In 1970 this principle was applied to airwomen who, in step with female civilians, gradually achieved 100% of the basic wage by 1972. NCOs, however, received only 66 2/3 of the male margin granted for rank, which increased to 80% in 1971. WRAAF officers prior to 1970 received between 66 2/3 and 68% of male officer rates. This percentage was increased to 76-78% from December 1970.

### **Retention of Married Women.**

A change in policy in 1969 permitted a member of the WRAAF to continue serving after marriage if she:

1. elected before marriage, to do so;
2. undertook to meet in full the normal service requirements expected of unmarried members; and
3. continued to meet in full those requirements.

### **Promotion.**

Promotion for Section Officers from 1951 to 1963 depended on vacancies, with the result that some members were promoted in two years whereas others, equally capable, waited over five years before a vacancy occurred. In 1963 a new policy was effected whereby Section Officers were promoted after three years, subject to satisfactory service and their Commanding Officer's recommendations.

### **Pensions.**

From 1951-59 members received a gratuity of £60 on completion of four years' service. Since 1960, members have been eligible for DFRB benefits.

### **Integration Into the RAAF**

The WRAAF and the RAAFNS integrated into the RAAF in 1977. Female officers assumed the same ranks as male officers. The integration of male and female personnel permitted greater use of manpower resources. The same policies and administrative procedures apply equally to the employment of both males and females, unless specific and justifiable reasons necessitate different treatment.

Memento Media filmed oral history interviews with three ex-WRAAF members to produce these short documentaries telling the unique stories of this era in the Point Cook Air Base's long-spanning history. In the series, an officer, an administrative clerk and a telephonist share their memories of joining the Air Force and the opportunities and challenges that it represented. Intewresting video here <https://youtu.be/-Kv1T72tCIQ>





On Saturday, the 16<sup>th</sup> January, 2021, a group of Ladies got together at the Geebung RSL Club (Brisbane) to celebrate the 70<sup>th</sup> anniversary of the formation of the WRAAF.

Those present included:



Dulcie Noonan (OAM) and Maureen Souter.

In recognition of their loyalty to Australian Air Force Women, commencing with their membership to the Women's Auxiliary Australian Air Force Branch of RAAFA Qld Div, then transferring to the newly established WRAAF Branch of RAAFA Qld Div in January 1996 and finally, to the WRAAF Association in 2018, both Dulcie and Maureen were awarded life membership of the WRAAF Association (Qld).

Dulcie turned a spritely 90 in Feb this year and as Dulcie Kundie, joined the WRAAF in March 1951. She was awarded the OAM for service to the disabled back in June 1981.

Maureen was on [Course 149](#) in June 1965.

Dulcie showed us a couple of photos she'd had for many years which she said we could show here.



Queensland girls – just after they had signed on to join the WRAAF



**L-R:** Shirley Thompson, Wyn Smith, Chris Simmonds, Joyce Todd, Joan Brandon, June Harrison, Dulcie Kunde.

The pic below was taken as this bunch of girls were boarding the train from South Brisbane station, heading off for a life in the WRAAF.



**L-R:** Shirley Thompson, Wyn Smith, Christine Simmonds, Joyce Todd, Joan Brandon, June Harrison, Dulcie Kunde. The lady in uniform was Gwen Fitzgerald.





Others at the reunion were: (The number represents the lady's recruit course.)  
All names L-R:

**Bonne Boon** (APHPLOT, PhotoInt – from [Course 207](#)), **Elizabeth Ryan** (nee Chaffey) –



Stewardess with 34 Sqn. [121](#), **Dorelle Mumford** (nee Eustance) TPrintOp. [201](#). **Val Machin** (nee Ingram) ClkSply [202](#),

### The Gate Keeper.

Before anyone got in, they had to have their names ticked off by the gate-keeper who also delved into their purses and lighted the load a little.



**Colette Whiteley** (Nee Hill) ClerKA, [182](#). Colette is the Treasurer of the WRAAF Association (Qld)



Colette, wondering if she could get away with stuffing a few of those \$50 notes into her shoe.



**Bonnie Boon** [207](#), **Margaret Huntley** (Nee Butler - Transport driver, [134](#)), **Chris Lloyd** (Nee Clark - Personnel Selection Assessor, [159](#)).





President Pam Condie welcomed everyone to the afternoon.  
P





Lenore McDonald, the MC for the afternoon, kept everyone amused with her non-stop repertoire of funny stories.





**Janet Noack**, the Secretary of the WRAAF Association (Qld), and who shouldered a lot of the work organising the afternoon.



**Val Machin** – who was happy to be there.





**Lola Hurman** (nee Mooney, ClerkAdmin – [81](#)), **Janet Noack**, the Secretary of the WRAAF Association ([153](#)), **Lenore McDonald**, WRAAF – MC for the afternoon), **Pam Condie**, President of the WRAAF Association, (Nee Hiddins, Clerk Medical - [147](#))



**Colette Whiteley**, **Maureen Stewart**, Health & Well Being Committee member, (Steward - [207](#))





**Dorelle Mumford, Heather Marsh (Nee Armstrong - [206](#)),**



**Esme Patterson (Equipo – [80](#)), Pamela Cail, (Nee Kemp, Equipo – [80](#))**





**Hazel Harrington** (Nee Heidke, Clerk G – [32](#)), **Mary Whyllie**, (Nee Ashe – [110](#))



**Lorraine Houlihan** WRAAC, official photographer for the afternoon, **Jennie Promnitz**, Jennie was the official recorder for the afternoon.





**Margaret Stevenson** (Nee Fairfull, Clerk – [88](#)), **Margaret Humby** (Nee Crellin, Equipo -[99](#))



**Maureen Breeze**, (Nee Kelly, Clerk G – [136](#)), **Leigh Walsh**, (Nee Carby, Tailoress – [139](#))





**Pamela Hardy, RNZAF, Val Machin, Elizabeth Ryan.**



**Rhonda Forrest, (Switchie, 56/86), Shirley Van Stam, (Nee Evans, Teleprinter – [136](#)) Rhonda Kelleher (Nee Wyer, Switchie - [154](#))**





**Susita Colelough**, (Nee Daley, Tpt Driver – [153](#)), **Peggy Broomhall**, (Nee Davison, Clerk Supply, - [237](#))



**Vi Speis**, (Nee Reece, Stewardess, [152](#)), **Judy Evans**, (Nee Bridges, Clerk – [88](#)), **Jill Buckland**, (SWNCO – [188](#))





Sitting down – enjoying lunch.

This is the hard working committee that made it all possible.



**Back row:** Anne Quinell; Colette Whiteley; Susita Coleclough; Pamela Ritter

**Middle:** Jill Buckland (kneeling); Pam Condie; Maureen Stewart; Judy Evans; Dorelle Mumford; Janet Noack

**Front:** Peggy Broomhall; Vi Spies; Val Machin.





The wonderful anniversary cake.

## Miss Australia.

Miss Australia was the title for the winner of the Miss Australia Quest or the Miss Australia Awards, which ran from 1954 until 2000, when the last Miss Australia was named. From 2002, the Miss World Australia contest has been held, and the Miss Universe Australia contest has been held since 2004.

The title of Miss Australia had existed since 1908, although it was not until 1954 that it became associated with the Spastic Centres of Australia. The Miss Australia Quest was sponsored and organised from 1954 until the early 1960s by the lingerie manufacturer, Hickory, until Dowd Associates transferred the ownership to the Australian Cerebral Palsy Association in 1963.

From 1926 to 1991 the program operated as the Miss Australia Quest, after which the name was changed to the Miss Australia Awards to reflect changing community attitudes. Miss Australia raised money for the Spastic Centres of Australia through her family and friends. She was judged on merit, as well as raising the monies for children and adults with cerebral palsy.



The pearl-encrusted Miss Australia crown, worn by titleholders from 1965 to 1991 was hand-crafted in silver and blue velvet and decorated with more than 800 pearls. Designed by Melbourne artist Ernest Booth and manufactured in Japan, the crown was presented to the Miss Australia Quest in 1965 by Toyomoto Australia Pty Ltd. The crown was last used in 1991 and is held at the National Museum of Australia.



The first Miss Australia contest was held in 1908 as a one-off event sponsored through the Lone Hand magazine, with entrants from New South Wales, Victoria and Queensland. The primary purpose of the contest was "to attract customers: whether they were newspaper readers, patrons at an amusement venue or visitors to a country fair"

The Miss Australia contests of 1926 and 1927 were sponsored by Smith's Weekly magazine and Union Theatres, with heats from each State and were straightforward beauty contests, judged by an anonymous panel from the staff of the magazine and associated publications. Miss Australia 1937 was again sponsored by Smith's Weekly and again had heats in each State, but judging criteria were far broader, and the judging panel comprised prominent women. The prizes for the first two centred around film tests and an escorted trip to the movie capitals of America. The 1937 prize was a chaperoned first-class travel world tour which included London for the Coronation season. Smith's Weekly was not involved in later Quests.



In 1953, the contest was revised by Bernard J. Dowd to promote the American Hickory lingerie that he marketed in Australia. A panel of Hickory-appointed judges in each state selected a winner based on photos sent it by young women and then a national panel of Hickory-appointed judges chose the winner, Miss Australia.

In 1954, Colin Clay of the Queensland Spastic Welfare League asked Hickory if the Miss Australia competition could be used as a fundraiser for the league. Hickory agreed and from then on the contestants raised money for the league. Each state branch of the league would conduct its own contest to find a state winner, known as Miss Queensland, Miss New South Wales, etc, based on traditional "beauty contest" criteria. They would also award Miss Queensland Charity Queen, Miss New South Wales Charity Queensland, etc to the young woman who raised the most money in each state. The state finalists would then compete in the national competition for Miss Australia and Miss Australia Charity Queen.

In 1963, Dowd assigned all rights to the contest to the League.





In 1962, Audene Huf, a WRAAF based at Amberley, was one such entrant in the contest. At that time, Fit Officer [Daphne Nunn](#) (left) was the Officer in charge at the Amberley WRAAF barracks and was also on the Regional Committee for the West Moreton 1962 Miss Australia Quest.



Daphne represented Queensland in Hockey and also won inter-service championships for Netball, Tennis, Athletics, Daphne had the honour of raising the Olympic Flag in Melbourne 1956. She was the person responsible for entering Audene in the Quest. Audene says: "It was the most memorable together with the most scary time of my life and I thank her for that opportunity. Also thanks goes to the WRAAF ladies and anyone else who helped raise money to put towards the 1962/63 4IP and Ipswich Spastic Younger Set and the Ipswich district's annual 4IP Mother's Day Spastic Appeal."

Audene did her service at Amberley for 2 years and was then posted to Williamstown for a further 2 years after receiving a promotion to Corporal where she left due to getting married.

She sent us the following pics:





**MISS WITH  
A MISSION**

AUDENE HUF, 21, today's Miss Australia Quest entrant.

**FIRST ENTRANT  
FROM W.R.A.A.F.**

TODAY'S entrant, Audene Huf, is taking part in the Miss Australia Quest to "boost the W.R.A.A.F."

Audene, 21, is a clerk with the Women's Royal Australian Air Force based at Amberley.

She is the first W.R.A.A.F. member to enter the quest in Queensland. "They persuaded me to enter to give Amberley a boost," Audene said yesterday.

She is a keen sportswoman and has represented her unit in swimming, basketball, and hockey matches. She is also interested in sewing, reading and travel.

**RAAF  
NEWS**

Vol 4, No 6

RAAF NEWS

July, 1962

**WRAAF Entry  
For Quest**

An attractive WRAAF from RAAF Base, Amberley, has entered the Miss Australia Quest.

She is LACW Audene Huf, 21, an equipment clerk, from Dalby, Queensland.

LACW Huf, pictured below, was "persuaded to enter the quest to give Amberley a boost". A keen sportswoman, she has represented the base in swimming, basketball and hockey.



If LACW Huf wins the "Miss Queensland" section of the quest she will win an Italian trip donated by an Italian shipping company, and a saloon car. She would then be competing with other State finalists for the coveted Miss Australia title.

Page 6 of this issue features a story on Miss Department of Air, Jan Bradbury.





## **PENNANT TO AMBERLEY GIRL**

# **COLLECTED MOST IN SPASTIC APPEAL**

Leading Aircraftswoman, Audein Huf, Amberley entrant for the 1962-63 Miss Australia Quest, was awarded the 4IP and Ipswich Spastic Younger Set's first prize pennant during a broadcast over the station on Saturday morning for the most money raised in the Ipswich district's annual 4IP Mother's Day Spastic Appeal conducted last month.

L.A.C. Huf (23), a general clerk at the R.A.A.F. Base, was presented with the pennant by the Assistant Manager of 4IP (Mr. Keith Fairweather).

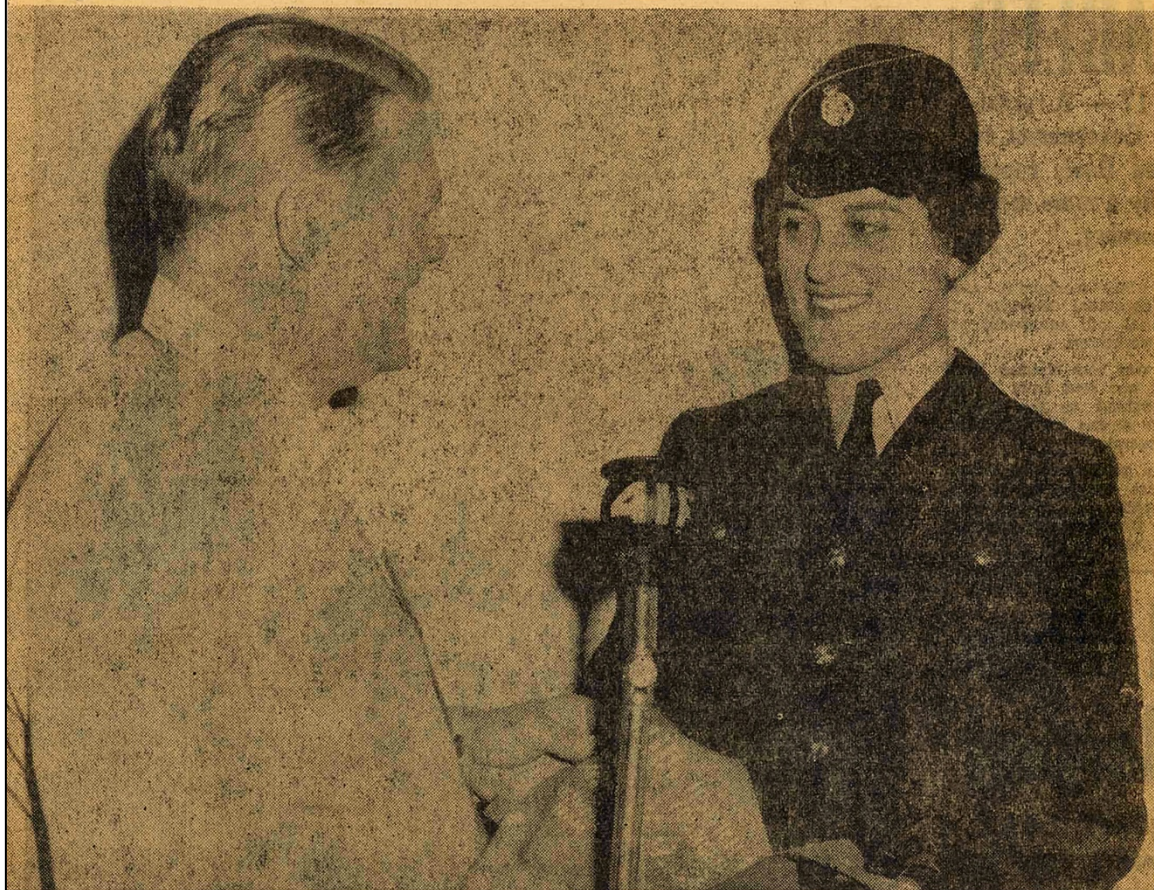
Approximately 11 teams from the Ipswich district competed for the three pennants offered by 4IP and the Ipswich Spastic Younger Set.

The total amount collected has not yet been announced but is believed to be over £900.





## TOPPED APPEAL COLLECTORS



Assistant Manager of radio station 4IP, Mr. K. Fairweather, presenting a pennant for the greatest amount collected in the recent Spastic Appeal to the winner, L.A.C. Audein Huf, at the station on Saturday (See story Page 2).





THE FAMILY NEWSPAPER  
**TELEGRAPH**  
32-0101. BRISBANE, FRIDAY, SEPT. 15, 1961. 48 PAGES—4d.  
[Air Freight Extra]

## SWING

Precision marching by 100 airmen and 40 members of the WRAAF through city streets today before they formed a Guard of Honor at the Shrine of Remembrance for the Air Force Week commemoration. A flight of jet aircraft flew over Anzac Square as the last notes of the Last Post were sounded.







## John Laming.

Aeroplanes and other stuff.

### The folks down the back.

Years ago when Boeing, Lockheed and Douglas long-range propeller-driven airliners crossed the world's oceans, only the wealthy or businessmen could afford to fly. The early Boeing Clipper flying boats operated by Pan American World Airways carried 74 passengers while the Boeing Model 377 Stratocruiser took 112. Douglas produced the DC-7C known as the "Seven Seas" with room for 105 passengers plus crew.



In those days it was customary for the captain to visit the cabin and greet important passengers while the first officer, navigator and radio officer took care of things at the sharp end. After all, there was plenty of time between landings and it was considered quite a social occasion for





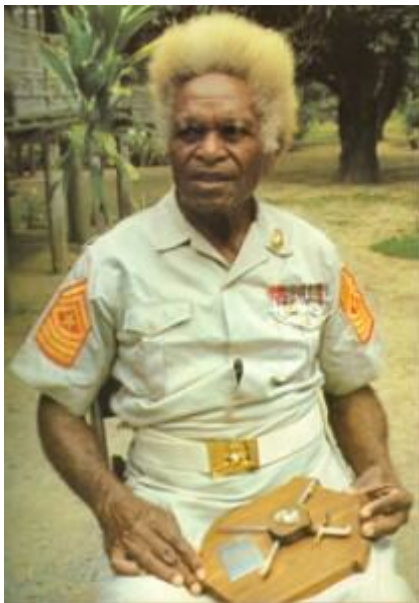
passengers to be seen chatting to the captain. It happened in ocean-going liners as well where a seat at the captain's table was considered a privilege.

The arrival of the jumbo jet changed all that social stuff. Not only was it well nigh impossible for the captain to squeeze past the drinks trolley but the sight of 300 or more passengers gawking at his regal presence was enough to scare away the most ego-driven four-bar aircraft commander. The front toilet was even a hazard if he needed to drop his uniform daks [Daks is a British uniform designer] on the wet sticky floor. And, of course, the final barrier to the captain's visit to survey the masses down the back was the threat of a terrorist lurking at seat 55B. And today, a complicated code is inserted into the armoured flight deck door and buttons pressed by a flight attendant serving coffee to the crew.

Back in 1976 when I joined my first airline it was still customary for the captain to talk to the SLC (Self Loading Cargo – a somewhat snide description observed on pilot internet websites to denote passengers). In fact, it was a pleasure for some captains to be able to stretch their legs and have a break from a talkative first officer or heavy smoking flight engineer.

That airline was owned by the Republic of Nauru and was called Air Nauru. Since its inception in the early 70s, the airline operated at various times a single Mystere 20, two F28 Fokker Fellowships, and several Boeing 727 and 737s. Nauru then was a phosphate-rich island of some 7,000 inhabitants with gross national earnings of around \$100 million a year. Despite being heavily subsidized by the government, the airline lost money to the tune of \$40 million a year. But in general, the population lived well compared to other tiny Pacific republics, until in the mid-90s government mismanagement led to the inevitable collapse of the economy. Now the government owns just one old Boeing 737 that trudges weekly from Brisbane to Nauru via refuelling stops at Honiara in the Solomons and Tarawa in Kiribati. The name of the airline is now called "Our Airline."

This story, however, covers the old days of Air Nauru and the folks down the back.



***Sergeant Major Jacob Vouza, a hero of the Battle for Guadalcanal.***

The year was 1983 and his name was Tom Cleary and I noticed him gazing through his window at the Pacific Ocean far below. He had boarded the 737 at Guam and was on his way to Guadalcanal in the Solomon Islands. We talked a while and he told me he was a former US Marine officer who had fought the Japanese in the Battle for Guadalcanal in 1942. This savage six-month campaign cost the lives of over 1,600 Americans and 14,800 Japanese. Among the heroes of that campaign was a Solomon Islander native policeman – Sergeant Major Jacob Vouza who had come out of retirement to help the American forces.

Vouza was slipping through Japanese lines near Henderson Field when he was caught by an enemy patrol. He had seen a large number of Japanese moving towards the perimeter of the US-



held airstrip and knew it was vital for him to try to warn US Marines of an impending attack. The Japanese discovered a miniature American flag in his pocket and tying Vouza to a tree, tortured him to gain information. He refused to give in so the Japanese bayoneted him and left him for dead. Bleeding heavily from his wounds, he was able to bite through his ties and crawled to an outpost in the lines of US Marines defending the vital airstrip and warned them of an impending large-scale attack on the airstrip. His actions saved hundreds of lives and the Japanese attacking force was destroyed. He was decorated for his bravery by both the British and Americans and in 1979 was knighted by Queen Elizabeth of England. He died in 1984.

Tom Cleary had fought the Japanese with Jacob Vouza and told me that on hearing of Vouza's ill-health in 1983, the President of the United States, Ronald Reagan, had asked that a representative of the US Marines Raider Battalion go back to Guadalcanal to pay farewell to Sir Jacob Vouza from the American people. Colonel Tom Cleary, USMC was that representative.

I invited Tom Cleary to the cockpit deck for our landing into Nauru where another crew was waiting to continue the flight to Honiara, the capital of Guadalcanal. I lent him my camera after he mentioned his wife had forgotten to pack one in his suitcase. One week later, after his visit to farewell Jacob Vouza, Tom Cleary returned to the US via Nauru and Guam, leaving the camera and a letter for me with our agent on Nauru. In his letter, he wrote of his sad farewell to Jacob Vouza in his village and then had spent a day exploring the battleground around Henderson Field – named in honour of Lieutenant Loftus Henderson, a US Marine pilot who died in the Battle of Midway.

In his letter, Tom Cleary told me that he swam across a stream called the Lunga River situated near the perimeter of the airfield, to visit a spot where his patrol had ambushed a small Japanese force of soldiers in 1942. Climbing through some reeds on the banks of the stream he was shocked to hear Japanese voices nearby. Crawling closer, he saw a small group of old men praying in front of what appeared to be a Japanese-built Shinto shrine. They were former Japanese soldiers on tour of the battle area. He was certain they were the survivors of the ambush as the time was close to the anniversary of that particular battle. In his letter he said he still hated the Japanese from the atrocities he had witnessed during his time on Guadalcanal and wanted nothing to do with them. He returned over the Lunga without the Japanese veterans ever knowing he had observed them.

On another occasion I was flying the Nauru-Honiara scheduled service in a Boeing 737. The air hostess brought some coffee to the flight deck and mentioned two American passengers were down the back and that they were on their first visit to Guadalcanal since the war. I quickly invited them upfront for the landing. Guadalcanal was 20 miles in front of us as the 737 descended through 8,000 feet over the mountains of Malaita Island. The view was superb. Through fair weather cumulus clouds, we could see the rusted remains of a Japanese destroyer resting in an inlet of the Florida Group of islands. This warship had been bombed by USAF B-17 Flying Fortresses in 1942 and beached.



***Bloody Ridge, with Henderson Field in the background.***





Our American passengers were former US Marine pilots. Both were silent as we passed over Iron Bottom Sound, the graveyard of so many ships both Japanese and American. One pilot had tears in his eyes and I didn't know what to say. He sensed our embarrassment and explained the last time he was here the skies were full of anti-aircraft fire and aircraft going down in flames. The sheer beauty of the view of the islands was in stark contrast to 40 years ago when he was a young fighter pilot. We circled for landing at Henderson Field from whence he had fought the Japanese for control of the airfield and he recognized the outline of several other wartime airstrips. We could see Edson's Ridge, also known as Bloody Ridge where in September 1942, a few hundred US marines held off repeated night attacks by vastly superior numbers of Japanese soldiers intent on taking this vital feature so close to the airstrip.

Taxiing to the tiny airport terminal, we saw a group of elderly Japanese men conducting a flag raising ceremony on the tarmac. It turned out they were surviving members of a Japanese floatplane unit who had returned 40 years later to see Guadalcanal. Our two American pilots walked past them without turning their heads. By coincidence, the Japanese pilots then boarded our 737 for their eventual flight home to Japan. One who spoke good English asked if his comrades could visit the flight deck. We accorded them the same courtesy as the Americans.



***Betio Atoll, a tiny island, but site of a brutal battle during World War II.***

Tarawa Lagoon is bordered by a series of coral islands surrounding a beautiful blue lagoon. In 1943 the area was known as the British Gilbert Islands and is now known as the Republic of Kiribati. Japanese forces invaded Tarawa in September 1942 and built an airstrip on the main island of Betio. It was defended by 4,000 Japanese marines. The Americans were concerned that bombers operating from Betio could cut supply lines from USA to Fiji and Samoa where US forces were building up for the push towards Japan. In November 1943, US Marines landed on the beaches of Betio. After three days of heavy fighting resulting in the loss of 1,200 American and 4,000 Japanese lives, US Marines managed to regain control of the airstrip. Betio atoll was less than one mile long and half a mile wide but was riddled with concrete underground bunkers. In 2014 many of these bunkers were still there. There are several large gun emplacements on the atoll sands.

By 1983, not many US veterans of the battle have survived. Occasionally one or two would visit Tarawa but their numbers dwindled each year. After all, Tarawa was not an easy place to get to from the US. Air Nauru flew to Tarawa from Majuro in the Marshall Islands and from Nauru, too. On this occasion I was flying the Nauru to Tarawa flight, when the senior air hostess said a baseball-capped elderly American gentleman was sitting down the back. There were many occasions when we carried less than 20 passengers and she had sat next to this little old man to keep him company as he seemed so quiet and lonely. He told her he was making his first trip back to Tarawa since he fought there in 1943. Leaving the first officer Barry Tate in charge of the controls, I went down the back to talk to him. I knew much about the Tarawa campaign having



read history books and had visited the battlefield during our stop-overs. Would he like to visit the flight deck and see Betio atoll from the air, I asked him. He was delighted to do so.

The main airport of Tarawa now is situated on Bonriki atoll some 10 miles from Betio atoll, where the outline of the old wartime Japanese airstrip can still be seen. A causeway now connects Betio atoll to adjoining islands. I planned to descend early so as to fly low past the landing beaches of Betio at 500 feet. We had the old US Marine standing behind us to get a better view and as Betio came into sight he talked excitedly of the terrible scenes of battle on Red Beach One and Two. These names are still current to this day. As we slowed in preparation for the approach, he pointed out the spot where he had waded through shallow water to the beach and been fired upon by dozens of Japanese guns. Having personally walked these beaches at low tide, I could only guess what terrible scenes he had witnessed. He said the Japanese defenders often hid inside buried 44-gallon drums then sniped at US Marines before ducking under cover. The only way to flush them out was to creep up close to the 44-gallon drum and toss a hand grenade inside. One can only imagine the result to the unfortunate Japanese soldier inside his 44-gallon drum.



***Japanese coastal defence guns still litter Betio Atoll in 2014.***

Barry Tate, our first officer, was a man with a wonderful dry sense of humour. When the old Marine told us of the hand grenades episode, Barry said "Jesus! I bet that made their ears ring..." His reply went right over the old boy's head but I was still laughing when I did one of the worst landings of my career a few minutes later.

I struck a serious problem while boarding passengers at Saipan, 80 miles north of Guam in Micronesia. The island was the scene of a fierce battle between US and Japanese forces in the closing months of the Pacific war. Our Air Nauru flight was scheduled to fly from Saipan to Manila – a flight time of three hours. The first three rows of seats were set up in business class configuration with a curtain separating business class from tourist class. Passengers had boarded and we were set to start engines when the senior air hostess entered the cockpit with a worried look on her face.

She was concerned about a young woman who looked very ill and for the time being had propped her up in a business class seat until I could have a talk to her. We stopped the before-start checklist until I could decide whether or not to off-load the sick woman. Entering the cabin I was shocked to see a young Filipina woman ashen-faced in pain and blood seeping from a bandage under her blouse. Her first name was Ninfa. It was obvious she needed urgent hospital treatment but she begged not to be off-loaded. I asked her the nature of her injuries. She said she was a singer at a Saipan night club and while being driven home after work the car she was in was involved in a collision and she had received a severe injury to her chest. She was taken to hospital where she was bandaged up and left alone. She knew that as a Filipina contract worker she had no rights whatsoever and certainly had no money for medical and hospital expenses and would lose her job because she could not entertain. She pleaded with me to take her home to Manila





where her family could take care of her. She felt she was going to die and wanted to have her family around her if that happened.

I made the decision to take her to Manila and allotted a flight attendant to stay with her during the flight – meanwhile making her as comfortable as possible. Halfway between Saipan and Manila, she looked terrible, gasping with pain and clutching her chest. Within VHF contact of Manila we arranged for an ambulance to meet the aircraft and for her relatives in Manila to be advised. She gave me their address and our agent at the airport found her bag in the cargo hold and placed it with her in the ambulance.

A few weeks later I landed at Manila again, staying overnight before returning the following day to Saipan, Guam and Nauru. With a few hours to spare at Manila, I caught a taxi to the address Ninfa had given me. She had patched up well in those weeks and I was given a warm welcome by her family including her young children. For months after, when in Manila I called in to see them all until Air Nauru cut out the Manila trips. By then, Ninfa had regained her beautiful singing voice but it had been a close call.

Shortly after joining Air Nauru in 1976 I flew to Honiara on the island of Guadalcanal. We stayed overnight at the Mendana Hotel on the waterfront. A pilot friend of mine who flew BN2 Islanders for Solair, the local operator, took me around the battlefield area surrounding Henderson airport. In 1976, fox holes and strands of rusted barbed-wire could still be seen in the kunai grass surrounding the airport, and children would bring long corroded Japanese and American bullets and cartridges to sell to the occasional tourist. I took some of this ammunition back to Nauru and showed it around.



An Australian engineer living on Nauru warned me that although the American 1942 vintage ammunition was relatively safe to handle, the Japanese ammo was unstable and could go off if mishandled. Having decided it would be foolish to cart this stuff back to Australia in my navigation bag, I decided to dump the lot over the reef that surrounded Nauru island. Waiting until low tide I walked the one hundred yards from the Menen Hotel to the ocean reef and with some regret consigned the 20-odd lethal rounds of Guadalcanal war history to the deep. It was fortunate that I did, because a few days later I was paraded in front of the Nauruan Director of Civil Aviation – one Felix Kun – and told I was in serious trouble for bring prohibited arms to the peaceful island of Nauru.

Peaceful? That was a laugh. On Nauru there were drunken brawls among the locals every night and people jumping for cover as large obese young men scorched around the island road on huge 1,500 cc Honda Goldwing motorbikes with a couple getting killed every week. Nevertheless, I apologized to the DCA saying I had no idea there was a prohibition on bringing in war souvenirs,



particularly as Nauru itself was a former Japanese base and unexploded bombs could still turn up buried deep in the area where phosphate mining was taking place.

After I had promised Scout's Honour that I had already seen the folly of my ways and dumped the offending ammunition into the sea, the DCA let me go. For months afterwards and despite that promise, the local Customs and Police seemed to go through my luggage and navigation bag more thoroughly than necessary. Eventually all was forgiven and I flew without further harassment.

Then one day I landed the F28 at Tarawa on a scheduled flight Nauru – Tarawa – Nauru. A previous cancelled flight meant there were more passengers waiting to board than we could fit in. Among those waiting to get a seat was a New Zealand pilot and his wife and child. His name was John Walton and if I recall correctly he was heading to Hong Kong on a connecting Air Nauru Boeing 727 flight from Nauru. John was a seaplane pilot for the Kiribati Fisheries department and he was going away on a well-earned holiday. Now I forget the details but I managed to sneak John into the cockpit with his wife and child sharing two jump seats for which he was eternally grateful.

We talked on the way to Nauru and he told me about his scuba diving adventures exploring the shallow waters of Tarawa lagoon off the invasion beaches of Betio. He had seen a veritable armada of sunken aircraft, landing craft and tanks, rifles, machine guns and stacks of shell ammunition all from the US Marine assault on the Japanese defences on Betio atoll.



***Not your average checked bag...***

On our arrival at Nauru he asked how he could return the favour of the free trip to Nauru. I told him not to worry about it, although perhaps – just perhaps, he could arrange to send me an empty souvenir shell casing as a door stop. I stressed the importance of not sending me a live shell as the Nauruan customs people would slaughter me.

I had forgotten all about this episode until over six months later the twice-weekly 737 landed from Tarawa and I was waiting to take it over. Baggage was unloaded and then one of the Nauruan loaders handed me a rather heavy and long cylindrical object carefully wrapped in brown paper and addressed in large letters to Captain John Laming of Air Nauru. Hidden from the view of any prowling police or customs officers, I carefully lifted a piece of the brown paper covering and was startled to find underneath it was an American brass 90 millimeter artillery shell casing – minus the shell, thank goodness. This object was over two feet long. An attached note said thanks from John Walton and that he had located the casing while diving in Tarawa lagoon and was part of a clip of five that he had hauled to the surface. He had cleaned and polished the brass casing and asked the crew of the 737 to make sure I received it personally.

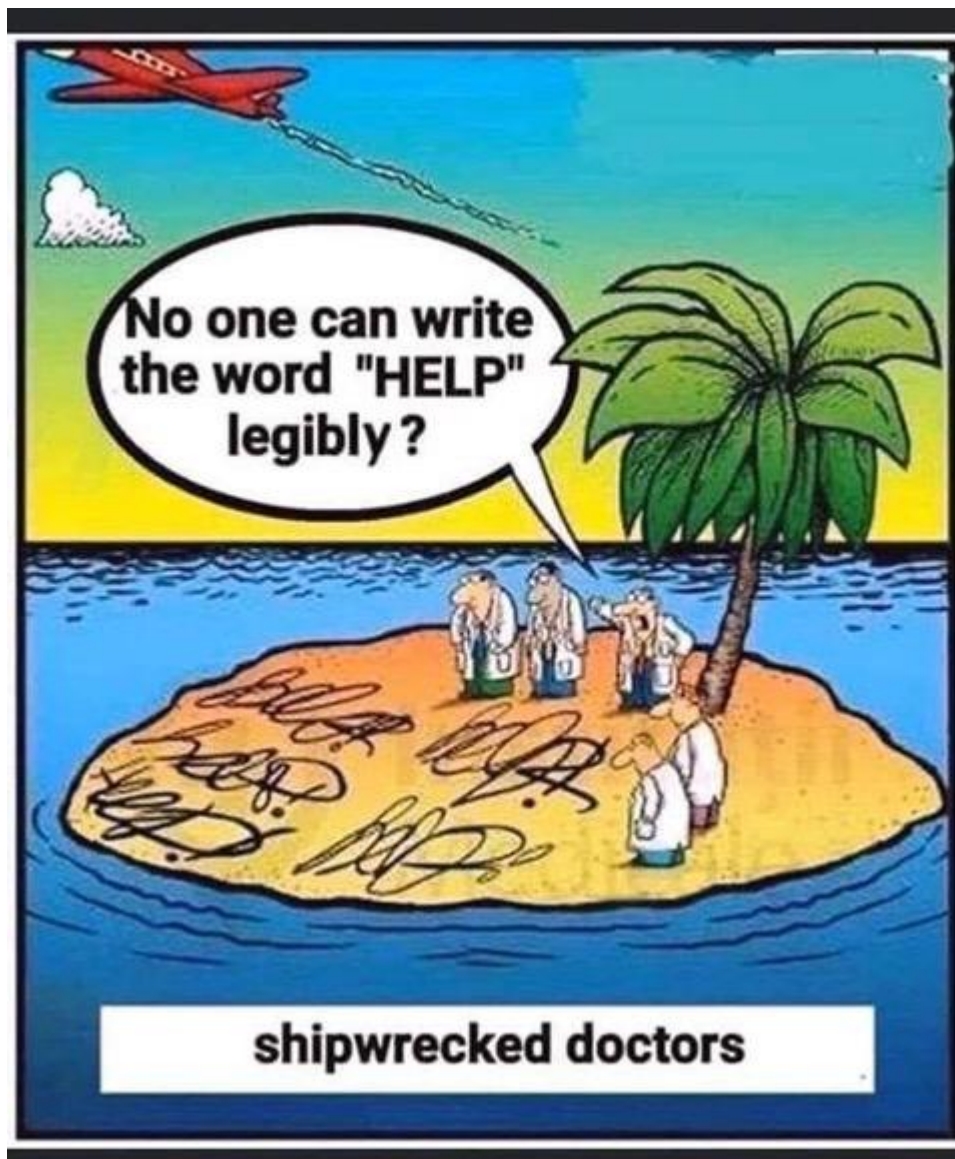
Well, it just had to happen and within minutes one of the incoming air hostesses had blabbed to her uncle (a police officer) that I had this long suspicious object in my possession. Fortunately he





was new to the game and unaware of my previous brush with the law. He examined the thing wrapped in brown paper and with raised eyebrow asked the obvious question – like what have you got there, captain?

I took him aside and asked him to keep this confidential saying the object was actually a present for my wife and that, in fact, it was an “adult toy.” He looked at the parcel closely – felt the smooth circular surface, then laughed uproariously. I was off the hook.





## Where are they now?

### Will De Boer

Rob Napier wrote, he says: Hi, in Vol 70 you write about a Bill de Boer. I wonder if you refer to my Best Man: Will de Boer, a Ground RadTech. I lost contact with Will after we graduated and would love to make contact again. In Vol 71, Terry Haebich sent in a photo of [1 AD radar](#) (June 1978) that included Will in the group.

FYI: I started in 41RMT with Will. He and about four other students of Dutch parentage were pulled off course as they were thought to be a security risk! The Dutchmen's Club moved onto the next ground radio course. I wanted to be a TelsTech, so I moved after RadMech phase to 7TMT, but bombed out in T&M. I graduated in 44RMT but was a pretty useless tech.

With an ignominious start like that, I was clearly officer material. After a couple of years at 1FTS and a few years at Frognall, I was back at RADSCHL during Christmas break, preparing new arrivals with maths and basic electronics. I was privileged to get Don Mazlin as my first CO, at 3AD. After making up for lost time (but as a Gunnie), I was recategorized and moved to 482MaintSQN. As its last cruel joke, the DPO (posting) sent me to SUP COM, so Defence lost my services for about 25 years. I recently turned 70, still working with Defence. I guess I was just a late bloomer! It's nice to be back.

If you can help me get in contact with Will de Boer, I'd be really grateful.

### COVID-19 Vaccines.

Australia has started to produce its own Covid-19 Vaccine. CSL in Melbourne is now rolling out its AstraZeneca vaccine and Australians are now being offered the vaccination free of charge. Although receiving the vaccine is voluntary, for reasons, known only to







themselves, some people are balking at having it, trotting up all sorts of excuses as to why not. Some are just the boring old anti-vaxxers who probably believe the earth is flat and there are fairies at the bottom of the garden, others are those also boring know-it-alls who know more about everything than those who have spent years studying these things. These are the people who know, without any doubt whatsoever, that the radiation from mobile phones will kill you and the Covid-19 vaccine has squillions of harmful side effects or it can't possibly work as it wasn't tested properly and put on the market too early.

The fact that scientists in a number of countries have confirmed that it's safe and that it works and that hundreds of thousands of people all over the world have had the jab and haven't grown another head doesn't register with these ignorant people – they know better than anyone else.

Vaccinations have, over the years, saved millions of lives. Some really dreadful diseases have completely disappeared thanks to a lot of very smart people who have come up with these life-saving antidotes but there are still ostriches who refuse to believe. These boof-heads can put the rest of us in danger and could extend sudden State-wide lock downs well into the future. If enough people don't get the Covid vaccination it can, and probably will, remain in the community. It needs to be wiped out.

If you're a believer and want to get the jab, the Federal Government has set up a [web site](#) which gives lot of information on the vaccine and if you go [HERE](#) there is a form for you to fill in which will allow you to book in for your shot.

It's free, it doesn't hurt and it could save lives.

At every party there are two kinds of people – those who want to go home and those who don't. The trouble is, they are usually married to each other.

## Our New subs.

Canberra's political simpletons and their naval enablers are placing Australia in the gravest danger. About a year ago, QoL wrote about [the deficiencies and absurdities of the French Barracuda class submarines we are buying](#), and today the name is a misnomer. What they should be called is 'Cane Toad Class' submarines — useless, toxic and dangerous to all Australians, not just those who sail in them — and of which their backers can boast of only one remarkable and outstanding feature: in terms of materiel acquisition they are proving to be unsinkable.

QUADRANT  
ONLINE

It was presumed [the sheer number and weight of critical articles](#) would by now have been enough to sink them without need of a further torpedo from QoL. Apparently not, as the Prime Minister has now rolled out the tried and tested 'let's have a review' approach to shield those involved from scrutiny while those reviews are underway.



Hints and recent unconfirmed reports that Australia might consider reopening this cold case by looking at alternative options are disingenuous at best. Is it really likely that any review will conclude the French submarines represent the worst possible option, starting with spending billions of dollars on an as-yet-unfinished re-design. At this stage, the French say, it will cost us another \$6,000,000,000 to complete. When \$6 billion is written out with all the zeroes it really looks impressive, doesn't it? Think of it as \$240 for every man, woman, child (and the 55 other genders) in Australia and at the end of this 'process' what we expect to have is — 'The Design Plan'. Then we get to spend countless further billions actually building the useless things.



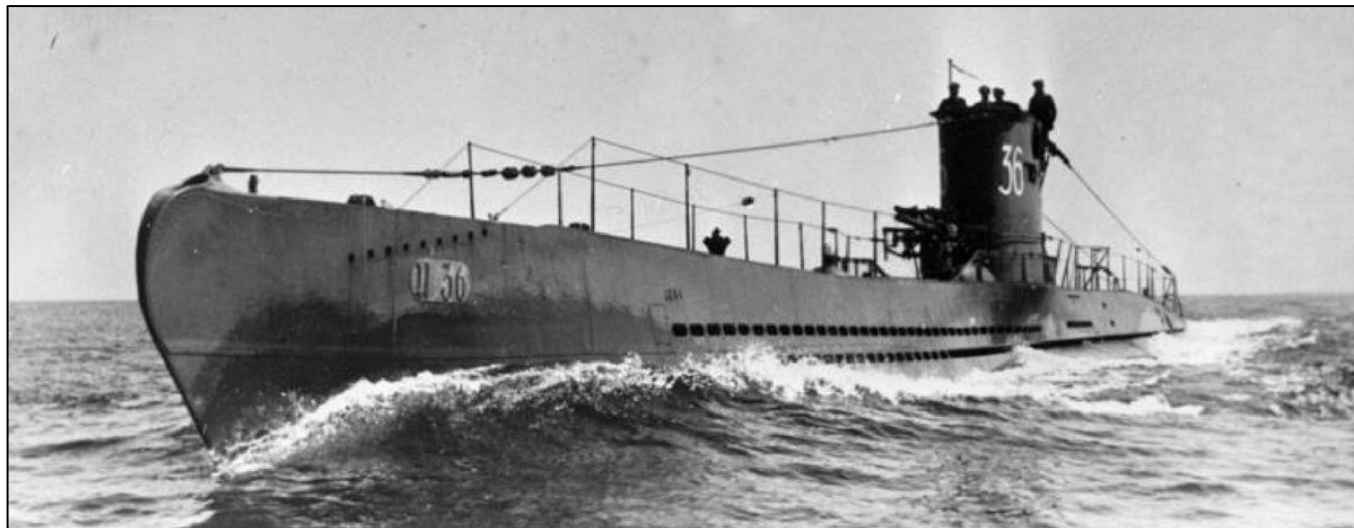
Does anyone believe the government is really thinking of admitting to such an immense error, backing out and perhaps re-selecting a better alternative? Hands up those who think there is even a slight possibility that any review, study or political soft-shoe shuffle will place on the record the only logical conclusion: that the Cane Toad/Barracuda class be scrapped before it is built and our efforts and defence dollars be redirected to an alternative boat, with this happening before the next election that may well hang on seats in South Australia, where the submarines are to be put together? If you actually subscribe to that view, please leave now with the gentlemen in the white coats. You'll find the straitjackets they provide quite comfortable after a short period of adjustment.

There is little point in rehashing the dismal waste of effort over what is more than a decade, so let's look forward to that glorious day when our enemies tremble as our fully operational boats chug along on their hopelessly outdated lead-acid batteries.





The pinnacle of submarine warriors in WWII were the technically advanced German U-boats. Crewed by courageous commanders and highly motivated sailors, 20 boats (and their entire crews as a rule) were lost every month over the final 30 months of the war. Some 70 per cent of German submariners did not survive the war. Also worth bearing in mind is that, from the end of WWII to the present day, many more submarines and crews have been lost through 'accidents' than the number of enemy craft they have sunk.



There are three cases worthy of mention.

- During the 1971 Indo-Pakistani War, PNS Ghazi, was tasked with sinking the aging Indian aircraft carrier INS Vikrant. Before that could be accomplished it was detected and sunk, [though the exact cause is disputed](#). What is not disputed is that all 92 crew members sank with her.
- PNS Hangor had more success when it bravely attacked four INS frigates. Its first torpedo fired at INS Kirpan missed, but a second one, fired 20 minutes later, struck and sank INS Khukri with the loss of 211 lives. Hangor then fired a third homing torpedo at Kirpan, which detected it and tried to outrun it, but was struck in the stern. INS Kirpan was badly damaged, but survived to be towed back to port. The Indian Navy launched Operation Falcon to find and destroy PNS Hangor, but failed to do so before the ceasefire was announced four days later (despite twice locating it on sonar). As tends to be the case with submarines, the hunter became the hunted.
- The third example is the 1982 sinking of the WWII-vintage Argentinian light cruiser Belgrano during the Falklands War. This is the greatest success by an attack submarine since WWII, although a foregone conclusion, as the nuclear-powered HMS Conqueror, which sank her, was faster underwater than the Belgrano could manage on the surface. The message: going into combat with an outdated and inferior ship or submarine is tantamount to embarking on a suicide





mission. Our ordered submarines with their primitive, non-nuclear propulsion are outdated even before the first keel has been laid.

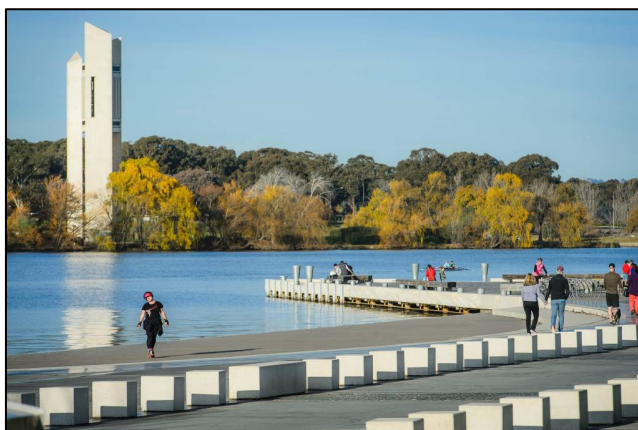
The big picture is that, between them, all the world's navies have a total of 514 submarines plying the seas. Australia currently has six (with only two available at any given time), but we are aiming to have an even dozen by 2050. China has 80 in our area of interest, while the US fields 68 globally.

See [HERE](#).

THE questions that need answers are:

- who are our submarines to be used against,
- where are they to be deployed,
- what are they expected to do and
- how are they expected to do it?
- Finally: why is a conventional submarine the best answer to any of these questions?

Unfortunately, our Lake Burley Griffin sailors can't or won't answer any of those questions. We are loathe to name our most obvious potential adversaries for fear of upsetting them. The ADF overcame this issue in the 1980's by creating the mythical Musorians from Orangeland. The Musorians were equipped very much like the Russian military and their mythical threat to Australia guided some of our organisational structure and equipment purchases, also determining our capabilities in preparation for the conventional war we aimed to be ready to fight.



Combat involvement in Malaysia, Borneo and Vietnam did not prompt the ADF to reflect on the Army's infantry battalion structure, naval requirements or the use and capability of our air force. After our commitment to Vietnam ended in 1972 we reverted to a Fortress Australia policy where, rather than fighting on someone else's soil, we would fight our battles in Australia. To meet that scenario a conventional force structure made sense, with a strong naval and air force capable of defending the northern sea gap by making the landing of major forces in Australia a difficult proposition.

Hypothetically, let's start by addressing the 'who' and, for arguments sake, I will use China's current and projected capabilities. In 2015, the People's Liberation Army Navy (PLAN) had 255 battle force ships in its fleet, but by the end of 2020 this had grown to 360, surpassing by more than 60 ships the total of all the US Navy's fleets. By 2025, PLAN will have 400 battle force ships, a tripling of its naval forces in only two decades. Despite already having the world's largest naval force, China is accelerating its building of more modern surface combatants, submarines, aircraft carriers, amphibious assault ships, ballistic nuclear missile submarines, large coast guard cutters and polar icebreakers. This brings to mind the observation of a U-Boat commander in 1943: 'How can we win when our enemies build ships faster than we can sink them?'





In 2018, by gross tonnage, China built 40 per cent of the world's ships, well ahead of second-placed South Korea at 25 per cent. China's shipbuilding capabilities today dwarf even that of the US during WWII. In 2019 alone, China built more than 23 million tons of shipping. This is more ships and tonnage than when US shipbuilding production peaked at 18.5 million tons annually during the 'Liberty Ship' era. The infrastructure is in place and the workforce and the technology employed in China's commercial shipyards is available to turning out even more warships and doing so in quantity. Between 2014 and 2018 China launched more submarines, warships, amphibious vessels and auxiliaries than the total number of ships currently serving in the individual navies of Germany, India, Spain and the United Kingdom. By comparison, the US attack submarine fleet of 50 boats is entirely nuclear powered, giving it significant range and endurance advantages over a Chinese fleet that has just seven nuclear-powered subs. Sadly, ineptly to be more accurate, Australia is at best more than a decade away from the miracle of launching our first and already obsolescent Barracuda.

Our operational 'where' could be as far north as the South China Sea, or perhaps the deep ocean south of the Indonesian archipelago. A quick look at the map will tell you that the transit from Exmouth to the South China Sea and return will leave little time and fuel "on location" for operational work by a conventional submarine unless we obtain basing and refuelling rights somewhere close. As this would make any potential host a target, the best choices — Vietnam, Korea or Japan — would seem most unlikely prospects.

This brings us to the last two conundrums for the \$200 billion prize. 'What' are our misbegotten submarines expected to do on site, and 'how' are they expected to do it?

The current Collins Class submarines are armed with Mk48 torpedoes and submarine-variant Harpoon missiles, fairly conventional weaponry when all is said and done. The RAN website lists the roles of the Barracuda 'attack class' submarines as anti-submarine warfare (hunter-killer), anti-surface warfare (WW2 U-boat stuff), strike (using precision-guided missiles, like the Harpoon), intelligence, surveillance and reconnaissance, (another WW2 role, sometimes in support of our much depleted Special Forces), electronic warfare and mine warfare (another WW2 role).



Despite the vagueness of the little we think we know, this brings us to asking 'why' the Barracuda is, allegedly, the best solution? The short answer is that the Barracuda option is the worst possible choice the most inept politician or senior naval officer could have devised. Gary Johnston, of Submarines For Australia, is one of the more articulate critics of the Barracuda



contract. He still wants crewed submarines, but he wants nuclear-powered ones. In Canberra, Senator Rex Patrick (right) has been the terrier who has exposed some of the financial 'incongruities, and Robert Gottliebsen has exposed the bumbling naivety of our contract negotiators who ensured that we were taken to the cleaners.



It is hard not to bore by just repeating everything that is wrong (again) so here are just two further points and the obvious conclusion from them:

1. The future of submarine warfare technology; and
2. The foregone conclusion of the showcase reviews now underway.

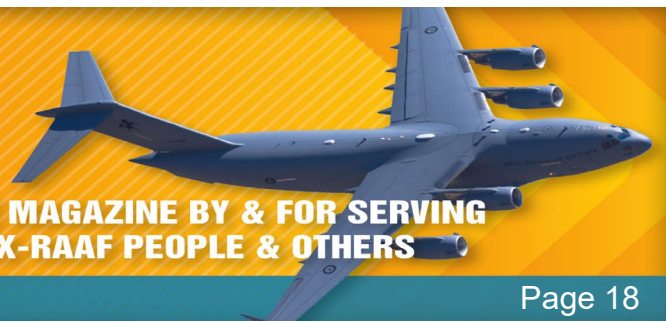
The first point was dealt with [HERE](#). Investigations concluded that the future technology to fight undersea battles using artificial intelligence in unmanned autonomous submarines (UAS) plus manned 'mother submarines with standoff 'smart' torpedoes and capable of launching swarms of mini-torpedoes and mines, was perhaps ten years away. That was overly pessimistic as those capabilities are now already here. Our submarines may be fitted with precision-guided missiles, though prudence dictates the 'may' should be a 'must'. In less than ten years, before the first Barracuda is launched, crewed submarines will be relics and senescent curiosities.

The second point was covered very well by Alex Ellinghausen in [a recent article in the Financial Review](#). Where he reported was the government might be looking at the long-range, conventionally powered submarine Swedish shipbuilder Saab Kockums has offered the Dutch navy. This is the same company that designed and built the Collins submarines and was excluded from the original bidding early on (Perhaps because of our Collins experience). That left us with a 'competitive evaluation process' between the Germans and, at the time, the front-running Japanese. And the preferred choice and winner? The French, mon Dieu!

It is anticipated that no government (Labor or Liberal) will cancel this ongoing insanity, no matter how many reviews are launched. Cost, Australian sovereignty and threats of war are all secondary to not admitting the Barracuda contract is the last and biggest defence mistake we might ever make as a nation.







## DVA Issues

### Labor announces Senate inquiries into the TPI Pension and DFRDB Superannuation Scheme.

Labor has established new Senate inquiry into the Totally and Permanently Incapacitated (TPI) veteran pension and the Defence Force Retirement and Death Benefits (DFRDB) military superannuation scheme.

Labor successfully moved motions to refer these matters to the Senate Foreign Affairs, Defence and Trade References Committee for inquiries with the support of the Greens and all crossbench Senators late yesterday in the Senate. (See [HERE](#))



The Morrison Government's flawed 2019 reviews of the TPI payment and the accuracy of advice provided to DFRDB scheme members were a slap in the face for ex-service men and women.

Both of these reviews were announced on the eve of the last election and were cynical marketing exercises from the Prime Minister designed to placate veterans.

After raising expectations he would increase the TPI payment and sitting on the review for more than a year, Scott Morrison announced in last year's Budget that he would not raise the pension rate and would only provide rent assistance to around 10 per cent of disabled veterans, leaving most disgusted they will miss out.

To add insult to injury, in Senate Estimates hearings in October last year, [it was revealed](#) it would be another two years before benefits began flowing while they identified eligible TPI pensioners and made changes to legislation and IT systems.





In addition, a Commonwealth Ombudsman investigation of the DFRDB scheme found Defence provided misleading advice to ADF members about their options to commute or exchange part of their pension for a lump sum, and that this constituted defective administration.

However, in its response the Government failed to provide any compensation to former defence personnel or make any changes to the scheme.

Members of the ex-service community have continued to raise longstanding concerns in relation the adequacy of the TPI pension and the historic commutation arrangements for the DFRDB scheme. They believe the Morrison Government has ignored them.

Labor has listened to these concerns and will now conduct independent Senate inquiries to allow for an open and transparent examination of these issues and to establish the facts.

Labor will work with the Senate Foreign Affairs, Defence and Trade References Committee to establish these inquiries, including Terms of Reference, to ensure it can provide thorough and comprehensive reports.



It is anticipated the inquiries will receive submissions and hold public hearings, and report back by 24 June 2021.

## **OPINION!**

### *About bloody time!*

*The TPI Compensation payment is a special rate payable in circumstances where, because of total and permanent incapacity resulting from war service, a veteran has been unable to resume or to continue in civil employment. The special or TPI rate compensation was designed for severely disabled veterans of a relatively young age who could never go back to work and could never hope to support themselves or their families or put away money for their old age. Numerous investigations into the TPI compensation debacle have shown the current level to be inadequate. At present there are about 29,500 mainly aged men and women classified as TPI in Australia. The average age of a TPI person is around 70 and this number is slowly decreasing due to deaths and it is estimated there will be about 17,500 TPI recipients in 2030.*

*As of the 20th March, all receive a tax free compensation payment of \$1,464.70 per fortnight. According to the Bureau of Statistics, the average weekly wage for full time employees is \$1,463 (See [HERE](#)) – when taxation is taken into account, the TPI compensation is a bit more than half the average weekly wage. Granted TPIs receive other benefits such as free medical/dental, cheaper car purchase and maintenance costs, etc, but these do not pay the bills nor put bread on the table.*



Over the years there have been numerous reviews commenting on the TPI payment since it was introduced in 1920. The most recent review to comment on the TPI payment level was the [Productivity Commission report – A Better Way to Support Veterans](#), released on the 4<sup>th</sup> July 2019. It found that there was no compelling case for an increase in the TPI payment and that the overall package of compensation for TPI veterans was reasonable.

However, the TPI Federation points out that the TPI payment has decreased relatively over time. (See [HERE](#)). It says the AGR (notional 'economic loss') component of the TPI payment should be increased to be the same as after tax National Minimal Wage (NMW). It should also be benchmarked or indexed in a way that maintains this value over time. The rationale for after tax NMW is that had the veteran not become unable to work because of their ADF service, this is the minimum amount that they would have been earning. The TPI Federation estimates an increase to after tax NMW would see the TPI veteran receive about \$9,500 extra per year (or about \$365 per fortnight). The TPI Federation cites an unpublished 2017 costing from the Parliamentary Budget Office as giving a cost of \$240million in the first year.

When you consider the amount of money that has been spent over the past 12 months, one way or the other, this is chicken feed, yet these men and women are in a situation of being injured and not able to earn a living as a result of their putting their lives at risk defending this country.

***They haven't suffered due to a flood or a bush fire or a health pandemic – but because they put their lives at risk defending this country!!***



One wonders why this Government, and in fairness previous Governments, thinks so lightly of the men and women who have been injured as a result of being sent to war. Politicians from Governments of all persuasion are only too willing to strut their stuff with fit and able ADF personnel when there is a benefit in it for them, but when it comes to looking after those same men and women who have been injured as a result of being sent to a war by these same politicians, they are nowhere to be seen.

Perhaps it's because there are more votes in looking after bush fire or flood victims that there is in caring for injured returned service men and women. They are only a small voting block – so bugger them!

Remember, it's not DVA that makes these rules, so don't take it out on them. It's the Government. There are only two ways to change them, lobby the Government to change them – or change the Government.

We can only hope this latest Senate Review will uncover the truth and bring some sanity and humanity into the way TPIs are treated. tb.





## War Widows.

Another group of people who have not been well catered for by successive Governments are the War Widows. By definition, War Widows are usually elderly men or women who have stuck with and cared for their injured returned ex-service husbands, wives or partners, who, as a result of their war caused injuries, have been classified as TPIs and who have since died. While alive, the TPI brought into the household his/her compensation payment of \$1,464.70 per fortnight (as at March 2021), yet on his/her death, the Government has decreed that the Widow now only needs \$968.90 per fortnight or about two thirds ( $\frac{2}{3}$ ) of that amount on which to live.

As far as the Government is concerned, upon the TPI's death, household maintenance costs, food, clothing and services all automatically and mysteriously reduce by a third. The surviving partner has spent, sometimes, years caring for his/her TPI partner, who in a lot of instances, can be severely handicapped, either physically and/or emotionally and as a result has required constant attention. As a carer, the Widow received the paltry sum of \$131.90 per fortnight, but that is taken from him/her on the Veteran's death. The surviving partner has had to live and suffer a carer's life not of his or her choosing but because of the war-time military service required of his/her partner by the Government.

War time Military service affects both of them equally.

The surviving partner of a TPI does receive a Gold Card in his/her name entitling him/her to health care (all conditions) and **may** receive other benefits such the Energy Supplement and public transport concessions, however these benefits are also available to all pensioners so there is no conditional benefit there.

One wonders what is the rationale in reducing the TPI compensation payment to the surviving partner once the TPI has died? Usually the survivor is elderly, is not able to supplement their income by working but now has to suffer the double despondency of losing their loved one and having to worry how he/she was going to survive financially.



In order that the remaining partner can live out his/her remaining years in comfort and without financial worries, the War Widow Compensation payment should be equal to TPI Compensation payment. All benefits should automatically flow onto the Widow upon the TPI's passing.

Currently there are [46,828](#) War Widows in Australia, most of whom are female. One would hope the reason the current War Widow compensation payment of  $\frac{2}{3}$  of the (mainly male) TPI compensation payment is not just because they are female!!

If you live to be one hundred, you've got it made. Very few people die past that age.



## Rent Assistance.

The maximum fortnightly rate of rent assistance payable to service pensioners differs depending on a number of factors. Rent assistance is an allowance which may be paid to a service pensioner or income support supplement recipient, to assist in meeting the cost of rental accommodation. To receive this assistance, a pensioner must be paying rent, (other than Government rent) for accommodation in Australia and the amount paid must exceed a certain threshold.

Unfortunately, the method of calculating the amount of rent assistance received is very complicated (see [HERE](#)) and is worked out by determining the minimum rent a person must pay before they can receive any rent assistance. This is called the "Rent Threshold". It is also dependant on the pensioner's family situation. Where a person's rental payments are greater than the threshold relevant to the person's family situation, rent assistance is paid at the rate of 75 cents for every dollar of rent paid in excess of that threshold up to the maximum rate applicable to the person. It is also means tested.



The maximum amount of rent assistance you can receive depends on whether you are single or a member of a couple. The maximum fortnightly amounts of rent assistance are:

- Singles rate - \$140.80
- Couples rate (combined) - \$132.80

Each partner receives half the Partnered (combined) rate.

At present Veterans receiving a Disability Pension have that pension included in their income test but from the 20<sup>th</sup> September 2022, that portion of income will be removed from the income test. Whether this will be beneficial to a pensioner remains to be seen as DVA will then discontinue the Defence Force Income Support Allowance.

Because of its complexity, if you think you qualify for rent assistance, contact DVA and tell them your rental situation and the amount of rent you pay per fortnight. They will work it out for you.

The surest sign that intelligent life exists elsewhere in the universe  
is that it has never tried to contact us.





## War Widow Eligibility and Benefits.

We get a lot of emails from people asking if/when/how they are eligible to be classified as War Widows and receive the War Widows Pension (now officially called the Widow's/Widower's pension). In order to give the correct answer, we asked Greg Russell from the Kedron Wavell RSL Sub-Branch for help. Greg is one of Queensland's most knowledgeable Veteran's Advocates and he and his team are available to help, by appointment, at the RSL Sub-Branch offices situated on the first floor of the Kedron Wavell Services Club in Chermside (Qld). Greg says:

### VEA, MRCA, SRCA.

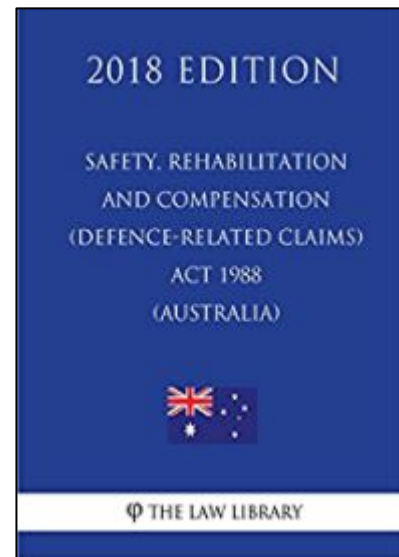
Unfortunately, there are three acts of Parliament that determine how DVA cares for a veteran or for a veteran's widow, one is the Veterans Entitlement Act (VEA), another is the Military Rehabilitation and Compensation Act (MRCA) and there is also the Safety, Rehabilitation and Compensation Act 1988 (SRCA), but now called the Defence-related Claims Act of 1988 (DRCA). An earlier story showed how each Act affects funeral benefits paid to a widow – see [HERE](#).

You have to wonder why there are so many - why wouldn't a subsequent act override and supersede all previous acts. It's like saying all persons who obtained a driver's licence from 1945 to 1980 can drive Holdens, those with licenses obtained from 1980 to 2000 can drive Falcons and if you obtained your license after 2000 you can drive Toyotas. It's crazy.

The VEA is the Act that governs how a widow of a serving veteran is determined. A widow is eligible for War Widow classification if his/her partner had eligible service covered by the VEA and:



- has had death determined as war-caused or defence-caused, or
- died as a result of an injury or disease which is accepted as war-caused or defence-caused, or
- had been receiving:
  - an Extreme Disablement Adjustment,
  - a disability pension at the Special Rate (T&PI)], or
  - a disability pension at the Temporary Special Rate, or
  - a disability pension at the Intermediate Rate, or
  - a disability pension, at an increased rate due to being a double amputee or blinded, or had been a former Australian prisoner of war.



Benefits that a War Widow is entitled to include:



- A tax-free and free of an income test pension for life. The payment is classified as income for social security purposes.
- A DVA health care Gold Card (all conditions).
- An allowance to cover funeral costs. This is explained [HERE](#).
- An Income Support Supplement (ISS). ISS provides a regular income in addition to the War Widow's pension for Australian War Widows with limited means. This payment is subject an income or assets test and the Widow must live in Australia.

The income limits (as at March 2021) when determining a Widows eligibility for ISS are:

- If the widow is still single = \$1,481.60 per fortnight.
- If the widow has a new partner = \$1,998.80 per fortnight (combined).

As the War Widow pension is also classified as income it will have a bearing on the amount of ISS paid to the Widow. As an example:

A single War Widow receives income of \$545.10 per fortnight from sources other than his/her DVA pensions. For ISS purposes, his/her income per fortnight is \$545.10 plus \$954.70 (the War Widow's pension), which totals \$1,485.60 per fortnight. Because his/her income is more than \$1,481.60 per fortnight (the singles income free area for ISS), his/her ISS will be paid at a reduced rate. His/her income exceeds the limit by \$4.00, which means the ISS will be reduced by \$2.00 per fortnight, (\$4.00 X 0.50).

ISS is also dependant on an Assets test. If the Widow owns his/her own home, the test does not include the value of the home. There are two limits and two categories, two for a single Widow and another two for a re-partnered Widow. As the private home is not included, non-home owners can have a higher value of assets. They are:

	<b>Home owners</b>	<b>Non home owners</b>
Singles	\$485,500	\$700,000
Couples (Combined)	\$682,000	\$896,500

ISS is reduced by 75 cents for every \$250 over the limit, the amount of reduction for a single home owner widow is calculated as follows:

<b>Step</b>	<b>Action</b>
1	Work out the amount that is above the asset value limit $\$491,500 - \$485,500 = \$6,000$
2	Divide the amount that is above the limit by \$250 $\$6,000 \div \$250 = \$24.00$
3	Multiply this amount by 0.75 to get the pension reduction $\$24.00 \times 0.75 = \$18.00$

Assets that are and are not counted can be found [HERE](#).





When working out the amount of ISS which will be paid to the Widow, both income and assets tests are taken into account and the one that reduces the level of ISS the most is the one that is used.

Since May 1984, should a War Widow re-marry, he/she will continue to receive the War Widow's compensation pension and it will be paid until the widow dies.

One thing is for sure, you nearly have to be a Superman to understand the DVA the way the Government has set it up. Don't try to understand or sort it out yourself. Get help. There are trained Veterans Advocates at most RSL Sub-Branches who have an understanding of the way it works. Make an appointment and go and see one.



## **ADF Grey Card.**

If you served in the ADF and were transferred to the Non-working reserve or if you served for a period of 18 years or more, or if you discharged earlier due to any of the following:

- Compulsory retirement age.
- Medically unfit to continue service.
- Management-initiated early retirement.



- To meet the needs of the Service (ie: declared redundant).

You are entitled to apply to the ADF for a Grey Card. The Grey Card is an Identity Card and will make it easier for you to access Defence establishments.

You can get information on the Card [HERE](#).

## **ADF Transition Handbook.**

The ADF has produced a Transition Handbook which is a guide to assist Australian Defence Force (ADF) members and their families to prepare for separation from the ADF. It is important to acknowledge and plan for the changes that will occur both during, and after separation. The ADF Transition Handbook identifies and provides information on issues that may affect separating ADF members and their families, including Defence requirements and other support services provided by Government agencies and Ex Service Organisations. Early planning and preparation will assist a successful transition from military to civilian life.

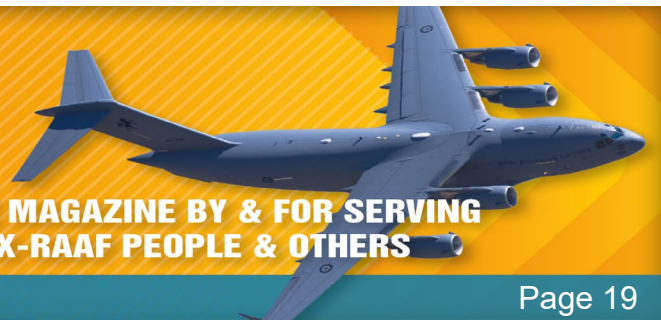
Although this handbook might be a bit late for most of us, you could know someone who it would benefit.

You can get a copy of it [HERE](#).





**This page left blank.**



*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

### Agent Orange exposure doubles risk of developing Dementia, study finds.

[Patricia Kime](#)

A U.S. Huey helicopter sprays Agent Orange over Vietnam. The U.S. military used at least 11 million gallons of Agent Orange in Vietnam from 1961 to 1972.



A new study of more than 300,000 Vietnam-era U.S. veterans has found that those who were exposed to Agent Orange are nearly twice as likely to develop dementia as those who were not.

The new finding is among the most substantial to date linking cognitive decline with chemicals used for defoliation during the Vietnam War. For the study, researchers at the San Francisco





Veterans Affairs Health Care System examined the medical records of thousands of veterans and found a two-fold risk of dementia for those whose medical records indicated evidence of exposure.

According to Deborah Barnes, a researcher with the University of California San Francisco and the US Department of Veterans Affairs, the study authors found that, over the course of time, 5% of veterans with a documented exposure to Agent Orange were diagnosed with dementia compared with 2.5% of vets with no known exposure. Even though the absolute rates are low, these veterans were still relatively young, so if the risk holds, we would expect that to increase as they age.

The research also discovered that the exposed vets were diagnosed an average of 15 months earlier than non-exposed veterans -- a finding that can have a huge impact on former personnel, their families and society as a whole. Studies have found if we could delay the onset of dementia by a year or 15 months, it would have a huge impact on the population prevalence over time.



For the study, the researchers reviewed the medical records of Vietnam veterans who received care through the Veterans Health Administration from Oct. 1, 2001, to Sept. 30, 2015. They excluded anyone already diagnosed with dementia and those whose Agent Orange exposure was unclear. They found that even after adjusting for other factors and conditions that can play a role in the development of dementia -- psychiatric conditions such as post-traumatic stress disorder, medical conditions like diabetes and Parkinson's, or demographic variables -- the two-fold risk remained.



They did observe that veterans who had a history of Agent Orange exposure were more likely to have PTSD in their medical records or traumatic brain injury, so if they did have other conditions that could increase their risk of dementia, they adjusted statistically and there still was an association. Throughout the Vietnam War, U.S. forces sprayed more than 19 million gallons of defoliant, including 11 million of Agent Orange, to clear the jungle and destroy crops. From 1962 to 1971, at least 2.6 million U.S. service members were stationed in Vietnam and other places where the herbicides were sprayed or stored.

Thousands of veterans have been diagnosed with varying types of cancer, heart disease, diabetes, Parkinson's disease and peripheral neuropathy as a result of exposure to the herbicides, according to the US VA. The research didn't explain why exposure may be linked with the development of dementia, but one of the main ingredients of the defoliants -- dioxin -- is known to be stored in fat tissue where it "sticks around for a long time. It's possible that Agent Orange stayed in the fat tissue and is slowly being released and causing toxic effects on the brain, but it is also known that Agent Orange increases the risk of other disorders that themselves are risk factors for dementia, so it's unclear if it's a direct effect of the dioxin, an indirect effect or possibly a combination.

The researchers say that their study has some limitations, including concerns over the accuracy of Agent Orange exposure documentation in medical records or misclassification of a dementia diagnosis. Also, the study did not include veterans who receive care outside of VA or contain any baseline cognitive scores, which could have revealed whether any of the veterans had undiagnosed dementia at the start.



The researchers suggested that additional studies be conducted to determine the relationship between Agent Orange exposure and dementia and added that they hoped it would encourage physicians to screen their patients for the condition as they age. Dementia is on the rise in the aging veterans community in the US, with a 20% increase expected among VA patients over the next decade, according to the department.

Researchers say they would also like to see more research on the positive steps patients can take to offset increased risk -- physical activity, healthy lifestyle choices, treating their mental health diagnoses and more. 'We can't change our past. ... What veterans can control is what they are doing now and what they do in the future. It is hoped that, even if veterans have this risk factor, engaging in a healthier lifestyle may help them offset that risk.

**If you don't swear while driving – you're not paying enough attention to the road.**





## Flood waters

John Laming

A recent headline in newspapers said "Man drowns while on phone to rescuers" The man died when he drove into a flood-affected area in Glenorie in Sydney's northwest at 6am on the 24<sup>th</sup> March. He is suspected to have become trapped when the electrical system failed in his Toyota Camry. The poor bugger spent 45 minutes trying to escape from his car. Seems the car's windows and door opening (unlocking) system failed to operate without electrical power. He was drowned.



You would have thought the vehicle's design team would have foreseen the possibility of electrical failure and designed a manual override system. If nothing else, an internally installed window breaking escape tool like some RAAF aircraft used to have in the cockpit. At least in commercial airliners there are escape hatches and cockpit manually opening windows. Anyone buying cars that can trap the occupants in event of an electrical failure needs to think what happens if their family is in the car

Is there a tax I can pay to stop Covid-19 – or does that only work for climate change.

## What is Gaslighting?

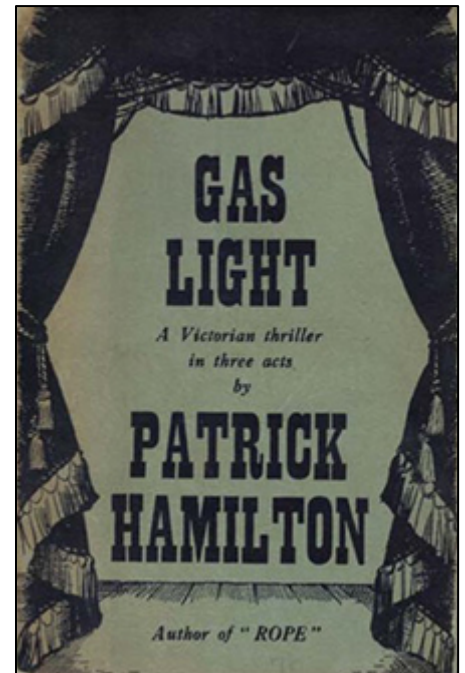
Mike Gaham.



I know we have heard this word before, but now, truly review, understand and comprehend its meaning. The term originates in the systematic psychological manipulation of a victim by her husband in Patrick Hamilton's 1938 stage play *Gas Light*, and the film adaptations released in 1940 and 1944.

In the story, the husband attempts to convince his wife and others that she is insane by manipulating small elements of their environment and insisting that she is mistaken, remembering things incorrectly, or delusional when she points out these changes. The play's title alludes to how the abusive husband slowly dims the gas lights in their home, while pretending nothing has changed, in an effort to make his wife doubt her own perceptions. The wife repeatedly asks her husband to confirm her perceptions about the dimming lights, but in defiance of reality, he keeps insisting that the lights are the same and instead it is she who is going insane.

Today, we are living in a perpetual state of gaslighting. The reality that what we are being told by the media is at complete odds with what we are seeing with our own two eyes. And when we question the false reality that we are being presented, or we claim that what we see is that actual reality, we are vilified as racist or bigots or just plain crazy.



You're not racist. You're not crazy. You're being gaslighted.

- In the US, New York State has twice as many deaths from Covid- 19 than any other state, and New York has accounted for one fifth of all Covid-19 deaths, but we are told that New York Governor Andrew Cuomo has handled the pandemic better than any other governor. But if we support policies of Governors whose states had only a fraction of the infections and deaths as New York, we're called anti-science and want people to die. So, we ask ourselves, am I crazy? No, you're being gaslighted.
- We see mobs of people looting stores, smashing windows, setting cars on fire and burning down buildings, but we are told that these demonstrations are peaceful protests, and when we call this destruction of our cities, riots, we are called racists. So, we ask ourselves, am I crazy? No, you're being gaslighted.
- We see the major problem destroying many inner-cities is crime; murder, gang violence, drug dealing, drive-by shootings, armed robbery, but we are told that it is not crime, but the police that are the problem in the inner-cities. We are told we must defund the police and remove law enforcement from crime-riddled cities to make them safer But if we advocate for more policing in cities overrun by crime, we are accused of being white supremacists and racists. So, we ask ourselves, am I crazy? No, you're being gaslighted.
- The United States of America accepts more immigrants than any other country in the world. The vast majority of the immigrants are "people of colour", and these immigrants are enjoying freedom and economic opportunity not available to them in their country of origin, but we are told that the United States is the most racist and oppressive country on the planet, and if we disagree, we are called racist and xenophobic. So, we ask ourselves, am I crazy? No, you're being gaslighted.





- Capitalist countries are the most prosperous countries in the world. The standard of living is the highest in capitalist countries. We see more poor people move up the economic ladder to the middle and even the wealthy class through their effort and ability in capitalist countries than any other economic system in the world, but we are told capitalism is an oppressive system designed to keep people down. So, we ask ourselves, am I crazy? No, you're being gaslighted.
- Communist countries killed over 100 million people in the 20th century. Communist countries strip their citizens of basic human rights, dictate every aspect of their lives, treat their citizens as slaves, and drive their economies into the ground, but we are told that Communism is the fairest, most equitable, freest, and most prosperous economic system in the world. So, we ask ourselves, am I crazy? No, you're being gaslighted.
- The most egregious example of gaslighting is the concept of "white fragility". You spend your life trying to be a good person, trying to treat people fairly and with respect. You disavow racism and bigotry in all its forms. You judge people solely on the content of their character and not by the colour of their skin. You don't discriminate based on race or ethnicity. But you are told you are a racist, not because of something you did or said, but solely because of the colour of your skin. You know instinctively that charging someone with racism because of their skin colour is itself racist. You know that you are not racist, so you defend yourself and your character, but you are told that your defence of yourself is proof of your racism. So, we ask ourselves, am I crazy? No, you're being gaslighted.

Gaslighting has become one of the most pervasive and destructive tactics in American politics. It is the exact opposite of what our political system was meant to be. It deals in lies and psychological coercion, and not the truth and intellectual discourse. If you ever ask yourself if you're crazy, you are not. Crazy people aren't sane enough to ask themselves if they're crazy. So, trust yourself, believe what's in your heart. Trust your eyes over what you are told. Never listen to the people who tell you that you are crazy, because you are not, you're being gaslighted.



Sophocles said: "What people believe prevails over the truth." And that's what the media are trying to exploit. If you have read this far let me say one thing. I did not write the above and I am not sure who the author is. I sent this to you because you are hopefully smart enough to understand what is being done to you on a daily basis from many directions. I do not care about your political party affiliation. Just think through what you are being told. Don't listen with a deaf ear, or see with a blind eye.

- Question everything -- even things from people who you think you can trust.
- Question why you are being told whatever, by whomever.
- Question their motives.
- Question who benefits.
- Question if there is a hidden agenda behind the propaganda.
- Question, Question, Question.



Then do your own research and use some of your own critical thinking skills to get to the truth. Listen with your heart and with your mind. Sadly, 95% of the masses don't even know that they are being gaslighted. At least now you do.

I saw a great video over the weekend which tried to expose the "cancel" society where if you challenge the "facts" you are racist, sexist etc. One of the clips has a school district governor saying that promotion on merit is racist because it is predominately white folk who have the merit. Although the US Vice President has many skills and experience which suit her to the job, when did you see any report which said other than she is the right person for the job because she is a black female?

When I first went to Melbourne (1970, as a RAAF Engineering cadet) the information mantra was: *"news is in The Age, informed opinion is in the Letters to the Editor pages of The Age and the footy scores and TAB dividends are in the Sun"*. The availability of papers in the Cadets mess reflected this (10 copies of The Age and 1 copy of the Sun). The only use I have for The Age these days is some decent cartoons and challenging puzzles and quizzes, as well as recipes.



"News" reporting has been replaced by almost propaganda level opinion in all media outlets. Left or right wing, print, television or radio: the story is presented as though it is fact when, in fact, it is a minimum of selected fact to support the opinion. There are still some decent letters in The Age, but getting fewer by the day. Clive Bond (an old RAAF ATC mate) and Barbara Chapman (the wife of an old RAAF ATC mate) try to keep the bastards honest in letters to The Australian and The Age respectively and you can always rely on residents of Castlemaine to push the green barrow. The current and, I strongly suspect, past generation of 15-25 year olds rely almost entirely on social media as their source of news and facts and will blithely tell you, "but I saw it on YouTube" or "Google says".

Wikipedia has become a source of "facts" somewhat akin to the "they say" (Readers Digest) of our days. You and I joined the voting public at a time of "politics from the pulpit". Vince Gair could have been the Pope. When my kids were at school in the 1980's we faced the issues of the next generation of teachers trying the same trick in the classroom. If a formative mind sits all day with Miss Smith spouting facts like  $5+5=10$  and the Magna carta was signed in 1215 (or was that at 1215, before lunch) then, of course the social agenda promoted by her must also be correct.

We taught our kids to (politely) question "facts" presented without supporting evidence. To do so today risks accusations of "challenging authority". The divide in the US is going to get much worse before it heals (or should that be heels?) and while the void is there the situation is ripe for a worse "alternative" to be put in place. I'm reminded of the old joke about the dyslexic, agnostic insomniac who stayed awake at night wondering if there really was a dog. In my youth we had the conundrum, "Why is the eagle?" Some years later in a logic tutorial during my BBus studies the lecturer explained it succinctly, 'Because the higher the fewer and that's why the Pyramids.'

Of course!!





## **ESO corruption and the correlation to the deterioration of veteran's welfare and entitlements.**

Rod Thompson

It has become clear over the last 10 years that the leaders of our national and state ESO's have no interest in improving the situation for the whole of our veteran community. They regularly attend meetings and forums with government and DVA and purport to speak for the veteran community allow DVA and government to whittle away entitlements, produce legislation that does not benefit the whole veteran community. For this they are awarded gongs, grants and gratuities (the 3 G's) at the expense of the community they supposedly represent.



Recent events reported in the media and via veterans' social media networks highlight the huge divide between the average veteran and the ESO leadership, most of whom would not give the time of day to a struggling veteran or even recognise one if they tripped over them in their Italian leather shoes. We have seen state and national RSL presidents given cars, free accommodation for themselves and family members, honorariums, credit cards, free travel, free legal assistance, Italian suits, IT and plush Office space, PA's and invitations to events such as concerts, sporting events and many other perks too numerous to list. For what? what have these men and women done in recent times to better the lives of the average veteran?

All of these perks are paid for by the money held on behalf of the membership these people have not earned one cent of it.

There are literally billions of dollars held by the thousands of ESO's large and small around the country and how much of this actually goes to coal face veteran services and assistance, less than 10% would be a good guess. It is clear they consider this their money not ours and we should be grateful for the crumbs they throw at us from the windows of their plush offices located on prime real-estate. How many corrupt ESO heads have we seen recently investigated and charged by state and federal law enforcement, the ACNC and other statutory governance bodies. Currently there a number of ESO's involved in civil and criminal litigation those include but are not limited to, the APPVA National Branch, the TPI Federation and some Branches of the RSL all of which are members of ESORT and supposedly represent the veteran community.

This situation is totally unacceptable and needs to be addressed in any Royal Commission as the inaction of these so-called veterans support organisation have also contributed to the rise of veteran suicide, homelessness and poverty. There are many small sub-branches and organisations that do not have pokies or bar revenue that do more for the veteran community than all of these major national and state bodies combined to those and their dedicated volunteers I say thank you are truly the heart and soul of our community and you change and save lives every day.



To conclude I will leave you with the words of Jamie Twidale CEO of RSL Victoria regarding the ANZAC Day March Jamie epitomises the lack of understanding and compassion of our major ESO's, he said: "In hindsight, the march is a bit more special to some than we anticipated".

If this man has not bought the RSL into disrepute I don't know what to say.

**I tried to make a salad... I failed**



## **DFRDB Update Jan 2021.**

Jim Hislop OAM. President  
Australian Defence Force Retirees Association Inc.

### **CDDA Application**

As expected, Herb Ellerbock's CDDA (Scheme for Compensation for Detriment caused by Defective Administration) application has now been formally rejected by the Directorate of





Special Financial Claims (DSFC). The application was submitted in March and it took DSFC until December to finalise it. And even though it was largely irrelevant to the claim, DSFC still used the Ombudsman's Report as the primary justification for rejection.

## **Legal Action**

After further consultation with our barrister, we have determined that the only challenge open against the legality of the DFRDB Act is on constitutional grounds, so Herb has now prepared a case, the basis of which is: The construction of the DFRDB Act is unconstitutional, in that the ordinary meaning of the text of the provisions in the Act results in acquisition of property on other than just terms, within the meaning of section 51(xxxi) of the Constitution.

Our advice from the barrister is that there are two primary avenues of appeal:

1. An Administrative Review by the AAT.
2. A Judicial Review by the Federal Court.

The AAT can engage in interpreting the disputed provisions of the DFRDB Act as it stands, and it can hear an argument that the Act as it stands is unconstitutional. If the latter argument is advanced then the Commonwealth can, and probably will remove the matter to the High Court. The AAT cannot deal with arguments that the legislation is simply 'unfair' or that there was any failure of consultation etc. by Parliament in the enacting the Act.



If ADFRA was to take the case to the Federal Court, the Court must first grant standing to the Association (ADFRA) to bring the action. If it does so then, it will want a security for the Commonwealth's costs of the order of \$50K. If standing is not granted, then any individual member who has suffered adversely can bring the action in their own name, provided a decision has been made by DFRDB in their case on the issue. Court proceedings may provide some political leverage for Ministerial intervention, but there is no guarantee. Since it does not require a substantial security, we have opted for the AAT avenue of appeal. However, as the deadline for the appeal of all previous decisions relating to DFRDB has been surpassed, Herb, who will bring the case to the AAT, has submitted this Complaint to the Commonwealth Superannuation Corporation (CSC) to trigger a new decision.

Our thanks for the erudite efforts of Bill Arden (WgCdr retired), whose research identified the perceived breach of section 51(xxxi) and located legal determinations which we can cite during our legal challenge.

## **Meeting with the Shadow Minister.**

So far, our approach to Shayne Neumann, the Shadow Minister for Defence Personnel and Veterans' Affairs has not resulted in any real action.



### **Defence Instructions**

We have been trying to locate Defence Instructions which relate to the DFRDB scheme, particularly any which may have been promulgated after the DFRDB Act was enacted in June 1973 and after Defence Force (Retirement and Death Benefits Amendments) Act 1977 was enacted in February 1977. If anyone has any copies they can forward, or knows where they may be sourced, it would be greatly appreciated.

### **Stay COVID Safe.**

As COVID continues to impact our lives, I trust that you will do your utmost to keep yourselves and your families safe.

My second attempt at making a salad...I  
don't know what I'm doing wrong







This page left blank.

## AVALON Airshow deferred a week because of F1 Grand Prix

The Australian International Air Show at Avalon, Victoria, has been deferred for a week because of the rescheduled Melbourne Formula 1. (Click the pic below)



The deferment means the Royal Australian Air Force can celebrate their Centenary for a week longer than scheduled. CEO for the air show organising company Ian Honnery said the recent rescheduling of the 2021 Melbourne Australian Formula One Grand Prix to the week before AVALON 2021 meant that two of Victoria's largest and most complex events would be held in consecutive weeks.

"We have completed a review of the implications of any potential logistic confliction, to determine whether Avalon 2021 should proceed on its current schedule, or be deferred by one week and determined that Avalon 2021 will be deferred to new dates, 30 November to 5 December 2021.

This decision was taken in consultation with major stakeholder, the Royal Australian Air Force, reflecting the RAAF's commitment to what will be the major Airshow event of the RAAF Centenary year."

Once you hit a certain age you become permanently unimpressed by a lot of shit!





## Djinnang Reunion.

Gail McDermott, the delightful Djinnang Association Secretary, advises the Djinnang reunion will be held this year at the "Paddo Tavern", 186 Given Terrace, in Paddington (Brisbane) on Saturday 29<sup>th</sup> May. Doors open at 2.00pm, go home time is 9.00pm. Entry cost will remain the same as last time - \$30 non-perpetual members and \$20 perpetual members.



The Telstechs will hold their reunion the day before (Fri 28<sup>th</sup> May) also at the Paddo Tavern. Doors open at 6.30pm. There's more info [HERE](#).

## Trance Music.

If you're into Trance Music, and we realise it's not everyone's 'cuppa tea', but if it's your genre of choice you should do yourself a favour and listen to the TranceSession with Neal Moore. Neil is the Station Manager of BFBS (Canada) and hosts a weekly Trance special on [BFBS](#) and which you can also hear on [MixCloud](#). BFBS has been a pioneer in armed forces broadcasting and communications for over 75 years, bringing the best of UK TV, sport and music to the forces' family worldwide. If you're sick of the same same we get from some stations in Oz, log onto BFBS (you can do that [HERE](#)), they play a lot of 'middle of the road' music we don't get down here and it's also interesting hearing what the Pommy Defence Forces are up to.



Neil Moore has a unique way of introducing music, he has been a Dance Music DJ for over 35 years and has been a radio presenter for over 25 years having first broadcast on BFBS in 1992 in Gibraltar whilst still serving in the Royal Navy. He spent 10 years in the Navy serving all over the world, something he has continued to do for BFBS.

If you're into Trance, listen [HERE](#)





## ANZAC Day 2021 Brisbane.

*Proudly supported by RSL South Eastern District Ltd*

### Rules of the road!

March starts at 9.45am.

WWII Veterans able to march the full distance of the Parade are welcome to march behind the WWII Banner in Group 1 accompanied by a carer or person of discretionary age and a wheelchair.

Those disbanded Units, Ships or Squadrons wishing to parade their Banner in the Parade may only do so when they have gained approval from the ANZAC Day Parade Brisbane (ADPB) Committee.

Livestock, except Service Dogs, MUST have approval from the ADPB certified Livestock Marshal to enter any area of the ANZAC Day Parade – there is NO other exception (WHS requirement).

Pictures of deceased Veterans are NOT permitted to be shown or carried on Parade.

Children being pushed in prams or carried in slings are a potential WHS risk and we request that parents refrain from including them in the Parade.

Descendants wishing to march may do so behind the banner “Descendants of Veterans All Conflicts” (seek further detail from Information Tents).



### Dress Protocols.

Association Leaders on Parade are responsible for the appearance and conduct of those marching within their associations. March Protocols as set down by the ADPB must be respected. Copies of these Protocols will be made available at the event and are accessible online by visiting; <https://www.rslsouthqueensland.org/>

### Vehicle Protocols.

Where Associations have veterans participating utilising the jeep/buggy service offered will follow the Association. Leaders on the day must have the capability to march at the head of their Association and offer the salute at King George and Anzac Squares.

Vehicle drivers will not stop on Adelaide Street for non-emergency reasons; media, saluting the Dais etc.

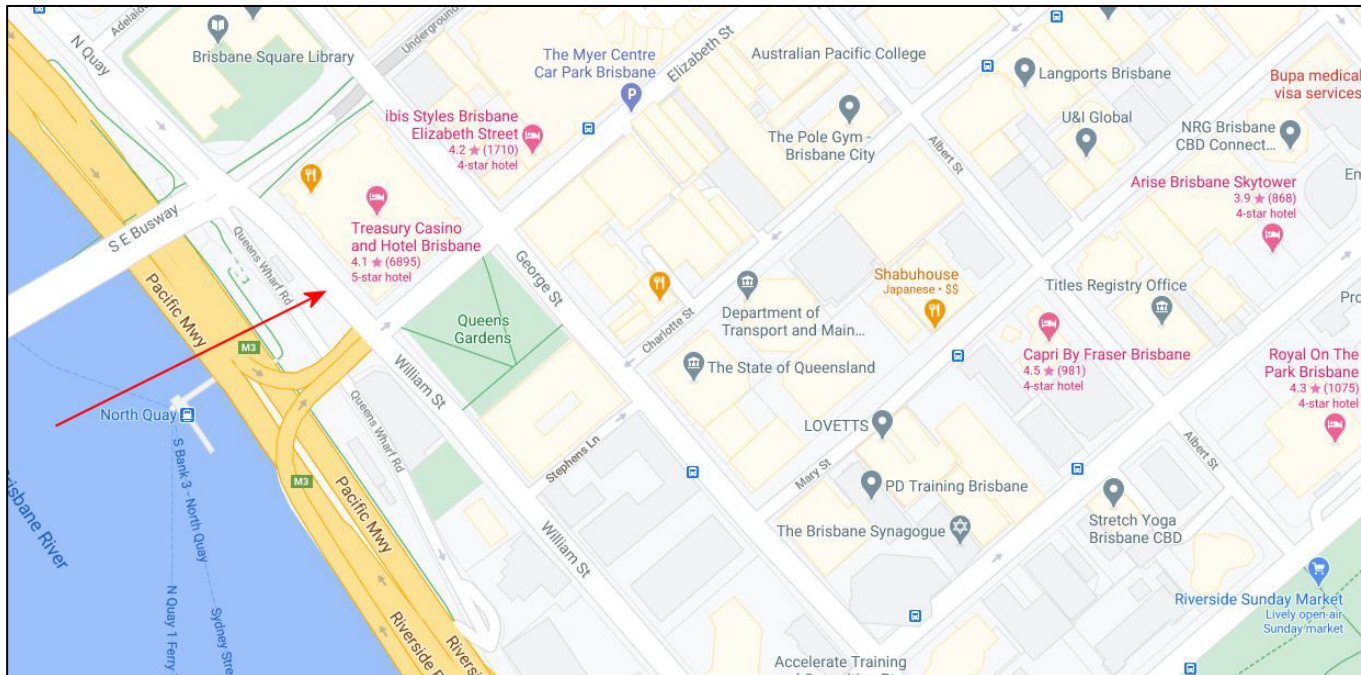
### Security Protocols.





Should any participant become aware of a potential risk situation arising within the vicinity of the Parade route please engage with the closest QPS/SES officer and follow their instructions.

This year, the Air Force, as it celebrates its 100 year anniversary, will lead the Parade. You can download the Order of the march [HERE](#). The RAAF form up position is at the SW river end of Elizabeth St and flows around into William St behind the Casino (arrowed).



The Air Force should start to move off about 10.15 am so you should be there by no later than 09:45 am.

35 Sqn and 9 Sqn people will meet at the Jade Buddha in Eagle St after the march for tall tales and cold ales. Cost is \$30 per person, which entitles you to canapes and sandwiches which will be distributed during the afternoon. Drinks will be served at discounted prices,

1. \$5.00 per schooner of XXXX Gold, Hahn Super Dry and Hahn Premium Light.
2. \$5.00 for house wines, (MudHouse Sauvignon Blanc, Days of Rose, Innocent Bystander Prosecco, Tatachilla Shiraz Cab)
3. \$8.00 for basic Spirits (Gordons Gin, Bundaberg Rum, Smirnoff Vodka, Johnny Red Scotch, Bacardi, Jim Beam Bourbon)
4. \$3.50 for soft Drinks (Post Mix only – Sprite, Coke, Diet Coke, Dry, Soda Water, Tonic Water, Lemon Squash)

IMPORTANT the Jade Buddha is cashless, it accepts credit or debit cards only. Also it is advisable to down load CHECK IN QLD on your mobile phone



## 35Sqn Assoc, Wallaby Airlines gigantic raffle.

The 35Sqn Assoc, Wallaby Airlines, is offering participants the opportunity of winning a magnificent Bausele Airfield watch. This watch was made from material sourced from one of the RAAF's Caribou Aircraft, A4-208.



Tickets are only \$10 each and there will be only 200 sold so you've got a good chance of winning. You can get further information and find how to get your tickets [HERE](#). If you do buy a ticket and don't win, you can always go to the RAAF's merchandise web site ([HERE](#)) and order one of those magnificent watches for \$499.00

## Australian War memorial.

**Matt Anderson**

Director, Australian War Memorial

I am pleased to share a copy of [Our Continuing Story information booklet](#) with you. This information outlines the Australian War Memorial's proposed plans for the expansion of our exhibition galleries to share the untold stories of 100,000 Australians who have served our country in war, conflict, peacekeeping, humanitarian and disaster-relief operations over the past 30 years.



The project received approval through the *Environmental Protection and Biodiversity Conservation Act* process on 10 December 2020 and the Parliamentary Standing Committee on Public Works referral on 22 February 2021. It now moves to the final stages of approval with the





National Capital Authority and the nine-year program of work enters the construction procurement phase.

I encourage you to share this booklet among your networks, so that all interested parties can gain a comprehensive understanding of the project and its important role in telling stories of Australia's contemporary service.

As the heart of national commemoration, our Memorial must reflect our living history – for every veteran and for every Australian. Our Development Project offers this opportunity while remaining true to the vision of the Memorial's founder Charles Bean, to ensure the sacrifices of Australians are not forgotten.

If you have any queries regarding the Gallery Development public consultation and engagement process, or the project in general, please contact our Development Project team via email at [development@awm.gov.au](mailto:development@awm.gov.au).

## Centenary of Royal Australian Air Force 2021 50c coloured 11 coin collection.

The mint has released a limited edition of Centenary of Royal Australian Air Force 2021 50c coloured 11 coin collection. Cost is \$175.00 plus \$8.75 shipping, total \$183.73. This unique collection of coins commemorating some of the Royal Australian Air Force's most iconic aircraft over its hundred-year history will delight personnel, veterans, and aviation enthusiasts alike.



The collection traces the evolution of technological advances in air power - beginning with one of the most famous allied fighters of the First World War the S.E.5a in which Australian Flying Corps pilots flew in operations over the Western Front.

You can get further information and order a set from [HERE](#).

Did you know that every tyre comes with a prebuilt GPS chip, so that you can be located in 5G networks?  
If you don't want to be followed, you have to cut off the little antenna that sticks out.





## 3 Sqn

Some years ago, the late Neil Handsley put together a video on his recollections of the formation of 3 Sqn. It's an excellent video and you can see it [HERE](#).

## Coin to recognise Indigenous military service released by Royal Australian Mint.



The new coin is set to enter circulation in April.

The Royal Australian Mint has launched a new coin to commemorate Indigenous Australians who have served in the military. The \$2 coin, emblazoned with artwork from Kalkadoon woman and artist Chern'ee Sutton, is designed to "tell the story" of Indigenous soldiers who serve, and have served, in the Australian Defence Force. The coin, an Australian-first, was unveiled on Tuesday morning (30<sup>th</sup> March) and will enter formal circulation next month ahead of Anzac Day.

Ms Sutton said creating the artwork behind the design was a "huge honour". "I am so proud to have designed the artwork which recognises my brothers and sisters who bravely fought in every conflict Australia has been involved in," she said.

"[They] have served Australia since before they were recognised as Australian citizens or allowed to vote. "They fought for our country and they sacrificed their lives and I think it is so special to be able to acknowledge and recognise that."



Ms Sutton has created several pieces for the Australian Defence Force in the past, and said the coin's design "captured the journey Indigenous service personnel have taken through history". On the coin, a series of symbols depict soldiers leaving their communities and going to war, before a boomerang and a foot print depict personnel returning home and "stepping back onto their land". "I do hope people will get the coin in their change ... and when they see it they'll reflect on the sacrifices that were made," Ms Sutton said.

The project took the young artist two years and required permission from the Defence Force to use camouflage colours in the design. Royal Australian Mint chief executive Leigh Gordon said he hoped the coin would broaden conversations about Australia's military history. "We hope it will cause Australians to start thinking about the service to Australians that Indigenous military personnel have made," he said.

"And if they don't know much about it, do an investigation and explore.





"We're certainly trying to make it a more prominent aspect of the Australian story." A commemorative version of the coin will go on sale this week, before it enters circulation in April.

