



Vol 74 July 2021

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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.

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NAILED IT!!!



Scotaville.



Unfortunately the scourge intervened once again and knocked our plans for a big six and the way it looks, we don't think things are going to improve in the immediate future. The Delta thing is unbelievably contagious, let's all hope it doesn't spawn an Echo variant or worse still, a Fox-trot variety otherwise we might as well all shut up shop and go home.

When this thing broke a week or so back, everything seemed rosy, we were ready to head north for a final check of things but when the virus hit the fan, people from the southern States rightly got nervous and a few wanted out or wanted the event delayed UFN. So, we hit the pause button and in hindsight it looks like it was a good thing we did. Seems the virus took a ride on a Qantaslink Bombardier and could now pop up in FNQ.

So, with two delays under our belt, we definitely don't want a third. To fix this it has been decided to postpone until 2022 and it was suggested to reschedule so we can participate in an ANZAC Day ceremony somewhere up the line and that would be great. Longreach was the hot favourite but that brought with it some problems:

- Easter's Good Friday next year falls on the 15th April with Easter Monday on the 18th.
- First term school holidays in Queensland for 2022 will run from the 9th April until the 19th April.

If we were to make Longreach on the 25th April we would need to leave Amberley on Sunday the 17th April, smack bang in the middle of Easter. School holidays probably wouldn't be a problem as most of our Scotaites are a bit past the "having young kids at school" age and so wouldn't be away with the kids somewhere, but Easter is a different thing. Although most of us wouldn't have kids at school, we'd most probably have grandkids who we love to spoil with a hundred or so eggs.

So what do we do?

ANZAC Day 2022 falls on a Monday, so an alternative is to wait until after ANZAC Day and leave Amberley on Wednesday the 27th. We've been in touch with the RTFV-35Sqn Association and they have agreed to allow us to march with them through the main streets of Brisbane and to join them at the Jade Buddha for a post march de-briefing (see [HERE](#)). If we go any earlier we get mixed up with the school holidays and any earlier than that and it is too hot and there's a better than even chance that we'd get rained out. If we wait for too long after ANZAC Day it will start to get a bit cold and as we're all a bit long in the tooth and love our creature comforts, bunking down in unlined, unheated pavilions, is probably not everyone's cuppa tea.

Leaving Amberley on the 27th will get us into Townsville on Tuesday the 10th May.

So! - please let us know what your thoughts are (and if you have any suggestions) by filling in the little form below:

First name:	<input type="text"/>
Surname:	<input type="text"/>
Phone number:	<input type="text"/>
Email address:	<input type="text"/>
Comments:	<input type="text"/>

We must thank our wonderful sponsors who have helped us to date and who have stuck with us in these troubled times.

 Click logo.		 Click Logo	 AUSTRALIAN WAR MEMORIAL
			
 Click logo	 Kedron Wavell Sub-Branch.		
 Numerous Sub-Branches along the way.			

It's definitely going to happen - it's just delayed a bit.

Whenever my wife uses the phrase "I was thinking"
That means I either have to move, build, paint or buy something.

Access to the RAAF's library of course photos.

For some years now, actually since 2014, we've been asking Air Force for access to the course photos held by the RAAF at the Museum at Point Cook. We been promised access my times but always at the last minute we've been knocked back. There's been quite a number of excuses trotted out, privacy was one that was argued for a long time, funny, that doesn't seem to apply to the RAAF's own [Image Link pages](#), before that there wasn't sufficient available staff staff to help then the available staff were too busy.

We might remind Air Force that to date there have been more than a quarter of a million people look at our [Course Photos](#) pages, it is something that is definitely wanted.

A little while back we made another official application for access to the photos and once again we were knocked back, (you can see that letter [HERE](#)), this time due to the fact the material is too fragile for me to handle. I have reminded Air Force that they did train me as a Radtech Air and that I have worked on some very minute and very delicate equipment and that I didn't think using a photo copier was beyond my capabilities. They did also say that studies were underway to determine the best way to determine a method of digitising the 6.5million photos held by Air Force. They haven't started yet - they are still trying to determine how they are going to do it.

Don't hold your breath.

Use of the initials RAAF in our registered name.

Late in 2020 while working on Scootaville, we applied for funding which is made available by the Qld Government Community benefit programs. To access these funds, an association has to be incorporated, so in November 2020 we applied to the Qld Dept of Justice for incorporation. They came back and asked if we had approval to use the initials RAAF in our name as the Defence Act prohibits their use without approval (see [HERE](#)). That was news to us and as we hadn't obtained approval, in November of 2020 we requested it.

We didn't hear anything for quite some time so we made a few follow up phone calls and received emails saying approval was recommended and the holdup was just waiting for it to be signed off.

On the 16 June, 6 months after we applied, were were refused the right. (See [HERE](#)).

Our Association was formed in May of 1999, 22 years ago. (See [HERE](#)). Since then we've grown from a small association of half a dozen people to one today with more than 1,300 members, we produce a magazine which now has more than 2,500 registered recipients (it's picked up by a lot more), many of whom are current serving RAAF personnel of all ranks, the Air Force even issued a vendor number to the RAAF Radschool Association plus we've received other awards and all that time no one queried us.

We feel we have been let down badly by Air Force, we have done nothing to denigrate the good name of the Air Force in our 22 years, in fact I would suggest we have done the complete opposite. We are not content to accept both the non-access to course photos nor the use of the initials RAAF in our name. We have written to the Hon Peter Dutton MP, Minister for Defence, asking for approval and were told, after a phone call to his office on Friday 22 July, that the matter has been handed to the Dept of Defence.

We'll keep you informed.

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.



State of the nation.

The Association's [Balance Sheet](#) and [Profit and Loss](#) as at the end of June 2021 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.

Pride is often the downfall of those who feel its intoxicating power.

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 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:

Empty text input field with a vertical scrollbar on the right side.

Submit 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 259pages and will take a while to download.
The margins have been set so you can print on both sides of the page.

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IN MEMORY OF



Ron “R²” Raymond.

Sadly, Ron passed away on Tuesday the 27th April, aged 87, after a long period of ill health.

Don Pollock says; Ron Raymond died peacefully at his home in Palmerston North, NZ, early Tuesday morning. He was being given medication when he closed his eyes and went. He had fought several cancers for 15 years. The last year he had slowly succumbed to dementia.





Ron will be remembered for many exploits in the RAAF including his time as a flight instructor at 1 BFTS, Point Cook. A flight instructor at 38SQN on DC3's was followed as a captain of a Caribou on the second ferry over the North Atlantic (where he spotted several icebergs). Later on in Vietnam he set a high standard for the junior pilots by demonstrating how to airbrake a Caribou on a flapless approach by raising the nose to such a high angle that he achieved better braking by scraping the ramp, which was in the down position. Later he served in PNG and after discharging went back to PNG to fly with Air Niugini. After New Guinea, he became the Chief Pilot for Ansett in New Zealand.

On retirement from Ansett New Zealand, Ron joined Massey University where he spent many happy years lecturing on flight operations. He was an avid aviator with many thousands of hours in many different types in a multitude of operational environments.

A private service was held for Ron by his family on Saturday 1st May. You can read Ron's story [HERE](#).

Jim Lamprecht.

Dick Horder advises that ex RAAF W/O Jim Lamprecht, who was from Proserpine, Qld, passed away sometime during the week 23-27th of March. He was 83 years old. Jim had been a volunteer at Meals on Wheels in Ipswich in Jun 2112 when I started there. I believe Jim was a Rad Tech (G). When discharged, I believe he worked for TELSTRA. He was living in a retirement village in Tivoli. There was no public funeral as far as I am aware. Jim had served in Butterworth, Ubon (Jun1965 – Jul1965) and Vietnam (Apr1967 – Apr1968),.

“Darkie” Clark MBE.

“Bones” Einam advises the passing of another Mirage legend, ex WOE “Darkie” Clark, who passed away on Sunday night, 18th April, 2021. He was one month short of this 95th birthday. What can you say about “Darkie” ?? There's a hell of a lot of us around who had worked for him at different stages of our careers – some of us came under his protective umbrella a number of times and are much the better for it. He genuinely loved his family, “his people”, his mates and the RAAF – he would fight “tooth and nail” for his people should the need arise. Although he worked in various other areas of the RAAF during his vast career, he lived and breathed Mirage – but he did have an unhealthy love for the Dakota as well. He was probably one of the most respected fellows one could come across in the RAAF – very well-liked and highly respected by Groundies, Blunties and Knucks alike (and talking Groundies, that was ALL trades.....ALL Trades).

Not many people ever ran afoul of “Darkie” – amusingly though (to Flight Line crews at least) there were many moments over the years where a hapless fighter pilot was allocated the last jet on the line at Butterworth – amazingly at the same time, you could “bet London to a brick” that



all the flight-line bicycles were undergoing repairs on punctured tyres and the flight-line Clarktors were off the tarmac and down the road getting refuelled. What misfortune.

Rule No. 1 – Never ever, under any circumstances, “piss off” the WOE. Rule No. 2 – see Rule No. 1.

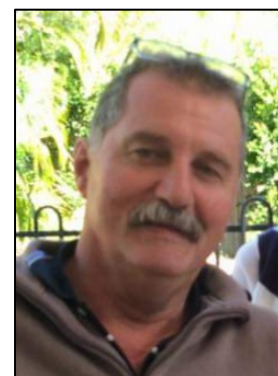
Unfortunately, more so to his advancing years than COVID-19 etc, “Darkie” never got to attend one of our FOTM Reunions. We are so much poorer for that. He was a very talented and knowledgeable Fitter back in the day, the Best of Bosses and a Great Mate to so many.

Funeral Details will be advised if and when they come to hand. Suffice to say, that Our Collective Thoughts and Sincere Condolences are with his family.

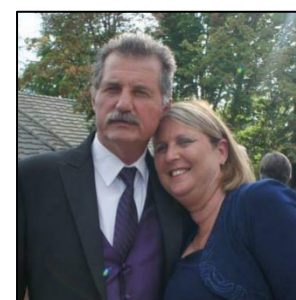
To “Darkie” – a considerate and gentle man, a great friend and mentor to many and now an absent mate. Vale “Darkie” Clark

Graham Leslie “Spanner” Tanner.

Wazza Urquhart contacted us recently with some extremely sad news. It is with great sadness that I inform you of the passing of my great mate Graham Leslie (Spanner) Tanner on the 14th April 2021, at 1100 WA time. Spanner had turned 66 in January and had shown no signs of illness of late. His lovely wife Leanne informed me of Spanners’ passing and she suspects he may have had a heart attack. Spanner had suffered a heart attack around 10 to 12 years ago which caused some heart damage. Spanner will be sadly missed by his wife Leanne, children Tim and Melissa and their respective partners, and especially his much loved grandchildren.



Spanner” had contacted Friends of the Mirage back in March 2018. At the time he advised that he was preparing to do some “Travelling Australia” and was going to get to a Reunion one day – in December 2018 he advised that he wouldn’t be able to make the reunion in 2019 due to work commitments. He went on to say, “However, I am retiring just after (the 2019 Reunion) to do a caravanning lap, so please keep me on the list for 2020. I will sort my touring out to coincide with the following reunion.” Well, COVID-19 went on to destroy that wish and, unfortunately, he never got to attend one of our FOTM Reunions.



Spanner served as a Corporal “Basher” at 75SQN circa April 1978 to April 1980 where he also played for the Mighty Boatie Tigers – he was a very talented “Basher”, the Best of Co-Workers and a Great Mate to so many.



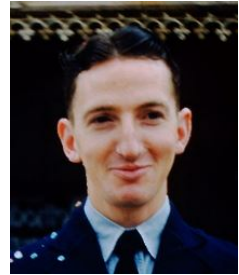
“Chips” Woodyard.

The Djinnang Association advises, with a broken and aching heart, that Chippy lost his battle with cancer and passed away peacefully on Monday 10th May, surrounded with love from his loving family. Chippy’s funeral was held on the 17th May in Albany WA, followed by a gathering of family and friends at the Mt Barker Gold Club.



Gus Comer.

Gus’s eldest daughter told us that Gus passed away on the 1st May. Sorry, no further details.



Fred Holtmann.

Bob Charman advises the passing of 'Big Fred' Holtmann. Fred was a DI at RTU in the 70s and will be remembered as a "HUGE" influence on many rookies who encountered him there. In his career with the RAAF he rose to be a WOD.

He then had a career as Captain of the Hamley Bridge CFS, in SA, and was a hero to the local young people who he trained as cadet firefighters. Fred was a well respected member of the community and will be sadly missed. RIP Fred.



Fred’s funeral was held on Friday the 21st of May at 11:00am at the Hamley Bridge Cemetery, followed by the wake at the Hamley Bridge Bowls Club.

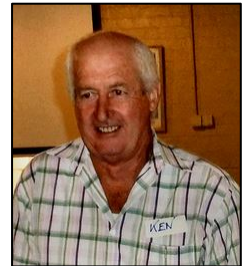
Col Metcalf.

We were advised that Col Metcalf passed away on Monday the 7th June after a long illness, his funeral was held on the 19th June in Midland WA. Sorry, no further details.



Ken Perkins.

We were advised that Ken Perkins passed away on the 4th June, his funeral was held on Thursday 11th June on Bribie Island. Sorry, no further details.



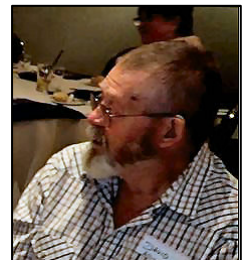
Reg Furlong

Gary Broughton advises I was advised this week that Reg Furlong ex RADTECHA died at the end of last year at his home in Bulgaria where he was living with his second wife, Jo. Reg enlisted from London in 1972 and he was brought to Oz with his wife, Hazel (dec 2001) and their two children, by the RAAF. He and Hazel hailed from Liverpool originally and settled (for a while) in Townsville after Reg left the RAAF. They turned into quite the globe trotters in later years with Reg going into partnership in a second-hand plant business in Europe. Last month I'd noticed that his Facebook page had gone quiet and I managed to get in touch with his daughter, who gave me the sad news.



David Allison.

Neil Hunter advises that David Allison (3TMT 67-69) passed away on the 14th April – suffering from pancreatic cancer. David's funeral was held on the 20th April in Dandenong South.



Thomas 'Athol' Logan

Margot, Athol's daughter got in touch, she passed on the sad news that her dad, known as Athol, had passed away on the 3rd June 2021 following a medical emergency which resulted in Dad been hospitalised. His situation remained stable for a couple of days however, on Wednesday morning after a fall in his hospital room his condition became compromised. After a CT scan it confirmed the way forward was not positive and at 90 years of age he chose not to have any further medical intervention.

Athol was a metal basher and served with 35 Sqn in Vietnam from April 1968 to April 1969.

Margot says "Wednesday evening I spent 1.5hrs with him, so lucid and articulated working his way through our conversation as if working through the filing system in his mind about his life. The most amiable and peaceful conversation between us in this past two (2) months. He requested to be put to bed at 8:00pm and then asked his amazing male nurse Lachlan if his bed could be turned to look out the window and take in the night view over Woolloongabba.



Thursday morning his condition deteriorated rapidly and as I continually liaised with both the attending medical and palliative care teams - who admitted they were struggling to stay on top of his deteriorating condition – I made the decision to cease all treatment, have him heavily sedated to ensure he was in no pain and remained comfortable until his final sleep came.

There is sadness even though we have known for months that he was not living a life, but prolonging death but when finality arrives it still hits you because both parents are now resting! Still challenging days ahead, the heart breaking sadness of goodbye will pass and our healing journey will continue.

Dad was laid to rest on Monday, 14 June 2021 at Our Lady of Mt Carmel Catholic Church Coorparoo followed by a private burial. The RSL Yeronga Sub-Branch were present and contributed to recognise his service to Country.”

Ron Upham

We have been advised that Ron Upham passed away on Tuesday the 11th May. Sorry, no further details.

Peter Jones

We have been advised that Peter Jones, RAAF metal basher, passed away on the 10 May, 2021. Peter served with RTFV/35 sqn in Vietnam from Jan 1965 to July 1965.



Harald Andresen.

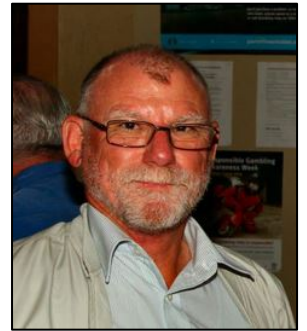
We have been advised that “Andy” Andresen, ex Mirage framie, passed away on Friday 25 June 2021 after a protracted and tough battle with a number of medical issues including a debilitating Lung Condition and associated Illnesses and Breathing Difficulties.

Sorry, no further details.



Geoff Grebert.

We have also been advised that Geoff Grebert passed away on the 20th June. Sorry, no further details.





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Page 3 Girl.

Our lovely page 3 girl this issue is Carolyn Davis.

Carolyn was born in Murwillumbah in northern NSW, the youngest of three children. Soon after birth she returned to the family home on the Darling Downs with her parents and two brothers. Her memories of life on the Downs are of sheep, sheep, more sheep and not a blade of grass around the homesteads. In fact, she does not recall seeing green lawns until she moved to Manly Qld in December 1956 in readiness of commencing at the Manly State School in January 1957.

The move to the coast triggered two great loves that continue to this day, swimming in salt water and seafood. Luckily for the next seven years she lived upstairs over the fresh seafood shop that was run by her grandfather and parents. Having a swim before school was common in summer as was spending hours helping her father dig sand worms and mud worms that were either sold in the shop or used personally for bait. During the '50s and '60s the [Wynnum Fish Market](#) was one of the largest in the southern hemisphere so there was always a venue for her father to sell his surplus catch and secure any species the shop may have been light on. Oysters could be freely gathered from the foreshore as there was not much in the way of pollutants in Waterloo Bay at that time.



In 1973 her father took a position in the Department of Health at the Quarantine Station, Lytton and she resided there until she married. There were nine families living on site spread over a few acres so there were enough children to keep each other amused and plenty of room. It did not take long for her family to tap into the abundant mud crab supply and only one episode of food poisoning for the family to realise oysters in the Brisbane River are not for human consumption.



Fishing off the private Health Department jetty was potluck with plenty of the infamous Brisbane River Barra giving a good fight, shark, Jew, bream and flathead to name a few. For many years they kept a house cow that they shared with another family who had four children who took the morning milk as it gave more and their family had the afternoon milk. The children would have to catch and rope the cow until she could remember the routine. Carolyn learnt that brindle cows are certainly not as placid as jersey cows.

A couple of years after moving to Lytton the Ampol Refinery was built and the quiet, secluded lifestyle ended. Because of its close proximity to the Quarantine Station there were a few events



that caused considerable alarm eg the flame was so huge and fierce the grass was burnt in their yards and women and children fled in fear that it was about to blow.

Her first after school job was to clean the cabin of the University of Queensland research trawler, The Wanderer, that had been granted permission to moor near the jetty. This entailed rowing a sixteen-foot wooden dingy from the jetty to the trawler, securing it and then rowing back when the job was completed. One day the current was so strong Carolyn missed the jetty but luckily was able to duck into a cove at the Ampol Refinery, secure the dingy, scamper through the Fort Lytton grounds, over the eight-foot fence back into the Quarantine Station and get her father to come to the rescue. This position paid \$2, and she recalls purchasing a bikini with her first pay and still had cash left over.

In 1966 she joined her brothers and father at the Wynnum Table Tennis Association. She took out the Junior Girls comp in 1968 and 1969 and went on to be an A reserve player. A sport she still enjoys albeit with a few aches and pains and admits her imagination now far exceeds her physical capabilities.



1968 saw the commencement of employment after completing year 10 at Wynnum State High School that is ironically in Peel Street Manly. One can only assume the boundaries were moved at some stage. This was as a Clerk Typist at the Queensland Radium Institute within the Royal Brisbane Hospital. There were many applicants and Carolyn was told several were of the same typing standard but she was given the position because she wore gloves to the interview. So, for eight years she ventured from the last house on the southside of the Brisbane River to the Royal Brisbane Hospital remembering there was no Gateway Bridge back in those days. If one was lucky enough to be forewarned of an accident on Wynnum Road or the Storey Bridge the other option was the James Holt vehicular ferry at Colmslie. If her brother's vehicle was out of action her father would have to drive them to Lindum Station to catch a train or Hemant to catch a bus as there was no public transport at Lytton.



Carolyn has continued working in the health industry most of her working career. She took three years off for the birth of her two sons. They are both in their forties and she has one granddaughter who is completing year twelve this year.

She states that her first midlife crisis came in 1996 when she went to America, obtained a semi haz mat endorsed licence and drove for Baldwin Distribution out of Amarillo, Texas for eight months doing coast to coast. The best delivery was New York to Los Angeles in fifty-two hours. The fuel tanks were enormous so there weren't too many stops and one driver would sleep while the other drove. This stint allowed Carolyn to see more of the USA landscape than she has of Australia by visiting forty-eight of the States.

The second midlife crisis was when she commenced her Bachelor of Nursing Science degree in 2001 at James Cook University. She had been working as a secretary at The Townsville General Hospital and decided she needed a change in her career path. She can boast to being the oldest person during this intake at the age of forty-nine. Following a stint in the Emergency Department to gain experience most of her nursing career in Townsville was in theatre in the Post Anaesthetic Care Unit. On returning to Brisbane in 2007 she ventured into mental health nursing and remains a member of the Metro South Addiction Mental Health Casual Pool during her semiretirement.





Carolyn has voiced that her third midlife crisis will be participating in the Scootaville event in September 2021 - and bring it on!

Carolyn will be one of the nurses taking part in the Scootaville event – looking after a bunch of old buggers who should know better.

43 Telstechs. 31 August, 1983.

Billy Kiosses sent us these two pics.



Second Row L-R: Don't know, Billy Kiosses.

Billy says : "I left Australia in 1993 and have been overseas ever since. My permanent home is in France, small city called Antony just 9Kms away from the Eiffel Tower in Paris."



86 HF Comms Tels 10 April 1985



Back row L-R: Michael Robinson, Peter Wilson, Phil Ashton, Peter Gepp (Guppy).

Middle Row L-R: John Thompson, Guy Vanballen (Radar), Billy Kiosses, Jim Shaw, Neil Snudden.

Front Row L-R: Nick Dentrinos, Mal Dick, Chuck Broadbent, Gary Richardson, Peter Weatland (Gonzo)

The HF Comms course is for Commcenter support on the point to point communications system between RAAF bases. How to change circuits, fault analysis with the RAD Techs and all the switching gear for the circuits.

Peter Frederick sent us this, we're not sure what the course is.



Seated L-R: . Graham Caterer, Brian Thompson, Ted Blatchford, Vern Cottee, Ron Baxter, Peter Frederick, Ken Brooks

Middle row L-R: Geoff Mustey, Stan Rittman, Don Baker, Brian Flood, jeff Mahaffey, Don Stewart

Back row L-R: Allan Seaton, C Woodard, R Nolan, Dave Grey

Ever hopeful.

Pygmy McAndrew, ever the optimist, drove down from the Sunshine Coast to watch the State of Origin in Brisbane on Sunday night 27 June, sadly, the maroon shirt didn't do the trick and Qld got a flogging.

Pygmy says, "at least the red was worth coming down for".



Pygmy McAndrew and Andrew Farnworth

OOOPS

Seems the Mirage had a fault.

Michael Swan says there was a hydraulic design fault in aircraft up to A3-50 that on start up, given certain circumstances, directed hydraulic pressure to unlock the longitudinal jacks and caused them to start retracting. This created enough imbalance to make the aircraft sit on its back-side. I know this first hand because it happened to me as Man "A" on dispatching A3-27.

As this aircraft is A3-85, methinks something else caused this. But no doubt, an expert will shout me down or someone will actually know what the after incident report said.

Paul Stefanovich says the sumpies do a vent to build up hydraulic pressure for towing but forgot to bleed off pressure, the pilot missed it, signalled 3rd handle. The surge from flipper doors retracting caused longitudinal jacks to unlock. Happened to me.





Barry Einam says "It could be done on "all" jets if you didn't watch out - in '74 (?) we had 3 jets in one week do that in Butterworth (one at 75Sqn and two at 3Sqn) - the effectiveness of incorporating the mod was questionable - it may have fixed other issues but it did not fix the problem above.....having said that it's far too long ago to remember.

The thing was we kept on having guys having some very serious injuries on launch, that's why we always demonstrated that scenario to newbies when an aircraft was on jacks and doing functional's if we got the chance - leaves an imprint on your brain when you witness the door slam shut in 1/3rd of a second if you had a full 3000 psi in the system and no motor / hyd rig "turning over".

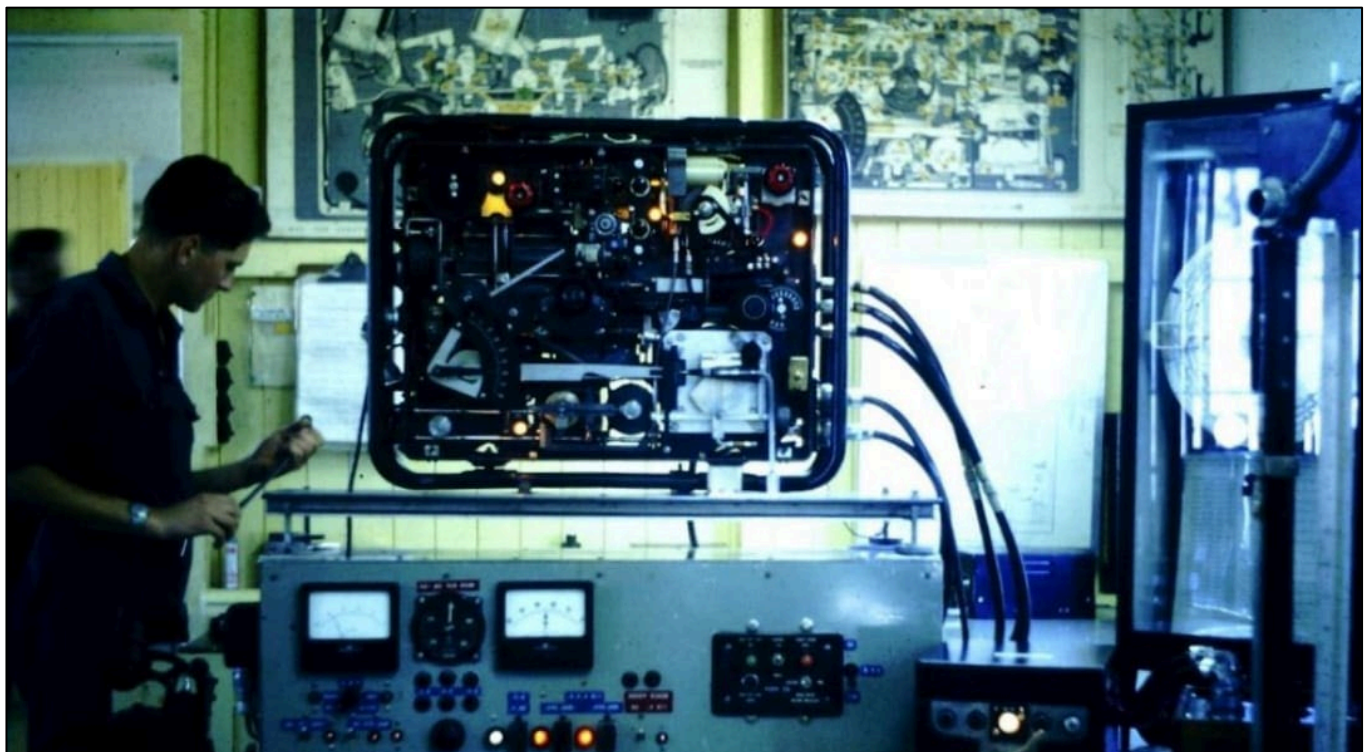
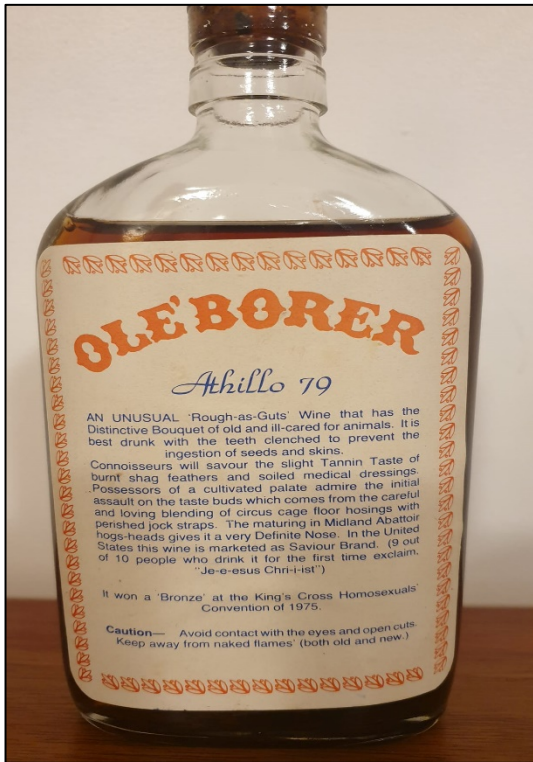


77 Sqn 40th anniversary.



L-R: Chris Ortlipp, Henri Koster, Bob Black, Nick Negline, Mark 'Fozzy' Bland, Bob Godfrey, John Farquarson (OIC), Steve 'Jake' Jacobs, Bill Duce, Bob Godfrey, Steve ?, John 'JK' Kennett, Bob Mitchell, John Head, Dave 'Dinga' Bell, Kev Dixon

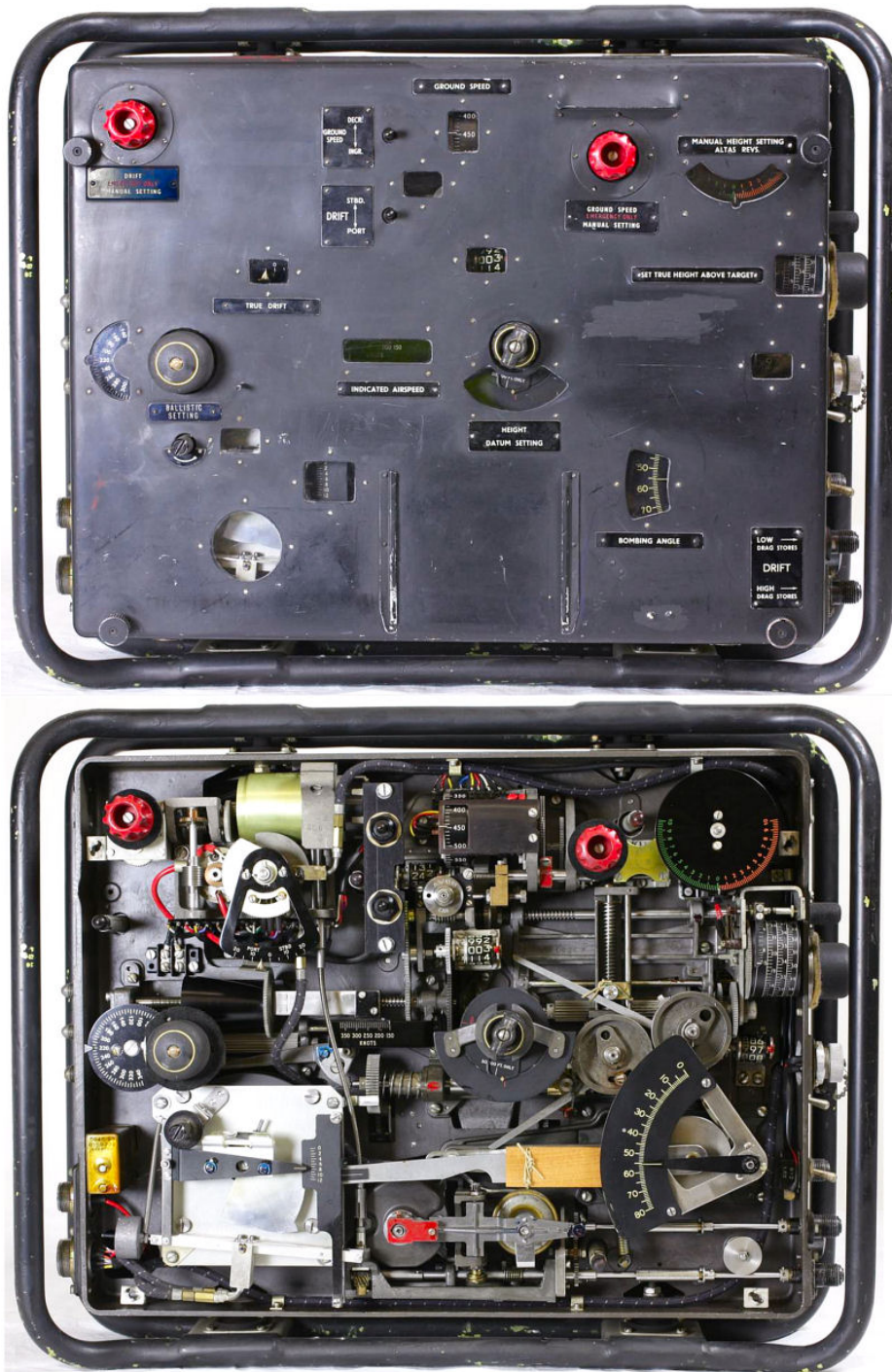




The T4 Bombsight was a remarkable analogue computing device which gave the Canberra's their accurate ordinance delivery capability .. The sight was intended for use at altitude and the collimator was adapted for low level ops. It proved very accurate in level flight and was preferred by allies for close air support for that reason. In bombing operations with the T4 sight, the



navigator called the pilot to make minor corrections to heading with left, right and steady calls and the nav released the bombs. The nav skill was underrated by many, in that these guys used their reading of terrain slope and wind effect deviations and the speed of moving targets in their correction calls and the eventual 'pickle'. No other method was as accurate at the time. In Vietnam, 2 Squadron was well thought of for the consistent accuracy and reliability and was honoured by the USA with presidential citations.





G for George



The iconic Lancaster 'G for George', code AR-G, serial number W4783, operated by No. 460 Squadron during World War II, was recently disassembled by a team from the Air Force History and Heritage Branch and the Australia War Memorial Collections Services, during a four-week period.

The Lancaster has been one of the most popular exhibits at the Australian War Memorial and has been on display in Anzac Hall since early 2000s. Anzac Hall will soon be demolished to make way for a new larger hall that will house displays being developed over the next few years. The bomber flew 89 operational missions over Germany and occupied Europe during the height of the bomber offensive.

Built in 1942, G for George was in active service until it retired in 1944. G for George will be reassembled and placed on display at the Australian War Memorial Mitchell Annex, which will be open to the public in the later part of 2021.

The team removed panels, bomb bay doors, engines and tailplane assembly, the undercarriage components, and the wings as a whole piece and separated the fuselage into four sections. Expertise and knowledge was passed between both teams.

Australian War Memorial Collection Services Project Manager, Cassandra O'Connell said they valued the support. "We are grateful to have RAAF support embedded within the team for this iconic collection disassembly and movement," she said.

Air Force Team Leader Warrant Officer Stan Lawler said he enjoyed working on the project. "It was an honour and a privilege to work with the Australian War Memorial team on this magnificent



aircraft, and to remember all those who worked to keep G for George flying for our aircrew during the bomber offensive," he said.

G for George will return to the new Anzac Hall when construction and installation of the updated displays has been completed.

If you've never been to the AWM, you should definitely consider it, it is nothing short of magnificent.





RAAF Radio Butterworth 1960 - 1987

A small book was published in 1987 by the Radio Heritage Foundation to mark the closure of RRB, RAAF Radio Butterworth, which had served the Royal Australian Air Force base, located in Butterworth, Malaysia, on 1445 kHz since 1960.

You can see it [HERE](#) and you can see and hear the news as read by Ross Brady in 1975 – click [HERE](#)

Rock n' Roll and the first Radio RAAF Butterworth, Malaysia

“Rock Around the Clock’ took the place by storm,” recalls Doug Lewin. “People in Butterworth and Penang loved it.”



This was 1956 and the global hit by “Bill Haley and the Comets” was broadcast through a small radio station set up by the men of RAAF No. 2 Construction Squadron at Butterworth in Malaysia. (Click [HERE](#) to hear it). The squadron was there to construct an airfield strip in Butterworth for the British during the Malayan Emergency. They were housed in a camp of Attap huts next to the construction site, and rock was sourced from a quarry about 5 miles away.

Corporal Doug Lewin was working as an engineer with the Squadron. At the time the American Forces Radio network was broadcasting contemporary music from Guam, but this was restricted to short wave radio and not everyone had this. The idea to broadcast music for the unit came about through a discussion on recreational pursuits to break up the regime of work and sleep.

“We were in the canteen one night and we agreed that background music would be a good idea. As there were 14 sleeping huts each with 6 rooms, we were faced with a potential situation of many different types of music competing from the different huts. After careful consideration and several more beers it was agreed that the PA system would be the best way to provide background music for the Unit.”



The PA system was an internal loudspeaker system working throughout the RAF and RAAF bases at Butterworth, controlled by the British security radio network. When the men linked their turntables and amplifiers into the system, they had no idea they were broadcasting to the whole network. British security tracked down the music and demanded that they cease, but by then the 24 hour music had become a hit.

“Our music broadcasting had become so popular that even the locals came to the security fence to listen. When the music ceased, loud were the complaints from both within and outside the Base and surrounds. Such was the discontent that it was decided to build a low powered radio station and continue with the 24 hour music. This was done and Radio RAAF Butterworth (RRB) was born.”

Anyone not on a work shift could help with the broadcasting. Jazz was also popular. A range of music was played although a classical programme did not last long. The first records were those donated by the unit personnel.

“Our records came from Australia. We asked the local Penang record store, and they made enquiries through Singapore for us. The latest music from America started coming into Penang and it wasn't just the Australians buying it. The locals bought the music as well.”



As the work of the squadron continued, RRB acquired a new listener. This was a tiger that wandered into the unit's quarry site one night and disrupted proceedings. Although his visit was short, the broadcast music obviously proved irresistible and his footprints were occasionally detected in the nearby dust.

Although the latest music was becoming popular with the locals, their community leaders still considered it "decadent western stuff" and the Australian authorities didn't want to offend them given the fragile political situation. RRB functioned unofficially. And this probably explains why most histories give a date of around 1960 for the first broadcasts of the station. By then Independence had been declared and the Malaysian government was forming a new relationship with the Australian government. The other reason could be that people have just forgotten this early RRB history.

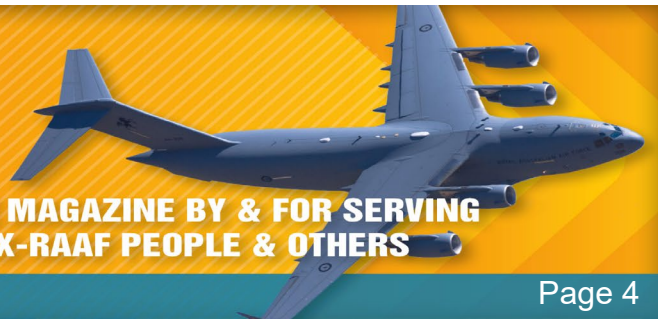


Back in 1958, No. 2 Construction Squadron completed the airstrip 2 years ahead of time and well under budget to the amazement of the British government. With their work finished, the unit returned to Australia, and Lewin remembers the smooth sounds of Sinatra then filling the RRB airwaves.

Those old 33 $\frac{1}{3}$ records bought in Penang are now stored on a farm in the Lismore area together with tractor equipment.



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Computers and stuff.

Sam Houliston.

Facebook Data Breach.

You can now access information on 533,000,000 Facebook accounts from 106 countries, available free on certain hacking forums. Information includes the full name, phone number, Facebook ID, location, past location, birthdate, email address (sometimes), account creation date, relationship status, and bio.

This data was leaked by Facebook in 2019 and 2020, but for some reason they didn't bother to report it publicly or inform their users. Someone ran across the data posted on hacker sites in January and made it public. In fact, Facebook still hasn't notified users or acknowledged the data breach.

Facebook has managed to lose control of their data so many times it's hard to keep track. Facebook has had four other large data breaches in the past three years. The US Federal Trade Commissioner (FTC) fined them \$5 billion for this in 2019. It apparently didn't make much of an impression.



It's usually not a big deal if your information was copied by the hackers. You'll enjoy more scam and phishing phone calls, texts, and emails as a side benefit of your Facebook account, and who knows? you might really want a new auto warranty. Besides, it's not that hard to replace all your credit cards!!

You can check [this site](#) to see which, if any, data breaches you've been included in. It's normally nothing to worry about, since you no doubt are highly diligent about avoiding online scams, phishing attempts, and other means of making new online friends.

An interesting bonus: If you download your own copy of these 533 million records, you'll have Facebook boss Mark Zuckerberg's cell phone number in this data, along with the rest of his account information (assuming he didn't wimp out and change it).



In other news, Facebook has been catching some flack for auto-generating pages for white supremacy and militia groups, without the aid of hackers. There have also been more than a few articles about Facebook accomodating right-wing [disinformation](#).



How to check how much OneDrive storage you have left.

Microsoft OneDrive is a popular cloud storage service that boasts deep integration with Windows 10. If you're a OneDrive user, you probably want to keep tabs on how much storage you're using. Here is how to do it.

Like the cloud storage offerings from Google and Dropbox, OneDrive includes free storage (5GB) and paid plans for additional storage. Regardless of which tier you're on, it's important to make sure that you don't run out of storage.



What Counts Toward OneDrive Storage?

Unlike Google's cloud storage, OneDrive doesn't count email toward your storage. Microsoft Outlook includes its own free 15GB of storage. You can upgrade your Outlook storage independently from OneDrive.

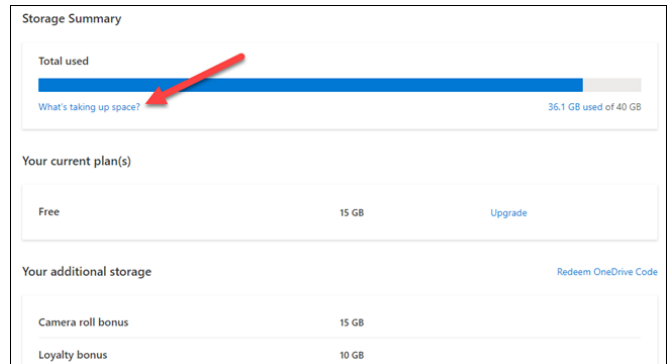


The services that do count toward your OneDrive storage include Microsoft 365 apps. Synced files and notebooks from Word, Excel, PowerPoint, and OneNote. Of course, anything that you manually upload (including photos and videos) counts as well.

For Windows users, OneDrive is built in and acts as an extra disk on your hard drive. Anything uploaded to the OneDrive folder also counts toward your storage.

How to Check OneDrive Storage

The easiest way to check your OneDrive storage is to go to onedrive.live.com/managestorage in a web browser. There, you'll see a breakdown of how much storage you're using. Select "What's Taking Up Space" to see the largest files you have stored.



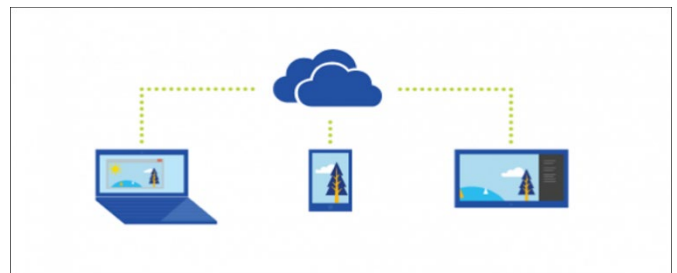
On this same screen, you can click "Upgrade" to buy more storage and "Redeem OneDrive Code" if you have one to enter.

That's all there is to it. Keep an eye on this page to make sure that you don't go over your limit.

A Pessimist sees a dark tunnel.
An Optimist sees a light at the end of the tunnel.
A Realist sees a freight train.
The Train driver sees 3 idiots standing on the tracks.

How to share Files and Folders from OneDrive in Windows 10.

With OneDrive, it's easy to share files and folders securely and easily with other people. They won't need to install any special applications or sign up for a new account. In fact, they can use any web browser to get to the files you share with them, and you have a complete control in your hand—your files will only be shared with the people you choose.



This is how to share files and folders from your OneDrive and different permissions you might want to know about before sharing. This assumes you have the latest Windows 10 and Office updates. Microsoft does change OneDrive options with its upgrades and if you're not right up to



date some of these commands might not be familiar to you. We suggest you keep your computer up to date at all times, you can do this by clicking the “Start” button, (bottom left of your screen), click “Settings” then “Update and Security”. Follow the prompts to update your computer.

Share a File or Folder from the Desktop

In Windows 8.1, OneDrive was integrated into the operating system through an app that you couldn’t uninstall and settings were easily accessible from PC settings. Users were able to upload their files and folders easily and even share them without having to use the web interface of OneDrive all the time. OneDrive for Windows 10 is improved and brings better integration with the File Explorer. You’re just a click away to share a link of file or folder.

Sharing a file as a link has many advantages, particularly when sending them through email. Email can be rejected by servers when attachments are too large and even if a large email makes it to your recipient, the recipient might not be happy for having big attachment in their mailbox. OneDrive makes it easy to share a link to a file that can be sent by email, Facebook, or as a text message.

Here's how to do it.

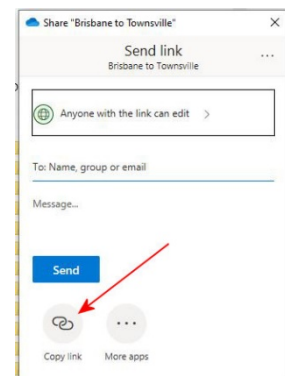
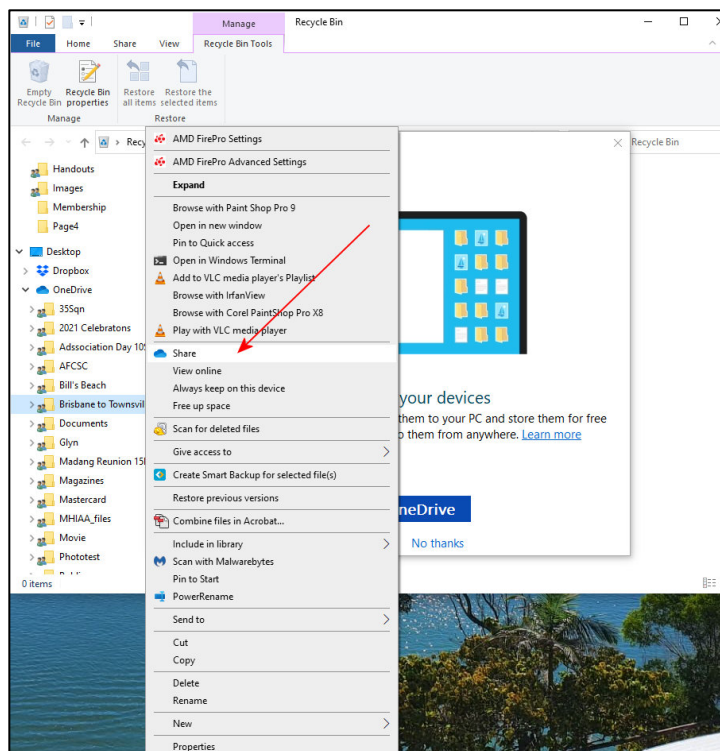
Open OneDrive in File Explorer (used to be called Windows Explorer) and locate the file or folder you want to share. Right-click the file or folder to reveal the context menu and select “Share”.

After a few seconds a notification will appear letting you know that a link has been prepared.

Down the bottom left of that little window you’ll see “Copy Link” (arrowed), click that, another window will open with a link to the item you selected, click “Copy”.

Now all you have to do is open your email software and compose a message to the person to whom you wish to send the information, paste the link in the body of the email (hold down the Ctrl key and press V) and send the email. The recipient will receive your email with a link which when opened will allow them to access the information in your OneDrive.

OneDrive gives you a few options when sharing information this way.





That little pop up window which contained the “Copy Link” (above) has another useful feature. In the top section of that window is a bordered section which says “Anyone with the link can edit” click the chevron (>) and another sub-window appears with several options:

1. **Allow editing** If you want the person to whom you sent the folder/file to be able to edit and change the folder/file, leave this ticked. If you only want them to be able to read the data, un-tick this item.
2. **Set expiration date** If only want to give the recipient access to the shared data for a certain amount of time click it, a calendar will appear, select the date and it will appear in the Window. From midnight the day before the date you selected, the folder/file will be unobtainable to your recipient.
3. **Set Password** You can password protect the data you’re sending to another person by installing a password here. You will then need to give the password to that person by either a Txt message, phone call or another email. This protects your data as only that person will be able to access your information by inserting the password to open the link.
your
4. **More Apps.** Most people won’t have this option so we won’t go into it here.





How to take a Windows 10 screenshot without a keyboard.

What if you need to take a screenshot in Windows 10, but you don't have a "Print Screen" key on your keyboard—or you don't have a keyboard at all? Luckily, it's easy to capture your screen using only a mouse thanks to a built-in tool called Snipping Tool. Here's how.

As this is a very handy tool you should have it on your task bar, to do that, follow these instructions:

Click "Start" (bottom left of your screen), under "All Apps", scroll down to find then click "Windows Accessories." Right click "Snipping Tool", then "More" then "Pin to Taskbar."



Then when you have something on your screen that you would like to keep, just click the Snipping Tool and the Snipping Tool window will appear. This gives you a few options, first of which you should see is the "Mode" option.

Mode gives you 4 options which are set and forget, once set they will stay that way until you change them.

Free-form snip: This allows you to draw a free-form shape around an object.

Rectangular snip: Drag the curser around an object to form a rectangle. This is the most popular and one you will probably use all the time.

Window snip: This will allow you to capture a pop-up window or a dialog box.

Full-screen snip: This allows you to capture the full screen.

Normally when you open the Snipping Tool, you won't need to change an Option. To capture all or part of what is on your screen, click the Snipping Tool on the task bar at the bottom of your screen, the Snipping window opens, click NEW, this greys out your screen, position your mouse curser next to the section you wish to capture, click and draw your mouse over that section then unclick. Another window appears which will contain the section you selected.

This gives you a number of options across the top of the window:

File: Here you get the option to (1) Start a new snip, (2) Save the snip, (3) Send it via email, (4) Print it.

Edit: (1) Copy it to the clipboard, (2) Edit it with Paint.

Tools: (1) Pen – this allows you to draw on the item in different coloured pens, (2) Highlighter allows you to highlight part of the item, (3) Rubber, this allows you to remove what you added with the Pen or the Highlighter.

Options: There are a number of options in this window, Windows has defaulted them to certain values, you are advised to leave them be.



Help: This section contains all help instructions.

If my body was a car:

- * It would be time to trade it in for a new model, I've got bumps, dents and scratches in my finish and my paint is getting a little dull.
- * My headlights are out of focus and it's hard to see things up close.
- * My traction is not as graceful as it once was. I slip and slide and skid and bump into things, even in the best of weather.
- * My whitewalls are stained with varicose veins.
- * It takes me hours to reach my maximum speed.
- * My fuel rate burns inefficiently.
- * Almost every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires.

How to update Safari on Mac

It's a good practice to keep your web browser constantly updated for security reasons, but Apple Safari on Mac doesn't have an update button. Here's how to keep Safari updated.

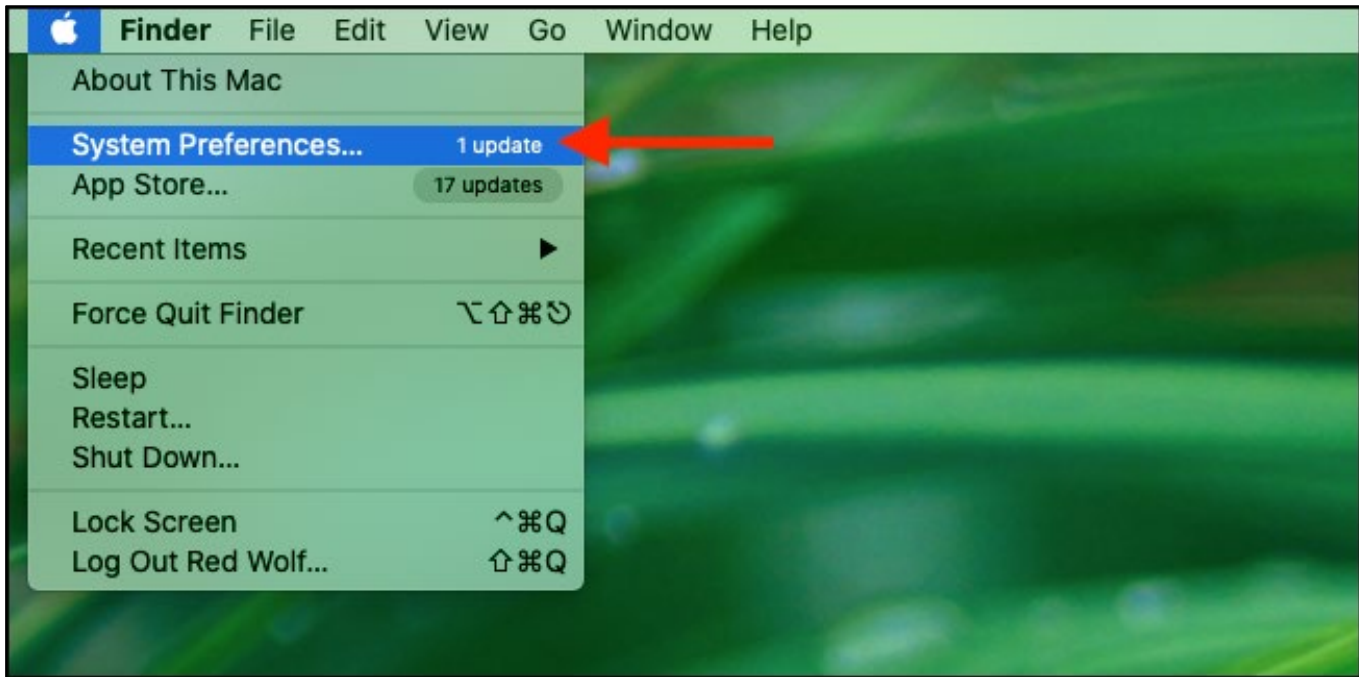
Keeping Safari Updated

Every year, Apple releases new features for Safari, and you usually install them without realizing it because they're linked to macOS updates that you get in System Preferences. But, because Safari is a browser, Apple often lets you update to the latest version of Safari without installing the next big OS release. For example, while Safari 14.0 came bundled in macOS Big Sur, macOS Catalina users can still update to it. Apple also provides regular security updates to older versions of Safari, which is the main reason why we recommend that you keep it updated.

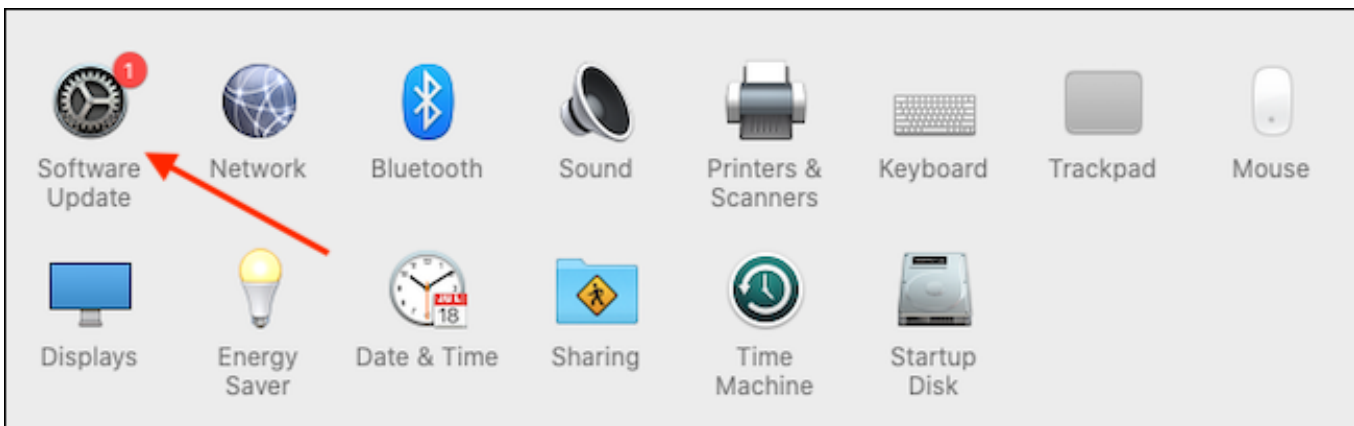


How to Update Safari in System Preferences

To update Safari, you'll have to use the Software Update feature in System Preferences. To get there, click the Apple icon in the top-left corner of the screen. In the menu that appears, choose the "System Preferences" option.



In System Preferences, click “Software Update.”

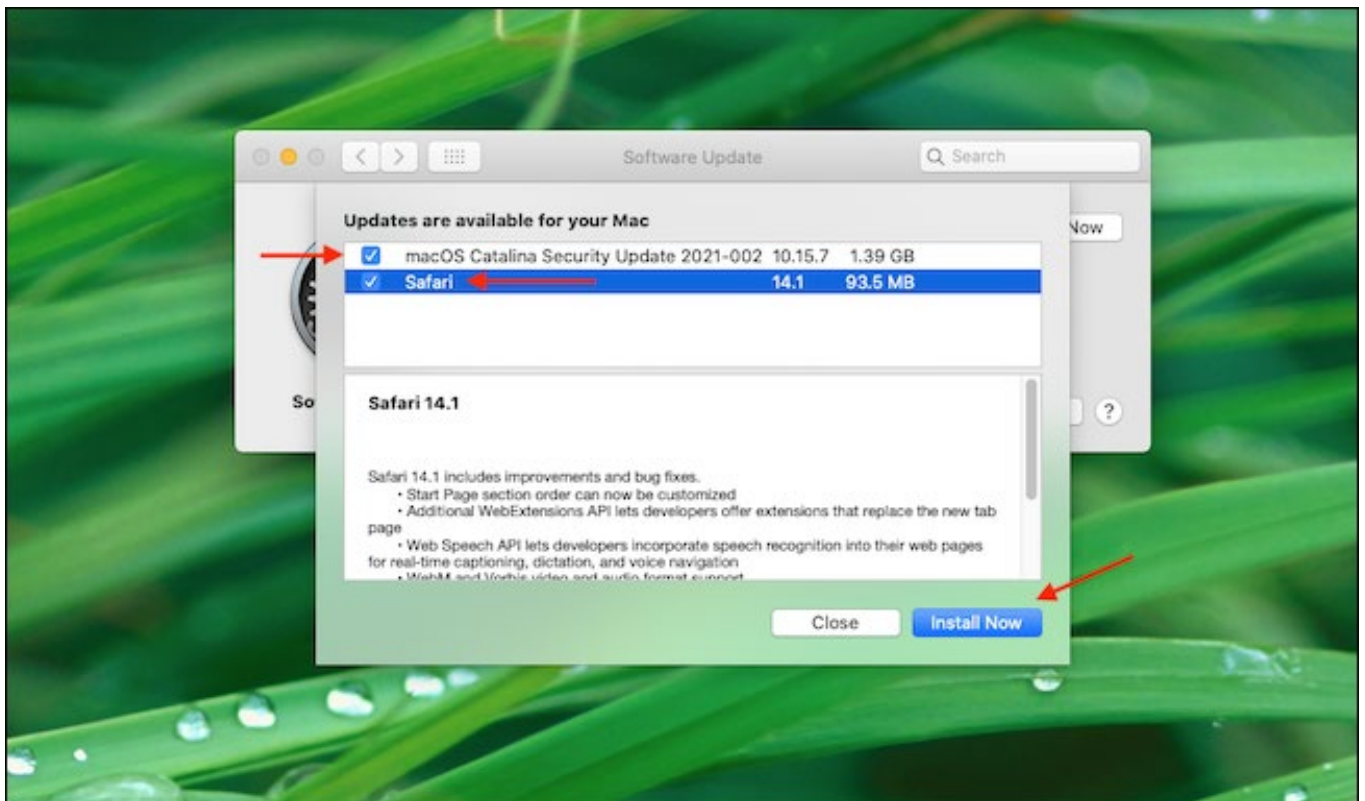


The Software Update panel will show you whether there are any software updates available for your Mac. If there are, you have two choices.

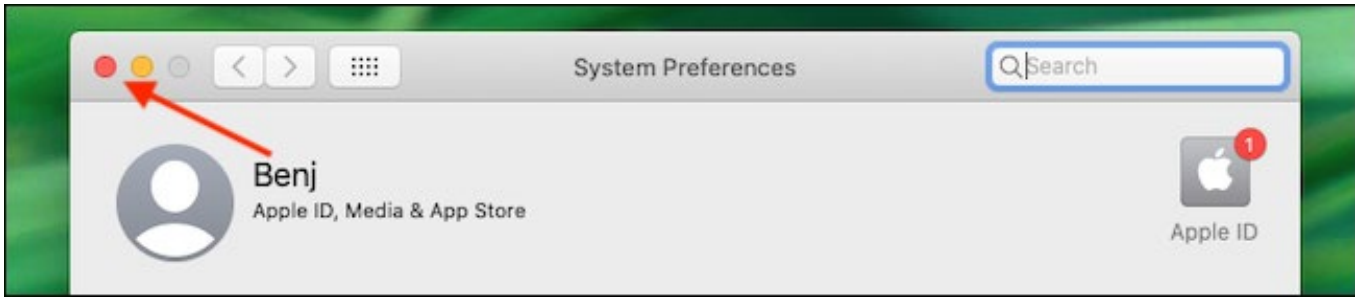
1. If you want to install the latest operating system along with the latest version of Safari, just click the “Update Now” button and follow the process.
2. If you only want to install an update to Safari, click “More Info” under the list of available updates to see a detailed list of all updates.



After clicking “More info,” a panel will appear listing the updates available for your Mac. Make sure that the “Safari” update is selected and uncheck “macOS” if you don’t want to install a system update along with it. When you’re ready, click “Install Now.”



After a while, the Safari update will be installed on your Mac. Once the update process is finished, you can safely quit the System Preferences app using the red Close button in the corner of the window.



Since this process is somewhat confusing and non-obvious, we recommend [enabling the auto-update feature](#) to keep Safari and your Mac updated. Good luck!

I called an old friend and asked him what he was doing. He replied that he was working on "Aqua-thermal treatment of ceramics, aluminium and steel under a constrained environment". I was really impressed....On further inquiry I learned that he was washing dishes with hot water under his wife's supervision.

How to force restart an Android phone when it's not responding

Rebooting an Android device is usually a simple thing to do, but that's not the case when your phone or tablet is stuck and won't respond to any input.

The specific situation we're talking about is when the screen is unresponsive and the power button does nothing. Usually, if an app is frozen, you can still go to the home screen or reboot the phone like normal, however, if the entire phone is stuck, you'll need to try something else.

It's important to note that what we're doing here is not a [factory reset](#). A factory reset is when you completely wipe your device of all data and start over from scratch. What we'll be doing is sometimes called a "hard reset" or "hard reboot." You're only restarting the device, not deleting anything. It may feel like you're doing something "wrong," but this process is harmless.



Some Android devices have special button combinations to do a hard reboot, but there's one trick that almost always works for any device. All you need to do is press and hold the power button for at least 20-30 seconds. It's going to feel like a long time, but keep holding it until the device powers off.



Samsung devices have a slightly quicker method. Press and hold the volume down key and the power/side key for seven seconds. It's really as simple as that! Press, hold, and wait.

Remove the Battery

This method is not as relevant as it used to be as newer phones are water proof and you can't get to the batteries as easily as you once could, but it will still apply to some devices. If your Android device has a removable battery, you can simply pull it out to reboot it.

Carefully remove the back cover and pry the battery out as safely as you can. Wait a few seconds, and then put it back in. Power on the device like you normally would.

You're all set! An unresponsive Android phone can be a pain, and you might think that [something serious is wrong](#), but in most cases, a simple reboot will solve the problem.



Sometimes I just want someone to hug me and say
"I understand your pain, it's going to be ok, here's a coffee and two million dollars."

Why Android phones slow down over time and how to speed them up.

If you've had your Android device for a while, you've probably started to notice some lag that wasn't there before. Apps load a bit slower, menus take a bit longer to show up. This is actually (and unfortunately) normal, here's why.

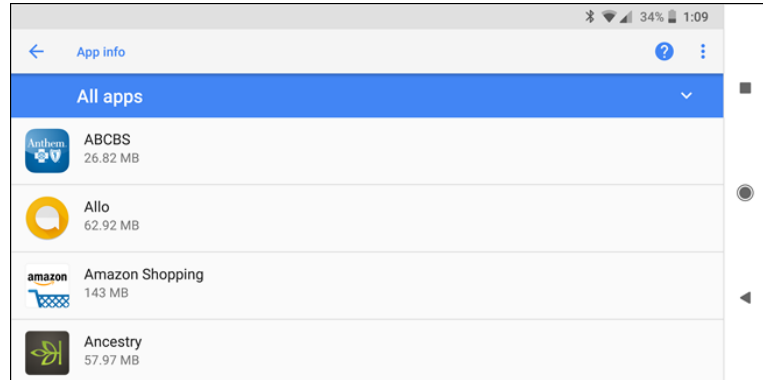
This problem isn't unique to Android, either, try using an older iPad with a new version of iOS and feel how slow it's become, but the solutions are slightly different for each platform, so let's talk about why this happens on Android—and how to fix it.





Operating System updates and heavier apps require more resources.

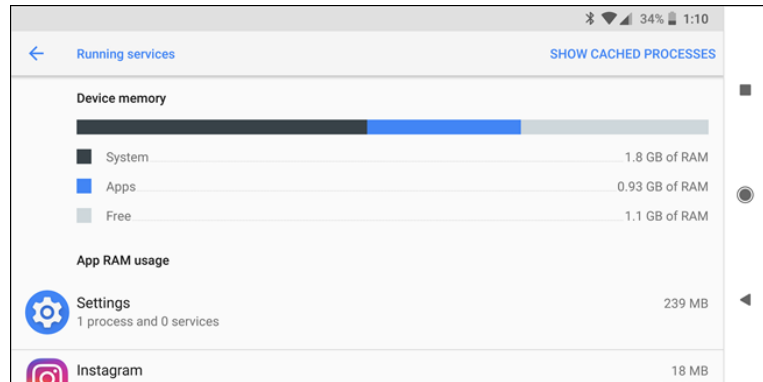
Your Android phone doesn't have the same software it had a year ago (it shouldn't, at least). If you've received Android operating system updates, they may not be as nicely optimized for your device and may have slowed it down, or, your carrier or manufacturer may have added additional [bloatware apps](#) in an update, which run in the background and slow things down.



Even if you haven't seen a single operating system update, the apps running on your device are newer. As developers gain access to faster smartphone hardware, games and other apps may be optimized for this faster hardware and perform worse on older devices. This is true on every platform: as the years go by, websites become heavier, desktop applications want more RAM, and PC games become more demanding. You aren't still using Microsoft Office 97 on your computer, for example—you're using a newer version with more features that require more resources. Android apps are the same way.

How to Fix It:

There's not much you can do to alleviate this. If your operating system seems slow, you could install a custom ROM that doesn't have the bloatware and slow manufacturer skins many devices include—though keep in mind that this is generally for more advanced users and is often more trouble than it's worth. If your apps seem slow, try switching to ["lite" versions of the apps you're already using](#).



Background Processes Can Slow Things Down.

You've probably installed more apps as you continue to use your device, some of which open at startup and run in the background. If you have they can consume CPU resources, fill up RAM, and slow down your device. Similarly, if you're using a live wallpaper or have a large amount of widgets on your home screen, these also take up CPU, graphics, and memory resources. Slim down your home screen and you'll see an improvement in performance (and maybe even battery life).

How to Fix It:



Disable live wallpapers, remove widgets from your home screen and uninstall or disable apps you don't use. To check what apps are using background processes, visit the Running Services menu in Developer Settings (on Marshmallow and above). If you don't use an app that's running in the background, uninstall it. If you can't uninstall it because it came with your device, disable it.

You'll find instructions on how to access Running Services [HERE](#).

Solid-state drives slow down as you fill them up, so writing to the file system may be very slow if it's almost full. This causes Android and apps to appear much slower. The Storage screen in the Settings menu shows you how full your device's storage is and what's using the space. Cache files can consume quite a bit of storage space if allowed to grow unchecked, so clearing cache files can free up disk space and make your file system perform better—at least, until those caches inevitably fill up again.

How to Fix It:

Photos and videos that you've taken with your camera are going to be the largest culprit here, so back them up and delete them from your phone often. You'll find ways to free up space on your Android device [HERE](#) and [HERE](#). Uninstall apps you don't use, delete files you don't need, and clear app caches to free up space.

What Not to Do

Any good list of how to speed up your aging device should also include what not to do. Really, it can be summed up in one basic sentence in this situation: [don't use task killers](#).

I'm likely beating a dead horse here, but it's crazy how many people still have this antiquated idea that task killers are somehow required to make an Android device perform its best by killing background tasks. This is just wrong—don't install a task killer for any reason, regardless of how laggy your device is. Just follow the steps in this guide.

There's a video on "how to" [HERE](#).

Windows 11

Windows 10 has been with us for a while now, for most it was a good operating system and most were happy with it, but! - it's time for a change. Microsoft has decided to upgrade it.

Windows 11 is on the way!

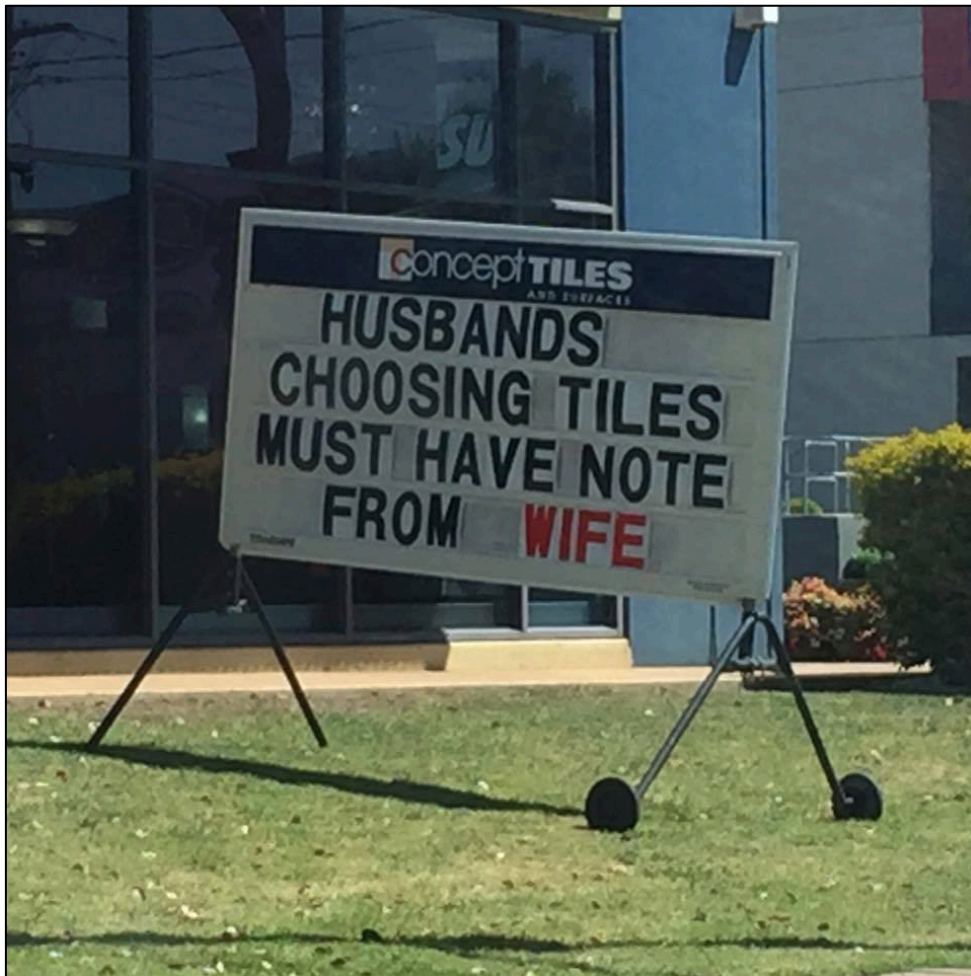
From the end of 2021, Microsoft will begin gradually rolling out its new operating system, Windows 11. Like it did with Win 10, Win 11 will be a freeby but only if your computer has the right stuff. A lot of people will not be able to run it if their current equipment is not up to scratch.



For those that understand these things, you'll need a computer that has UEFI firmware that is Secure Boot capable. In the old money, computers ran a BIOS but that was superseded by UEFI some time back and you'll also need a version 2 or later TPM module chip. If you haven't got these you're stuck with Windows 10, but don't worry, 10 will work fine and Microsoft will continue supporting your software until October 2025. By then we'll probably all need new computers anyway.

If all this sounds a bit daunting, don't worry, you can click [HERE](#) and download and install Microsoft's Health Check which will tell you if your computer is suitable for Windows 11.

You'll sure to read more on this over the coming months as upgrade time approaches.





1967 Laverton RL Team.

Jo Hamwood sent us these two pics, he can't remember all the names, can you help?



Standing L-R: Don't know, Don't know, Don't know, Jo Hamwood, Don't know, Gary Keleher, Don't know, Don't know, Ric Dwyer, Don't know, FILt Scott,
Kneeling L-R: Don't know, Don't know, Don't know, ? Sibthorpe, Warren Turner, Wayne Ison, Don't know, Joe Zarate

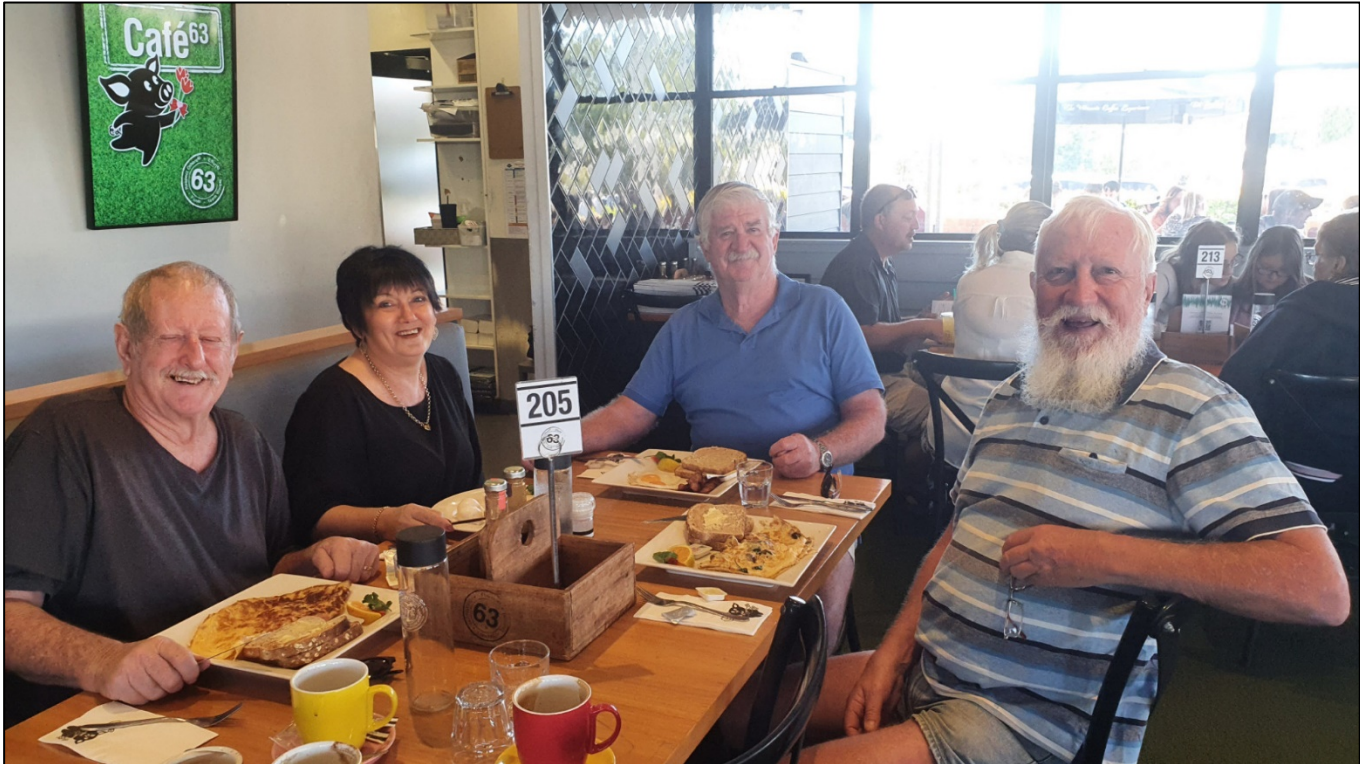
1967 Laverton RL Awards night.



Wayne Ison, ? Sibthorpe, Warren Turner (Captain)



Breakfasting, one morning in April.



Wayne and Suzy Smith, Trev Benneworth, Kev Rosser.

The Air Force ensign.

With the formation of the Royal Australian Air Force on 31 March 1921, a new flag was needed to be flown on a mast at the entrance to Air Force bases. Although several uniquely Australian designs were proposed, the Australian Air Council directed in 1922 that the RAAF would use the RAF Ensign 'without difference'. The RAF Ensign is a light blue (Air Force Blue) British Ensign emblazoned with a large RAF Roundel. This Roundel consists of concentric circles of red, white and dark blue.



In 1948 it was decided to change the RAAF Ensign to better reflect the Australian character, consequently the Southern Cross and the Commonwealth Star were added and the RAF Roundel, although retained, was reduced in size. This design was granted Royal approval in January 1949. This ensign was flown at the entrance of all RAAF establishments until 1982. In 1956, the Air Force replaced the RAF Roundel on the side of its aircraft with a distinctive RAAF



Roundel consisting of a red kangaroo-in-motion surrounded by a blue circle, however, the RAAF Ensign with its RAF Roundel remained unchanged.

In 1981, Her Majesty Queen Elizabeth II approved a new design for the RAAF Ensign. The only change was the replacement of the RAF Roundel with the RAAF Roundel containing the red kangaroo-in-motion at its centre. A proclamation was made by the Governor-General on 6 May 1982 recognising the new design, under section 5 of the Flags Act 1953, as the Ensign of the Royal Australian Air Force.

Point Cook.

No. 1 Flying Training School (No. 1 FTS) is one of the Air Force's original units, dating back to the service's formation in 1921, when it was established at RAAF Point Cook. By the early 1930s, the school comprised training, fighter, and seaplane components. It was re-formed several times in the ensuing years, initially as No. 1 Service Flying Training School (No. 1 SFTS) in 1940, under the wartime Empire Air Training Scheme. After graduating nearly 3,000 pilots, No. 1 SFTS was disbanded in late 1944, when there was no further requirement to train Australian aircrew for service in Europe.

The school was re-established in 1946 as No. 1 FTS at RAAF Station Uranquinty, Near Wagga in New South Wales, and transferred to Point Cook the following year.



The once entrance to RAAF Uranquinty.



It was originally named Point Cooke, after John Murray Cooke, seaman on the frigate HMS Rattlesnake under the command of Captain William Hobson (later Governor of New Zealand). The ship brought the first government officials to Melbourne and surveyed the shore of Port Phillip during September to November 1836. Some official maps dropped the “e” as early as 1861 when research was conducted to ascertain whether Captain James Cook had any connection with the place. Both names, Cooke and Cook were used for a while but common usage has meant the “e” has now been dropped permanently.

Under a restructure of flying training to cope with the demands of the Korean War and Malayan Emergency, No. 1 FTS was re-formed in 1952 as No. 1 Applied Flying Training School (No. 1 AFTS); it moved to Pearce in Western Australia, in 1958. For much of this period the school was also responsible for training the RAAF's air traffic controllers. Its pilot trainees included Army, Navy, and foreign students as well as RAAF personnel. The RAAF's reorganisation of aircrew training in the early 1950s had led to the formation at Uranquinty of No. 1 Basic Flying Training School (No. 1 BFTS), which transferred to Point Cook in 1958. In 1969, No. 1 AFTS was re-formed as No. 2 Flying Training School and No. 1 BFTS was re-formed as No. 1 FTS. Rationalisation of RAAF flying training resulted in the disbandment of No. 1 FTS in 1993.



The school re-formed at East Sale in 2019, flying the Pilatus PC-21 and conducting ab initio flight training.



Nearly lost.

During the late 1980s and into the 90s, when Australia was in the depths of the depression “we had to have”, the drive for savings in efficiency and effectiveness led to deregulation, a free-market economy and privatisation of state assets. The economic environment of the time had a serious effect on the management of the Australian Defence Force. Point Cook was



amalgamated with Laverton under a single command and management structure and the notional administrative entity of RAAF Williams was formed. It was not long before Point Cook was identified as suitable for disposal as surplus to Defence needs, however, the heritage value of Point Cook to the nation was too significant for some members of the community to allow it to pass into the hands of developers and a concerted effort to save Point Cook was mounted. The situation caused a long period of indecision that led to a decline in base maintenance and the gradual departure of RAAF units. By the early 21st century, the shift in focus from training operations to heritage significance was clear and the political will to sell Point Cook eventually faded.

Steve Campbell-Wright, has written an interesting book titled “An Interesting Point” which is a complete history of Military Aviation at Point Cook from 1914 to 2014. You’ll find a copy of it in our book section [HERE](#).

CT-4 Disposal.

On the 29th April, 1993, the RAAF’s last CT-4 Airtrainers were flown from Point Cook to the RAAF base at Wagga for storage pending disposal.





The formation of 18 aircraft overflew Melbourne en route, led by Wing Commander Robert Anderson, the last Commanding Officer of No 1 Flying Training School. After a decision was made, on cost-cutting grounds, to contract out initial flight screening of new student pilots to a civilian organisation from 1993, the conduct of flying training at Point Cook, the birthplace and spiritual home of the RAAF, had been brought to an end after 78 years.

The 36 aircraft held at Wagga were offered for sale to civil buyers at an auction held at Sydney in May 1993.

You can read more on the little CT-4 [HERE](#)

RAAF Motto.

On the 18th August, 1932, the order was published which made ***Per Ardua ad Astra*** the official motto of the RAAF. Australia's Chief of the Air Staff, Air Commodore Richard Williams, had first raised the idea of finding a suitable motto in late 1928, expressing his preference for something different to the RAF.

After unsuccessfully seeking suggestions from Latin scholars at the universities of Sydney and Melbourne, the Air Board decided in October 1929 to conform with other dominion air forces which had adopted the British motto and the process of securing Royal assent was put in train. In February 1932 the Australian Prime Minister was notified that approval had been granted, and the order promulgating the change followed two months later.



Various meanings were ascribed to ***Per Ardua ad Astra*** over the years, but in 2002 the Chief of Air Force formally accepted 'Through Struggle to the Stars' as the RAAF's translation.

World War 1 revisited.

World War I was fought from 28th July 1914 to 11th November 1918. Because many of the combatants had colonies and alliances beyond continental Europe, it drew in others from around the world and due to the technological advances at the time, over 9 million soldiers and more than 7 million civilians were killed in those terrible 4 years.

WWI would change the map of Europe and end in such a way that made WWII inevitable. Despite its impact, even today there's a lot that many don't know about this conflict.



1. Soldiers of the Allied Powers and the Central Powers celebrated Christmas together. This is known as the Christmas Truce. By September 1914, both sides found themselves well-ensconced in trenches. The Germans were trying to break through into France, while the Allies were determined to avoid that and push them out.

As Christmas approached, ceasefires were called so both sides could bury their dead, but on the 25th December, something very strange happened. As many as 100,000 British and German soldiers put aside their guns, shook hands, and exchanged food and gifts. By 1915, however, as the casualties grew, the camaraderie ended and there were no more truces.

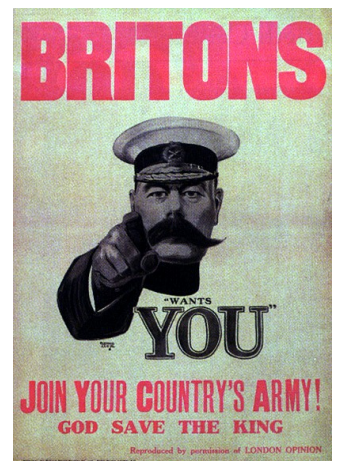
2. Aviators from both sides got along, American machine gunners shot down this German Hannover CL III in France's Argonne region on 4th October 1918. Even after the Christmas Truce ended, Allied and Central pilots continued their camaraderie. It's believed they saw themselves as a breed apart, and that flying distanced them emotionally from the horrors below.



In 1915, a German pilot who was downed behind Allied lines was first wined and dined by Allied aviators before they handed him over to the military. When an "enemy" pilot was shot down, aviators of the other side would fly over enemy territory to drop a note, letting them know if the downed pilot died or was taken alive into custody.

3. The war forced Britain to improve healthcare services for its people. Although the country entered the war at the height of its wealth and power, very little of that wealth reached the vast majority of the British people. Malnutrition was so widespread, that of the millions who applied to become soldiers, almost 40% had to be rejected.

Today, the average height of an adult British Caucasian male is about 5'9". In 1914, their average height was 5'2", though a member of the upper class stood about 5'6" These findings shamed the government into providing subsidized health care for common people.



4. Millions of minors served in the military. The official age required to become a recruit was between 18 and 19, but it was rarely enforced. Poverty and desperation forced many to lie about their age because they needed jobs and food. There were an estimated 250,000 minors from Britain, alone, the youngest being 12; while Canada sent over 20,000 minors.



Desperate for soldiers, some countries were willing to look the other way, while others, like France, encouraged boys as young as 15 to join. Once in, they were treated the same as the older men. Many died, as a result.

5. Canadian troops were feared by the Germans. Though most people think of Canada as a peaceful nation, Canadian soldiers developed a fierce reputation during the war. The Germans called them Sturmtruppen (storm troopers), because of their success in seizing enemy trenches and for taking extreme risks.



The Canadian soldiers also led the Allies to victory at the battles of Vimy and Passchendaele, which the British and French had failed to take. Whenever the Germans realized that Canadian forces were advancing, they prepared themselves for the worst. It's perhaps no accident that Canadian soldiers were the highest paid among the Allies.

6. Canadian troops also had the highest rates of venereal disease. One out of every nine Canadians contracted some form of VD, six times higher than the average British soldier. For punishment, they had their pay suspended while they underwent treatment, and were required to pay a fine for every day they were out of action. To make it worse, infected soldiers were banned from taking leave for 12 months.

Since Canadians soldiers were the highest paid, they could afford to stay in hotels with private baths, which shocked most hoteliers. Such wealth must obviously have delighted their female "friends" however.

7. Many British nurses were aristocratic volunteers. To support their troops, several high-class British women set up First Aid Nursing Yeomanry (FANY). To join, one had to pay a fee, as well as provide monthly expenses for supplies. Since many came from wealthy families, they'd take their cars to France, then convert them into ambulances, again at their own expense.



Although they rendered valuable, often dangerous service at the risk of their own lives, they were not always well-received. Back then, women were expected to be subservient to men, but these were wealthy aristocrats who refused to obey the traditional norms.

8. High-ranking Allied POWs in Germany were trusted to stay put. Although low-ranking POWs were subjected to terrible conditions, high-ranking ones were generally trusted to



stay put. Germans simply had them sign a document called a parole. Once they did, top brass POWs could leave their prison camp and go shopping in nearby villages and towns if they had money.

It was so effective that none who signed the parole actually tried to escape. One British officer claimed he planned to buy supplies in a German village for his escape, but once he signed the parole, honour bound him to stay.

9. Some Allied POWs were allowed to stay in hotels. As the war progressed, Germany found itself with far more POWs than it could handle. Those of rank who were badly injured or mentally shattered were sent to neutral Switzerland or Holland for better medical treatment.



Others were allowed to stay in hotels if they had money and have their families over for visits. There were so many Canadian POWs in Scheveningen, Holland that they set up a baseball club which played against a club set up by American POWs. So long as they were no longer fighting, Germany didn't care.

10. More than half of the French Army mutinied in 1917. No one is sure exactly when it started, but a series of defections began in Northern France sometime after they lost at the Second Battle of the Aisne in April 1917. By then, the French had lost over a million soldiers, and they'd had enough.

The generals promised to end the war by May, but when the fighting continued, over 20,000 deserted their posts. The French are still secretive about the incident, but it's known that more than 500 soldiers were executed for insubordination before the desertions finally stopped.

Dental Section – 3 RAAF Hospital, Richmond.

Back in 1969, Bob Hodgson, 38 Sqn Instrument Fitter, had the odd visit to dental section. Jacqueline Eyre looked after him. You can see it [HERE](#).

The Bailey Bridge.

World War 2 could not have been won without this wonderfully simple piece of design – the humble Bailey Bridge



Picture an Allied tank commander in Europe, during Autumn, 1944. Advancing for days, destroying the German resistance. Nothing has been able to stop the invasion; except a blown bridge. Luckily, somewhere back in the supply columns which keep the army going, is a Bailey Bridge.

Donald Bailey, the designer of the Bailey Bridge, was born in Rotherham, UK, in 1901. He received his BA in Engineering from the University of Sheffield in 1923. After graduating, he helped design railway bridges in the 1930s, but by 1940 he was working for the War Department.



In Christchurch, Southern England he and a group of other engineers, comprised MEXE (Military Experimental Establishment). They were designing and testing new engineering equipment for the British Army. The Army at the time was facing a dilemma. They knew they would be required to fight in Europe, with its various canals, rivers, streams, and lakes. Any one of these could stop an army advancing, and they needed a foolproof way to cross them. Collapsible and portable bridges had been around for hundreds of years, in various forms, but by 1940, British weapons were outstripping engineering equipment.

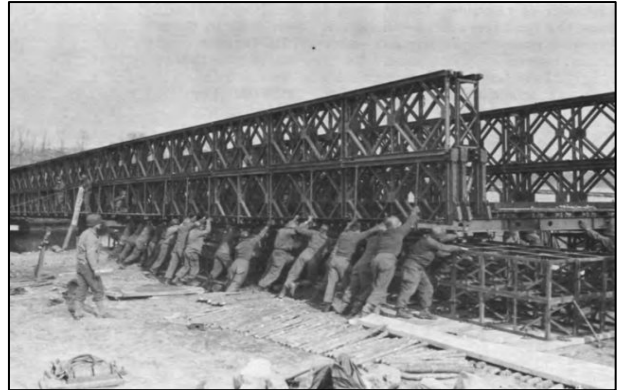
Their tanks weighed more than 40 tons, but the heaviest portable bridge could hold only 26 tons. The Allies would be bogged down and delayed as engineers worked to repair existing bridges or build more permanent ones.





A Bailey Bridge like this had to be constructed to cross rivers. This took precious time but was eventually able to allow an Army to continue their advance.

Donald Bailey was being driven back to his headquarters building after a failed bridge test. The world seemed to be collapsing around England, and everything they tried seemed to fail. The War Department was desperate for a reliable bridge. Suddenly, Bailey had an idea. He began sketching it out on the back of an envelope.



It was an amazingly simple design. Prefabricated panels each made up of internal trusses. These were joined by pegs, with large beams running across the bridge's width. This gave them not only the rigidity needed to span a large area, but they could be assembled with simple tools: sledgehammers, rollers, and wrenches.

While not indestructible, the bridges were easily replaced and cheap. They proved sturdy enough to stand up to almost any stress but quick and cheap enough to be disposable.



Equally important, they were straightforward and cheap to produce. Almost any industrial fabricator could make the panels and pieces necessary, and mass production was a definite possibility. The Bailey Bridge had been born.

In the battlefield these bridges proved indispensable. Field Marshal Montgomery said they were necessary to the speed of the Allied advance during the war. In Italy and Sicily, over 55 miles of bridges were built, spanning everything from stream beds, to the 1,126 ft. Bridge over the Sangro River. The longest, which spanned the Chindwin River in Burma, was 1,154 ft.

After D-day, in France, the low countries, and Germany, Bailey Bridges were consistently used to replace many of the bridges destroyed by the retreating Germans. Famously, the Son bridge was replaced with one during Operation Market Garden, in September 1944; eventually allowing Allied armour to press forward and help seize Nijmegen.



Today Bailey style bridges are a fixture of almost any modern military. The materials have been upgraded, but the basic design, prefabricated, interlocking sections which can be put together a myriad of ways, has not changed.



Their use has expanded to the civilian life, where they are often used for disaster relief and are permanent fixtures in some areas. Bailey might not be the best-known hero from World War 2, but his contribution to the war effort was immense, and his memory, and legacy, can not be forgotten.

In 1974, when a portion of the large concrete bridge that crossed the Derwent was destroyed, people who lived in East Hobart had a slow 50km, 90 minute, drive to get to the city until a Bailey Bridge (below) was opened in December 1985.



[Redneck car disposal](#). Ya gotta laugh!!

THE RAM

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



Vol 74

Page 6

ALL DAY DINING.
BARS. GAMING.
ENTERTAINMENT.



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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.

The Defence Department attempts to explain the differences between men and women.



We think the ADF is really onto something here, seems to us there is one helluva lot of confusion out there these days, whenever young people go into a pub and start chatting someone up it's very difficult for them to know whether it's an Arthur or a Martha. Back in our day it was easy, boys had short hair, girls had long hair – simple.



The ABC got hold of some important advisory material being handed out by the ADF – we now know, and it's official, a woman is not a scaled down man!!

Who would have known? (Though I think most blokes had worked that one out by the time they had turned 13)

Department of Defence
Capability Acquisition and
Sustainment Group

A woman is not a scaled down man

Head Female skulls are smaller and not as thick.	Back Higher dependency on lower-body strength
Body Shoulders are narrower and lower, torso is longer while the thorax is narrower. Have a bust. Lower ratio of muscle	Arms/Legs Shorter and smaller bones, a mechanical disadvantage. Joints are more flexible. Slanted thigh bone.
Hips Whilst the body profile is narrower with a lower centre of gravity, the pelvis is wider and the hips are more curved	Temp. Women have a higher body surface area to mass ratio, meaning that they can lose heat quicker and at lower outside temperatures.
Feet Feet are smaller for a given body height. Tend to have higher arch. Inside line of foot is more curved, outside length is shorter	Hygiene Have different requirements

Defence used the image above to distinguish the differences between men and women. (We suggest they take a walk along the beach at Surfers during summer – the differences are pretty obvious there). Their image lists hygiene, skull thickness and body temperature as among the differences. We're sure they're missing a few things—we can remember quite a few more, some nice ones too.

Some of their key points are:

- Women's arms and legs have "shorter and smaller bones" which is considered a "mechanical disadvantage", although their "joints are more flexible". (We've also noticed women's legs are different to a man's – actually we started to notice that at a young age.)
- An arrow points to the soldier's hand and notes "women have a higher body surface area to mass ratio" meaning they "can lose heat quicker and at lower outside temperatures". (That I believe, they can register an open door three houses away)
- Highlighting the groin area, the presentation states that females have different hygiene requirements, although does not specify them. (yeah – we learnt that one too some years back)



- It also explains that "female skulls are also smaller and not as thick" as men's. (Not buying into that one)

The ABC has learnt the Australian Defence Force (ADF) is reviewing the range of equipment supplied to women in uniform, seeking feedback from female personnel and providing regular updates to the top brass. Last month a "Women in Combat" presentation was given to military leaders on the "development of combat equipment, including helmets, boots, body armour and field equipment that are more suitable for female ADF personnel".

A Defence spokesperson said the address also included feedback received from female ADF members, which is being used to inform potential improvements to the equipment supplied to them. Bringing women into the military, and keeping them there, remains a big challenge for the ADF, although recent figures show the situation is improving. According to Defence's most recent annual report, the participation rate of women in the permanent ADF reached 18.6 per cent, up from 17.9 per cent on the previous year.

The Department said its key focus for improving gender balance was "to ensure we are building Defence's capability and our operational effectiveness".

English Stiff Upper Lip: On a train from London to Manchester, an Australian was berating the Englishman sitting across from him in the compartment. "You English are too stuffy. You set yourselves apart too much. You think your stiff upper lip makes you above the rest of us. Look at me... I'm ME! I have Italian blood, Greek blood, a little Irish blood, and some Aborigine blood. What do you say about that?" The Englishman replied, "Awfully sporting of your mother, old chap!"

Jack Robinson.

Some years back we Australians had lots of sayings, things like, "happy as Larry", "cat got your tongue", "he's got a screw loose", "send her down Hewie", "cut the mustard" or "faster than you can say Jack Robinson". You don't hear them a lot these days, they seem to have disappeared like Holdens and Falcons, but you wonder where they came from, what was their origin?

We did some research and found there is actually a sound reason for a lot of them. Here's the meaning and background for a few:

Happy as Larry: *Extremely happy.* The origin of this phrase is unknown, but is perhaps an arbitrary partial rhyming reduplication with 'happy'. The phrase was first recorded in Australian in the 1880s.

Send her down Hewie: *Make it rain.* The phrase was first recorded in 1912. Since the 1950s surfers have also implored Hewie for good waves. Theories about the origin of the word Hughie range from alterations of the names Jupiter, Zeus, or Yahweh, to the classical Greek *huei* 'it is raining'.



Hard Word: *Urgent request.* An importunate request (especially of a monetary or sexual nature). This term is often found in the phrase to “put the hard word on”: to make demands on someone. The term is from British dialect where it had various meanings including 'abuse, scandal, marriage proposal, refusal'. The Australian usage is recorded from the early 20th century.

Before you can say Jack Robinson. *Very quick.* It would be pleasing to be able to point to a historical figure called Robinson who was the source of this expression. Regrettably, we can't. It could well be that there was an actual Jack Robinson who was reputed to be quick in some way, but, if that's the case, any reliable record of him has disappeared. It is just as likely that Jack Robinson was a mythical figure and no more real than Jack Tar, Jack Frost or Jack the Giant Killer. A Sir John (Jack) Robinson was the Constable of the Tower of London for several years from 1660 onward. Some have suggested that he was the source of the phrase and have bequeathed him a reputation for hastily chopping off people's heads. There's no evidence to link the phrase with Sir John, or that he was in any way unusually quick in dispatching the Tower's inmates. That suggested derivation also fails to account for the hundred year gap between Sir John Robinson's career and the first appearance of the phrase in print.

Cut the mustard. To cut the mustard is “to reach or surpass the desired standard or performance” or more generally “to succeed, to have the ability to do something.” Most often, the phrase is used in negative constructions for when something doesn't live up to expectations or can't do the job. The word *mustard* itself goes back, via French, to the Latin *mustum* (English *must*), which was an altogether different substance. It was the juice squeezed from grapes before it was made into wine. *Mustard* is so named because the condiment was originally made by making mustards seeds into a paste with must. It's not clear exactly why we say *cut* the *mustard*. Some have proposed literal derivations, such as cutting down (harvesting) mustard plants. Others have suggested connections to the phrase *pass muster*, when a soldier gets approval after troops are assembled together for inspection.



Teacher says, "OK class, I'd like you all to tell me what you need at home. Susie says, "We need a computer". Wendy says. "We need a car". Johnny says, "We don't need anything, Miss". Teacher says, "Come on, Johnny, everyone needs something?" "No, Miss, my sister came home with her new boyfriend who had tattoos and lots of rings and my Dad said 'That's all we bloody need!"

Watch the largest F-35 Elephant Walk in history



52 F-35As put on a show at Hill Air Force Base in Utah in the US



The exercise, known as an “elephant walk,” involved a mass take-off of 52 F-35As. The jets involved in the exercise are the only combat-capable F-35As in the service’s entire inventory. The exercise suggests that the planes are growing easier to maintain, but they’re also really, really expensive to fly.

Although the cost to buy has come down, the cost to fly remains high. The F-35 costs US\$44,000 an hour to fly, or \$44 million to fly for 1,000 hours, or \$352 million over the 8,000 hour lifespan of the aircraft. That’s more than twice as much as the F/A-18 Super Hornet. Lockheed Martin wants to get the cost per hour to US\$25,000 by 2025, but the Pentagon believes that number may be unattainable. The Air Force has warned in the past that if the cost per flight hour doesn’t go down, it could end up buying fewer F-35s.





In a dramatic show of air power, the U.S. Air Force's Hill Air Force Base just sortied 52 F-35As. The aircraft massed on the runway and then took off, one after the other, into a clear Utah sky. The Air Force claims the timing of the exercise, as the U.S. enters a new crisis with Iran, is purely coincidental, and the exercise was planned months in advance.

The exercise took place at Hill Air Force Base in Utah. Hill was the first Air Force Base to become fully operational with the F-16 Fighting Falcon more than thirty years ago and history is repeating itself with the F-35A. Hill is home to the only four combat capable F-35A squadrons in the U.S. Air Force, split between the active duty 388th Fighter Wing and the reserve 419th Fighter Wing. After launch, 24 of the jets were refueled in midair by KC-135 Stratotankers.

Hill received the last of 78 F-35As in December 2019. To commemorate the occasion, the base decided to conduct what the U.S. military calls an "elephant walk": a mass sortie of aircraft. The walk starts with a surge of fighters from their hangars, a photo op on the tarmac, and then all of the planes are launched into the air, one after the other. Currently, the wings fly 30-60 sorties per day from Hill's flightline. During the exercise, Airmen launched roughly the same number of daily sorties, but they took off in quick intervals.

The base staged another elephant walk in November 2018, when it sortied just 35 jets at once.



Elephant walks are a show of force, demonstrating the might and power of the U.S. Air Force. They're also expensive. If each aircraft involved in the exercise flew for approximately two hours, that's a combined operating cost of \$4.5 million. For the cost of seventeen exercises, the Air Force could buy a brand new F-35A.

The service and manufacturer Lockheed Martin are struggling to get the cost per hour down, which left unchecked could force the Pentagon to buy fewer planes. That having been said, the Air Force does get something out of the exercise. The entire base trains for the event, giving pilots and ground crew a fixed date to get a large number of jets ready to take to the skies. Once the planes are ready, the base must work to launch and recover 52 aircraft. It's not a war scenario,



but it is one that exercises virtually the entire base's muscles. In an announcement, Hill AFB stated "launching aircraft from multiple squadrons simultaneously presents various challenges and allows the wings to evaluate the capabilities of maintenance professionals, as well as pilots and command and control teams."



The elephant walk is also evidence the F-35 is growing easier to maintain. In 2018, as Air Force Magazine points out, the F-35 had a reliability rate of 66 percent. By late last year, the reliability rate had risen to 75 percent. According to the base, the 34th Fighter Squadron is currently flying in the Middle East, that means a very high number, likely higher than 75 percent, of remaining F-35As were able to take part in the exercise—an encouraging sign for a fighter plane that's seen more than a decade of controversy.

You can watch the video [HERE](#)

Latest purchase limits placed on shops, in light of the Coronavirus due to panic buying:

Coles: 2 hand sanitisers and a 4 pack of toilet rolls.

IGA: 1 hand sanitiser, 500 grams of rice and a 4 pack of toilet rolls.

Woolworths: 1 lobster, 6 quail's eggs and 100gram Foie Gras.

ALDI: 1 MIG welder, 1 pink sports bra, 2 trumpets and 1 wetsuit.



Now [THIS](#) is a proper Covid mask

And! If you're confused about this Covid business, be confused no more. See [HERE](#).

The Black Hawk

Nigel Pittaway

Defence released a Request for Solutions (RFS) on the 25th March, 2021, advising the possible sale of up to 27 ex-Army Sikorsky S-70A-9 Black Hawk helicopters and associated spares and equipment, as the type is retired from service in coming months.



Aircraft are expected to come up for disposal between July 2021 and December 2022, when the final Black Hawk is expected to be retired. The helicopter has been replaced as Army's primary battlefield helicopter by the NHI (Airbus) MRH 90 Taipan multi-role helicopter (MRH). The Commonwealth's preference is to sell the helicopters and associated inventory to either one purchaser, or as few purchasers as practicable.





However, the document makes it clear that Defence does not guarantee that any assets will be offered for sale within a certain timeframe, or indeed if at all. Furthermore, it says that the number of assets may vary due to Commonwealth requirements and/or its commitments to other recipients, such as museums.

Similar to the US Army's UH-60A Black Hawk variant, Australia acquired 39 S-70A-9 helicopters from 1988 to be assembled at Bankstown by Hawker De Havilland. The type was commissioned into service with 9 Sqn RAAF in September 1988, but the battlefield helicopter capability was transferred to Army control in 1989. To date, five Black Hawks have been lost in accidents.

Twenty-nine helicopters are listed in the RFS (albeit with a maximum of 27 to eventually be sold), comprising 19 'Configuration 1' aircraft and 10 'Configuration 2' helicopters which are fitted for, but not with, an Electronic Warfare Self Protection (EWSP) suite delivered under Project Echidna (Air 5416).

The RFS advises that four of the 29 helicopters listed (three 'Configuration 1' and one 'Configuration 2') are "more likely to be removed from the sale". All helicopters will be made available with their associated CAMM2 maintenance data. The spares inventory, as of March 5, included 889,623 non-rotable, and 12,390 rotatable items with total book values of \$47 million and \$71 million respectively. Previously Defence that 34 aircraft (i.e. all surviving airframes) would be disposed of, including helicopters earmarked for the Australian War Memorial in Canberra, the Museum of Army Flying at Oakey, the RAAF Museum at Point Cook and the RAAF Aviation Heritage Centre at Amberley.

To further confuse matters, the Commonwealth Government announced in June 2018 that two Black Hawks [will be donated](#) to the NSW Rural Fire Service.

The UH-60 Black Hawk wasn't built to land amid a raging wildfire, but it was built for survival. It was born out of the US Army's need for a helicopter that could rush troops into and out of battle quickly and safely. In the four-plus decades since it first entered service, this multi-role helicopter has proven that it's good for much more than that.

In 1938, Igor Sikorsky envisioned a different way to fly. His single-engine aircraft, called the VS-300, had no wings, instead, it had three long blades which extended from a centre point above the fuselage. As these blades were spun by a 75-horsepower rotary engine, Sikorsky's aircraft would lift straight up into the sky, with no need for long runways—or any runway at all.

Though Sikorsky's VS-300 debuted in 1939, it wasn't until the atom bomb tests of the mid-





1940s, when many U.S. commanders first got to witness the A-bombs' destructive might, that a practical use for his invention began to take shape. After witnessing one such nuclear test, Marine Lieutenant General Roy Geiger promptly wrote a letter to the Commandant of the Marine Corps, General Alexander Vandergrift, explaining that the Corps' approach to amphibious landings was outdated in the new atomic age.

Large-scale amphibious landings, like the Normandy Invasion just two years earlier, were already incredibly dangerous. But a single atomic weapon could have wiped out the entire invasion force, if the Nazis had had such a weapon in their arsenal. Helicopters, Geiger reasoned, could quickly move troops from ships to landing sites, doing away with slow-moving amphibious troop carriers, and with them the risk of atomic annihilation.

Within a decade, the US Army started receiving deliveries of Bell's UH-1 Iroquois (nicknamed Huey) to serve as aerial ambulances. Once the U.S. entered the Vietnam War, the Huey soon tackled more missions, ranging from common transport to air assaults. More choppers were pressed into service: The US Army's total helicopter count grew from 2,500 in 1960 to more than 9,500 by 1969.



While the UH-1 was a major success, it was too vulnerable, especially when landing in combat zones. Of the more than 7,000 UH-1s flown in Vietnam, some 3,300 were shot down or destroyed, killing 2,100 pilots and crew members. By the war's end, the Pentagon was sure about two things:

- First, the helicopter was essential in modern warfare.
- Second, its survivability was far too low.

So the Army looked for a helo that could fight back, a chopper that was purpose-built for an air assault role. It had to be fast, powerful, and resilient. A huge emphasis was placed on the survivability of these new helicopters, not only for the sake of the pilots and crew, but also for budget reasons.

Despite stiff competition from Boeing and an improved UH-1 from Bell, the contract to build America's next workhorse chopper went to Sikorsky Aircraft, the company founded by the SV-300's inventor. It was called the UH-60 Black Hawk.

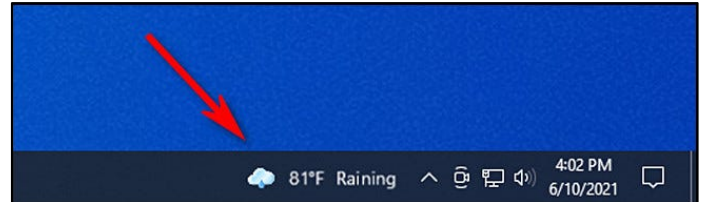


How to configure Windows 10's Weather and News taskbar Widget

How-To Geek

In June 2021, Microsoft enabled a News and Weather widget (called "News and Interests") on Windows 10's taskbar. It shows weather, sports scores, news, and more at a glance. Here's how to show, hide, and configure parts of the widget.

The News and Interests widget was enabled for all fully updated Windows 10 PCs in June 2021. It will automatically appear on your taskbar. If your PC has the widget available and enabled, you'll see it on the taskbar in the lower-right corner of the screen near the date and time. By default, the widget will display the current temperature for your location and a very brief weather forecast in the taskbar itself. To open the widget fully, hover your mouse cursor over it (or click it).



If you don't see the widget in your taskbar, you'll need to [update to the latest version of Windows](#). After you update it could take a few hours to appear. That's normal.

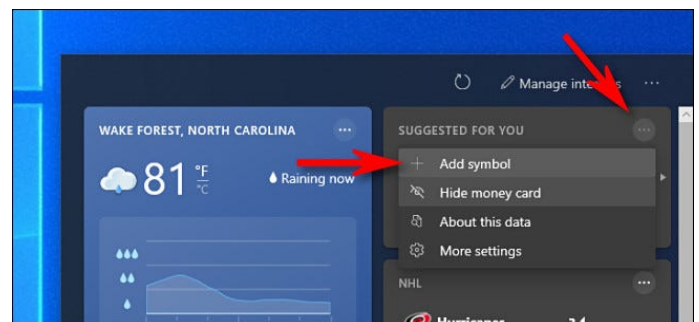
If you've previously disabled the widget, you can get it back by right-clicking your taskbar, pointing to "News and interests," and selecting either "Show icon and text" or "Show icon." If you don't see the News and Interests option in your taskbar's context menu, you're likely running an older version of Windows 10 without this feature.

How to use and configure widget cards

The News and Interests widget starts out with different panels of information called "cards" that are enabled by default. These cards show sports scores, stock prices, weather forecasts, or local traffic. If you scroll down, you'll also see news stories pulled automatically from the web.

If you want to see more information about weather, stocks, or the other cards, click the card itself. A page with more details will load on MSN.com in the Edge browser. (Even the widget's weather card opens an MSN weather website instead of Windows 10's built-in Weather app.) If you want to configure how a card works, such as changing the location in the weather card or adding a ticker symbol to the finance card, click the menu button in the upper-right corner of the card panel. In the menu that appears, you'll see the options for configuring the card.

The widget refreshes itself throughout the day, but if you ever want to refresh the card's information manually, you can click the "Refresh" button (It looks like an arrow in a circle shape.) at the top of the widget window.

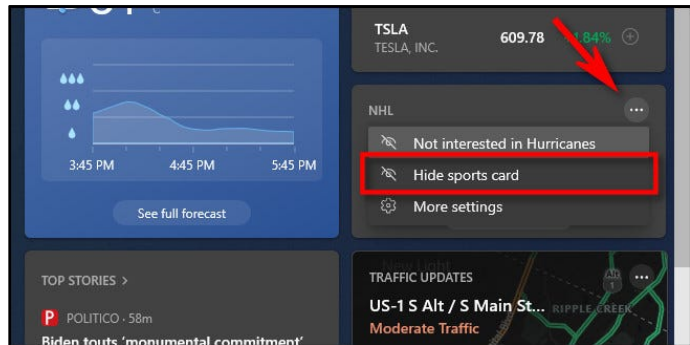




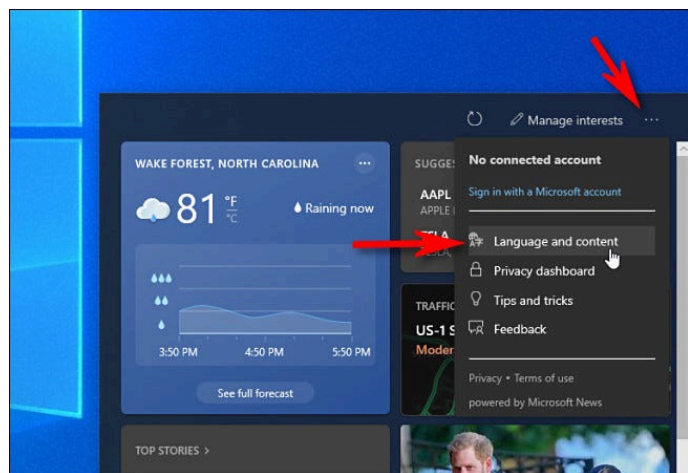
How to Disable Sports, Finance, Weather, or Traffic Cards

If you don't want to see a certain widget card in particular, open the News widget and click the menu button (three dots in a circle) in the upper-right corner of the panel that you'd like to hide.

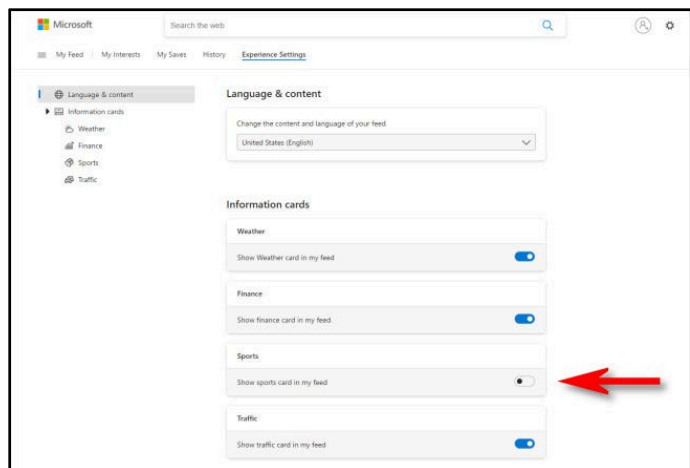
In the menu that appears, select "Hide Sports Card" (or whichever card it is). At the moment there's no way to disable the news feed portion of the widget.



You can also turn on and off different cards from a unified menu. To do so, click the three dots button in the upper-right corner of the widget window and select "Language and Content" from the menu.



The Edge browser will open and load an "Experience Settings" page on an MSN.com website that controls the preferences for the Windows 10 news widget. In the "Information Cards" section, flip the switches to "off" beside the cards that you want to hide. (You can also re-enable hidden cards from this menu.)

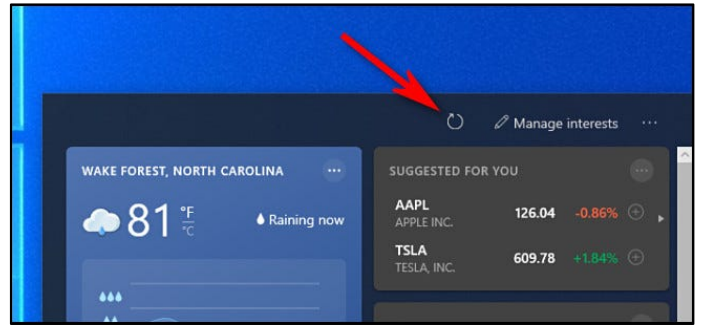


After you make changes, open the widget in the taskbar again and click the circular "Refresh" button at the top.



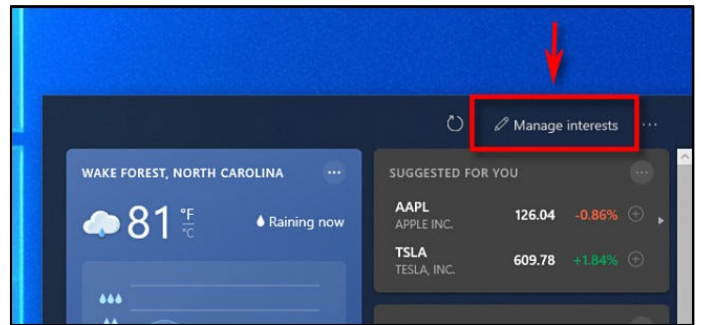
Upon reload, the widget will reflect the settings that you made in the browser: Cards that you've hidden will disappear, and others that you've reenabled will show up again.

Note: If you're logged in to a Microsoft account in your browser while changing your News widget settings but not logged in to the same Microsoft account in Windows 10, the settings on the MSN.com page will not work. In that case, you'll need to log out of your Microsoft account in your browser, reload the MSN widget settings page, and then make the changes again. Reload the widget to make the settings take effect. A bit messy but necessary!

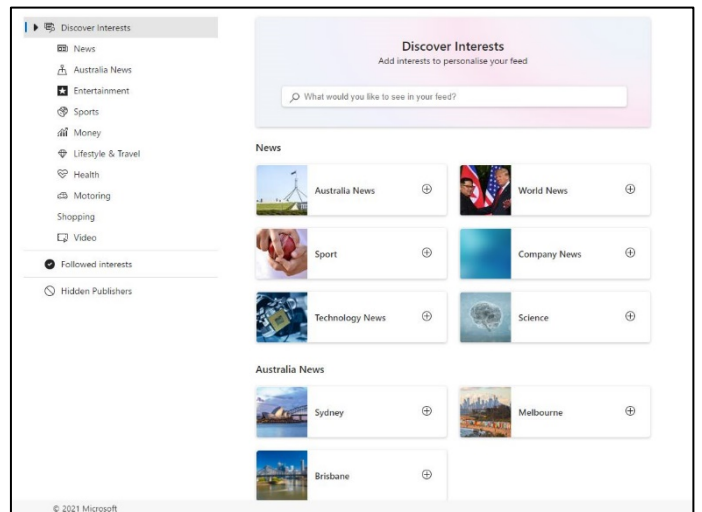


How to customize your taskbar widget news feed

If you'd like to influence which news Microsoft pulls from the web to show on your News and Interests widget, open the widget (by clicking it in the taskbar) and select "Manage Interests" at the top of the widget window.

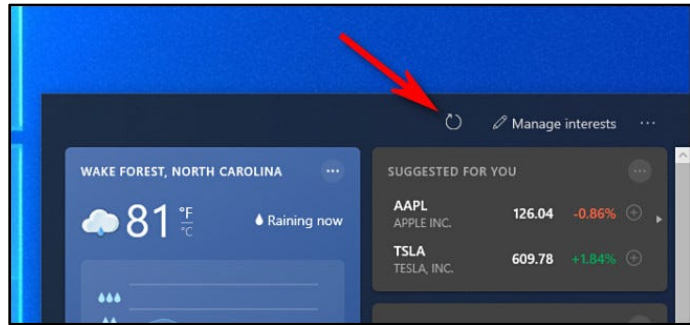


A special MSN.com web page will open in your browser that allows you to select or deselect interests by subject. Available interests include Australia News, Technology News, Science, TV and more.



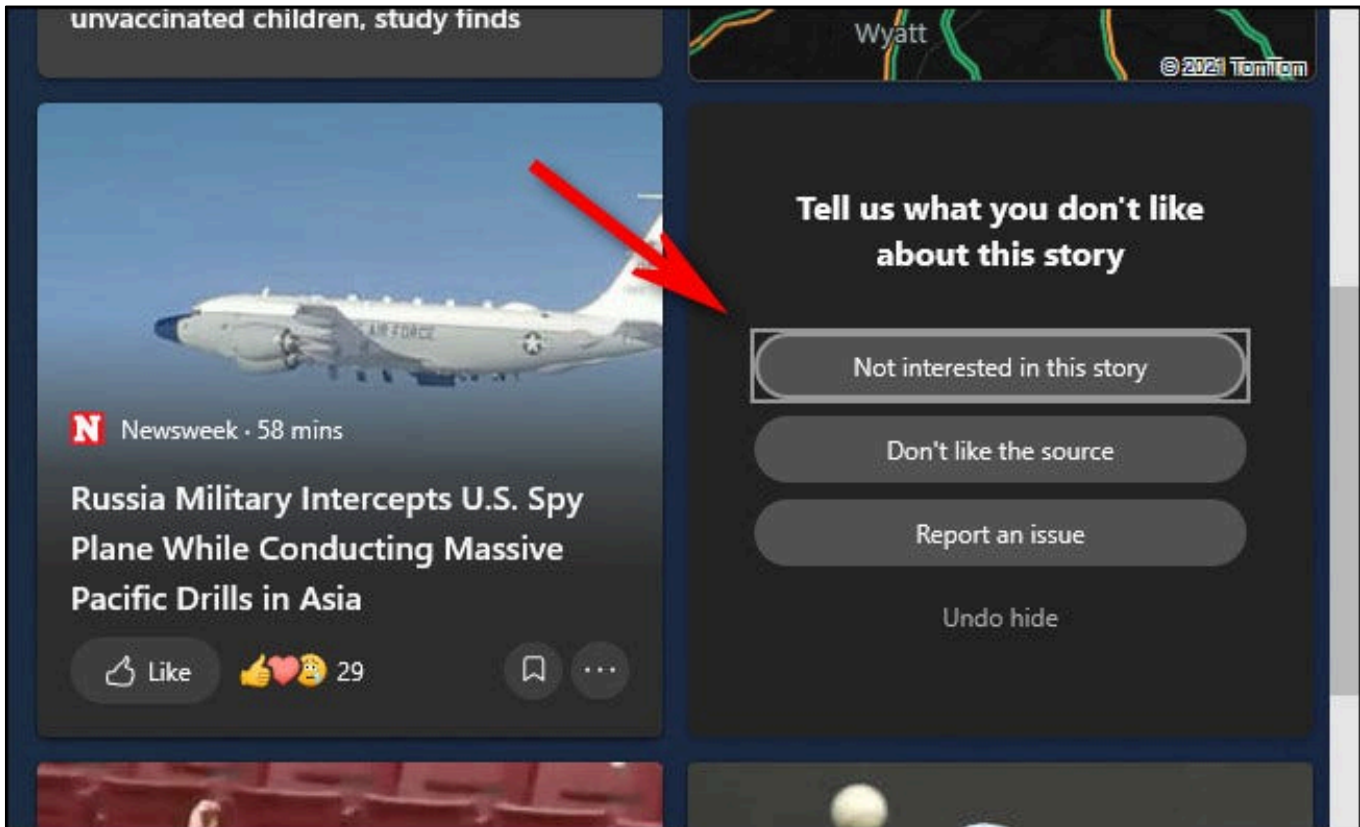


After selecting your interests, open the widget and click the reload button (a circular arrow) at the top of the window. You'll see more news related to the subjects that you selected.



If you don't like certain news reports that you see in your news feed, you can hover over an individual news panel and click the "X" button in its upper-right corner.

The widget will then give you a choice between "Not interested in this story" (The widget will show fewer stories like this.), "Don't like the source" (The widget will no longer show news from that publication.), or "Report an Issue" (where you can report offensive or misleading content).



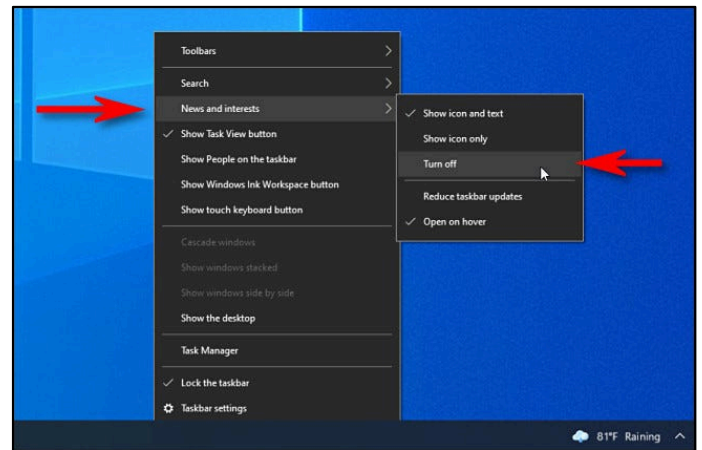
Alternately, you can make similar changes by clicking the menu button (three dots in a circle) in the lower-right corner of the individual news card. There, you can "like" or "dislike" a story, ask the widget to hide news from this source, and more.

How to hide the news and weather widget completely



If you don't want to see the news widget on your Windows 10 taskbar, right-click the taskbar and select "News and Interests," and then "Turn Off" in the menu that appears.

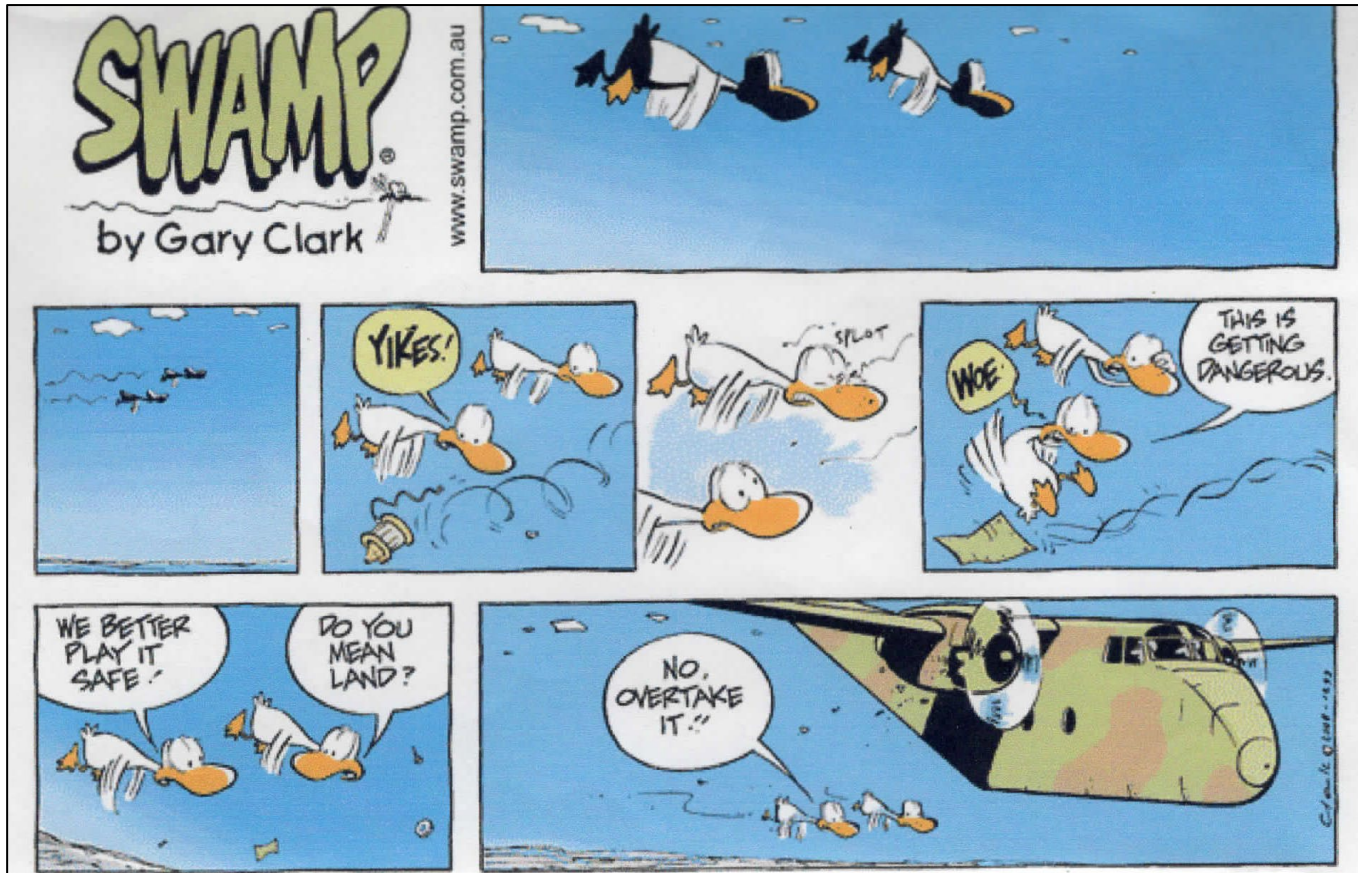
In that same menu, you can also control options related to the widget, including selecting a smaller size for the widget in the taskbar ("Show Icon Only") and making it so that you have to click the widget to open it ("Open on Hover").



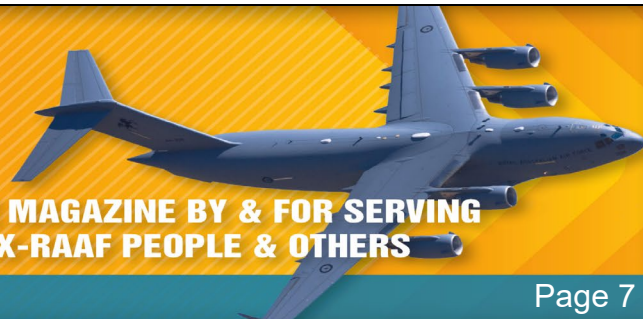
An Australian guy is travelling around the Greek Islands. He walks into a bar and, by chance, is served by an Australian barmaid. As she takes his order, a Foster's, she notices his accent. Over the course of the evening, they get chatting. At the end of her shift, he asks if she wants to come back to his place. Although she is attracted to him, she says no. He then offers to pay her \$200 to sleep with him. As she is travelling around the world and is short of funds, she agrees. The next night the guy turns up again. Again, he orders Fosters and after showing her plenty of attention, asks if she will sleep with him again for \$200. She remembers the pay out from night before and is only too happy to agree. This goes on for 5 nights. On the 6th night, the guy comes in again, orders Fosters but goes and sits in the corner. The barmaid thinks that if she pays him more attention then, maybe she can shake some more cash out of him. So she goes over and sits next to him. She asks him where he's from in Australia. 'Melbourne ', he tells her. 'So am I. What suburb?' she enquires. 'Glen Iris' he replies. 'That's amazing,' she says excitedly, 'so am I - what street?' 'Cameo Street ' he replies. 'This is unbelievable.....' she says, her voice quavering; 'What number?' 'Number 20', he replies. She is totally astonished. 'You are NOT going to believe this,' she screams, 'but I'm from number 22! My parents still live there!' 'I know...' he says, 'Your Dad gave me \$1,000 to give to you'

Now THIS is a beer fridge

AND!! Dying on the toilet should always be avoided. Luckily THERE is a way to avoid this.



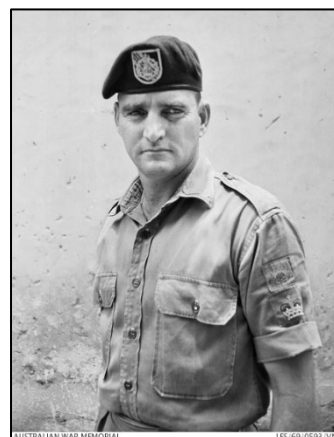
**MY BODY HAS ABSORBED
SO MUCH SOAP AND
DISINFECTANT LATELY,
THAT WHEN I PEE IT
CLEANS THE TOILET.**



My Story

Keith Payne VC

On 24th May 1969, in Kontum Province in Vietnam, Warrant Officer Class II Keith Payne was Commanding 212th Company of 1st Mobile Strike Force Battalion when the battalion was attacked by a North Vietnamese force of superior strength. The enemy isolated the two leading companies, one of which was Warrant Officer Class II Payne's, and with heavy mortar and rocket support assaulted their position from three directions simultaneously. Under this heavy attack the indigenous soldiers began to fall back.



Directly exposing himself to the enemy's fire, Warrant Officer Class II Payne, through his own efforts, temporarily held off the assaults by alternately firing his weapon and running from position to position collecting grenades and throwing them at the assaulting enemy. While doing this he was wounded in the hands and arms. Despite his outstanding efforts, the indigenous soldiers gave way under the enemy's increased pressure and the Battalion Commander, together with several advisors and a few soldiers, withdrew.

Paying no attention to his wounds and under extremely heavy enemy fire, Warrant Officer Class II Payne covered this withdrawal by again throwing grenades and firing his own weapon at the enemy who were attempting to follow up. Still under fire, he then ran across exposed ground to head off his own troops who were withdrawing in disorder. He successfully stopped them and organised the remnants of his and the second company into a temporary defensive perimeter by nightfall.



Having achieved this, Warrant Officer Class II Payne of his own accord and at great personal risk, moved out of the perimeter into the darkness alone in an attempt to find the wounded and other indigenous soldiers. Some had been left on the position and others were scattered in the



area. Although the enemy were still occupying the previous position, Warrant Officer Class II Payne, with complete disregard for his own life, crawled back on to it and extricated several wounded soldiers. He then continued to search the area, in which the enemy were also moving and firing, for some three hours. He finally collected forty lost soldiers, some of whom had been wounded, and returned with this group to the temporary defensive perimeter he had left, only to find that the remainder of the battalion had moved back.

Undeterred by this setback and personally assisting a seriously wounded American advisor he led the group through the enemy to the safety of his battalion base. His sustained and heroic personal efforts in this action were outstanding and undoubtedly saved the lives of a large number of his indigenous soldiers and several of his fellow advisors.

Extraordinary Valour and Gallantry.

There is no greater courage than to risk one's life in the defence of others. In the Australian military, extraordinary acts of bravery in the face of the enemy are recognised by the Victoria Cross (VC). Warrant Officer Class II Payne's repeated acts of exceptional personal bravery and unselfish conduct in this operation were an inspiration to all Vietnamese, United States and Australian soldiers who served with him. His conspicuous gallantry was in the highest traditions of the Australian Army.

The Queen was graciously pleased, on the advice of Her Majesty's Australian Ministers, to approve the award of the Victoria Cross to Warrant Officer Class II Keith PAYNE, 12222. Royal Australian Infantry Regiment in 1970.



In the Service of Others, Always

Keith Payne is the oldest living Australian recipient of the original Victoria Cross. He earned 23 service medals over the course of his military career, as well as a Medal of the Order of Australia.

He is one of the most decorated soldiers of Australia and continues to inspire others.

Birriliburu elder Rita Cutter with Keith, who is a strong advocate for Wiluna and the Martu people.
Photo taken in 2020.





Keith was born at Ingham, in Queensland, (between Townsville and Cairns) on 30th August 1933. He attended Ingham State School and afterwards became an apprentice cabinet-maker. During this time he also served with the 31st Australian Infantry Battalion in the Citizens' Military Force. Seeking greater opportunities, he joined the Australian Regular Army in August 1951 and after his basic and initial employment training was posted to the 2nd Battalion, Royal Australian Regiment (2RAR) in December 1951.

He was transferred to the 1st Battalion, Royal Australian Regiment (1RAR) in July 1952 and later that month was sent to Japan as an infantry reinforcement. In September 1952 he was sent to Korea, where he joined his unit. He served with the battalion until they were rotated out of Korea in March 1953, whereupon he was taken on strength of Headquarters, 28th British Commonwealth Brigade. He remained with this formation until the end of the Korean War, and returned to Australia in August 1953.

In December 1954 he married Florence Plaw, a member of the Women's Royal Australian Army Corps. He was promoted to corporal the following year and spent much of the next five years attending various courses and schools of instruction to further his army career.

In February 1960 he was posted to the 3rd Battalion, Royal Australian Regiment (3RAR), then based at Enoggera in Queensland. He was promoted to sergeant in July 1961 and deployed to Malaysia in August 1963. During an operation on the Malay-Thai border in October 1964, he was slightly injured when he fell into a river as he was crossing. He remained on duty and returned to Australia with 3RAR in February 1965.



Later that month Keith was posted to the 5th Battalion, Royal Australian Regiment. However, the posting was only brief and in June that year he was appointed as an instructor to the Officer Training Unit at Scheyville, New South Wales.

In February 1967 he joined the 2nd Pacific Islands Regiment in Papua New Guinea. He was promoted to warrant officer class 2 in May that year and returned to Brisbane at the conclusion of his posting in March 1968.

On 24 February 1969 he was appointed to the Australian Army Training Team in Vietnam. In May that year he was commanding the 212th Company of the 1st Mobile Strike Force Battalion when it was attacked by a strong North Vietnamese force. His company was isolated and, surrounded on three sides, Payne's Vietnamese troops began to fall back. Payne, by now wounded in the hands and arms and under heavy fire, covered the withdrawal before organising his troops into a defensive perimeter.

Years later, asked whether he was afraid, Payne replied, "My God yes, yes, I was." Payne's actions that night earned him the Victoria Cross.



He was evacuated to Brisbane in September suffering from an illness, receiving a warm reception at the Brisbane airport before entering hospital. He had recovered by November, and in January 1970 was posted as an instructor to the Royal Military College, Duntroon.

Keith Payne received his VC from Her Majesty Queen Elizabeth II aboard the Royal Yacht, Britannia in Brisbane on 13 April 1970. He was made a Freeman of the city and of the shire in which his hometown was located.



A park in Stafford, Brisbane, where he lived, was also named after him. He received the Distinguished Service Cross and the Silver Star from the United States, and the Republic of Vietnam awarded him the Cross of Gallantry with Bronze Star. He retired from the army in 1975, but saw further action as a captain with the Army of the Sultan of Oman during the Dhofar War.

He returned to Australia and became active in the veteran community, particularly in counselling sufferers of post-traumatic stress disorder.

So many people these days are too judgemental. I can tell just by looking at them.

The people I meet.

This year ANZAC Day fell on a Sunday, that doesn't happen a lot, in fact it has only happened 9 times since 1950 so I was really excited. And apart from being one of Australia's most memorable days, this year, as it fell on the Sabbath, I was definitely going to commemorate the day, for two reasons, come what may.

I knew though that a lot of my fellow Australians would also be terribly excited about the joint occurrence, who would have believed? ANZAC Day and the Sabbath on the one day, I just knew that it would bring them out of their homes and onto the streets in most capital cities in droves to cheer, clap and say thank you to the hundreds of returned service men and women, who with medals adorned, would proudly march the streets.

Being the smart, intelligent and very modest person that I am, I knew to join this already excited crowd, I'd would have to mask the Radtechitis that naturally emanates from my person otherwise I would be the centre of attention, not those who had fought in other lands in Australia's name. I couldn't and wouldn't be so cruel.

Being a creature of habit, and not wishing to deviate on this auspicious occasion, I decided to follow my normal daily routine, so it was up at 3.30am, on with the blue lycra shorts and Dunlop Volleys, hook up the greyhound and off for my morning constitutional. I usually pound out a brisk 20km in the morning and so as not to tire the young dog, at the 5km mark I tie him to a tree where I know he'll be safe, I complete the next 5km out and then back at a pace I know would exhaust Rover, pick him up again and finish the remaining 5km at a slower pace. When we get home Rover is, of course, completely exhausted and after a long drink of water and half a can of Pal, retires to his kennel for an hour or so.



Needing to cool down gradually after my morning jog, I drop to the mat and do fifty push-ups on my left arm, fifty on the right, then it's into the bathroom for a refreshing shower and a good lathering with Velvet. From the bathroom, it was into the kitchen for a hearty breakfast of black coffee, rolled oats with brown sugar and toast and marmalade then it was time to get dressed. My well-fitting two year old blue Stamina suit was hanging in the cupboard but before getting dressed I knew I would need to mask the Radtechitis, so once again it was into the bathroom, out with the bottle of Johnsons baby oil and I gave myself a good smearing of the oil.



With the Radtechitis now contained, it was on with the Stamina, medals hung from the top pocket, into the 1960 VW beetle and off to the station to catch the train into the city. I didn't march this year as, being a humble and sharing person, I wanted my fellow past warriors to enjoy some of the adoration, as even though I would usually march in the back row, I would be the recipient of



the crowd adoration, people would display signs saying “Thank you hero one” or “ We love you hero” or as the young and fair ones would display “Marry me hero”.

I knew though, that my fellow warriors would want the opportunity of meeting me in a social situation, so I joined them at the Jade Buddha on the river where I knew they would come and pay homage and attempt to buy me drinks which I would have to refuse as to accept one would result in a hundred or so being offered. I was about to pay my entrance but the proprietors insisted they were honoured to have my presence in their abode and allowed me in as a guest and slipped the blue confirmation of entry tag on my wrist. Unfortunately, un-noticed by me, the tag scraped a tiny amount of Johnsons baby oil from my person and allowed a miniscule amount of Radtechitis to escape. Whisked away by the breeze coming from the river, that tiny amount of Radtechitis headed west. Gone! In the meantime, I found a table at the rear of the room and sat there so as not to overwhelm my fellow warriors.



Some miles away, in the Hills district, Jennie McIntosh had just finished chopping the kindling and started the fire to heat up the copper. As Sunday was her normal wash day, she was adding the Persil to the water when that tiny amount of Radtechitis fluttered into her laundry. She was immediately transfixed, dropping the laundry basket to the floor, she spun around, doing a couple of 360’s then identifying the source of the alluring attraction, not able to find the orange twin set, it was on with the red dress, knee high boots and helmet, onto the electric scooter and down the road she went, onto the highway and down hills getting the scooter up to high sub-sonic speeds.

She burst into the Jade Buddha, not bothering to pay, scattering people far and wide, found me sitting quietly at the back of the room and yahooping at an uncomfortable 150db, she immediately draped herself upon my person attempting to soak up some Radtechitis. I allowed this to continue for 57 minutes before extracting myself.





Such is the burden a Radtech must endure.

Jennie is the Promotions manager for KM Smith, Funeral Directors, which are a major sponsor for the RTFV-35 Sqn Association. Jennie is a lovely lady, full of fun and great company.

Q: What's ET short for?...**A:** Because he's only got little legs

The RAAF Trunk.

Brendan Godwin says "I set myself a project this year that I have just completed. Restoring my Air Force trunk. One end was rusted to the point where there were some small holes in the bottom. I tried welding them but that made them bigger so I soldered them all closed. I sanded the thing back to bare metal. To my surprise, inside the lid I unearthed an inscription of the manufacturer, Duff Steel Industries. They were still operating in Sydney until 2000. The company was deregistered in 2000. When I tipped all the rust out of the bottom, I found a couple of relics in the powder.





These things have been in there since we were issued with our uniforms in 1967. I am afraid the rest of my khaki uniform is long gone. Correction. I just found a shirt that I had been using as a work shirt to fix motor vehicles. I might see if Vanish cleans it up.

The paint was not a perfect match. I took a photo into Bunnings but they wanted the trunk to scan the paint with their paint scanner. I wasn't dragging that in. The inside lid was still largely original paint. The outside front and one end was original paint but well faded. I can't be sure the inside lid did not change colour shades over the last 54 years so I really did not have an original colour to work from. I tried to match the inside lid colour with some of the paint cards they had and I came to what I thought was close. But it came out lighter after I painted it on and let it dry. I think it should be a tinge darker.



These trunks have a seal inside the lid. When you clamp them shut they are water proof. You can throw them in the ocean and they will float.

My father kept his WWII trunk until 2000, he threw it out in a house move.

Does anybody else still have their trunk?"

Last Herc out of Vietnam.

Ron Russell got in touch, he says : "I am writing regarding the article on the last Herc out of Vietnam. I would like to add to the story.

I was a Cpl RadtechG at Base Radio RAAF Butterworth in April 1975. When the situation in South Vietnam started to deteriorate, an operation was set up based at RAAF Butterworth commanded by GPCAPT Lyle Klaffer. For our part, we set up a radio network with RAAF Butterworth, Bangkok and the Embassy in Saigon (which was in the Caravelle Hotel) being the stations. RadtechGs from Butterworth were to be cycled through the station network with each person spending a week in Bangkok and a week in Saigon. Our role was to maintain the radios and the network. I went to Bangkok but was tasked to go to Saigon after only a couple of days as the situation in South Vietnam had deteriorated. Cpl Zanco Barbadyn who was a RadtechG was already there.

As it transpires, we were a part of the evacuation of the Embassy. My recollection was we got out on Saturday the 26th April but others say Friday the 25th. I do know that the North Vietnamese carried out their threat to bomb Saigon on the Sunday. Too long ago.



On the day, there were two Hercs at Tan Son Nhut waiting to load a whole lot of people of a number of nationalities. Of course the Ambassador was there. As we took off, I remember thinking that I, with all others, would have the dubious honour of being on the last Herc out of Saigon and subsequently South Vietnam. That turned out to be untrue.

Part of the RAAF contingent at Saigon at that time was 4 ADGs. Ian Dainer was one but I can't remember the names of the others. For years, I did carry a newspaper clipping with a photo of the guys sitting on their gear on a pallet on the hard stand at Tan Son Nhut and the full story but alas, I am bugged if I can find it. I have though attached some scans of articles about it from Google. They were not allowed on the Hercs as the story goes as the Hercs were overloaded.



AUSTRALIAN WAR MEMORIAL

P05608.004

If you talk with some others, they will tell you that the Ambassador made the decision to leave them there. Fortunately, many hours later, true Aussie spirit, bravery and values rose to the top, and a Herc was diverted from another task and went in and picked them up. I take my hat off to the bravery of those 4 ADGs and to the bravery of the aircrew who flew that Herc into what could have been hell on a runway. So the story is, the last Herc out of South Vietnam came of Saigon after picking up the 4 ADGs who had been left behind. I hope you get something out of the attachments.”

There is some video of that [HERE](#), unfortunately, it does not contain sound. You can see the data Ron sent [HERE](#).



Flat tyre?



This old A model doesn't look happy. Does anyone know what, when and where?

Djinnang Reunion.

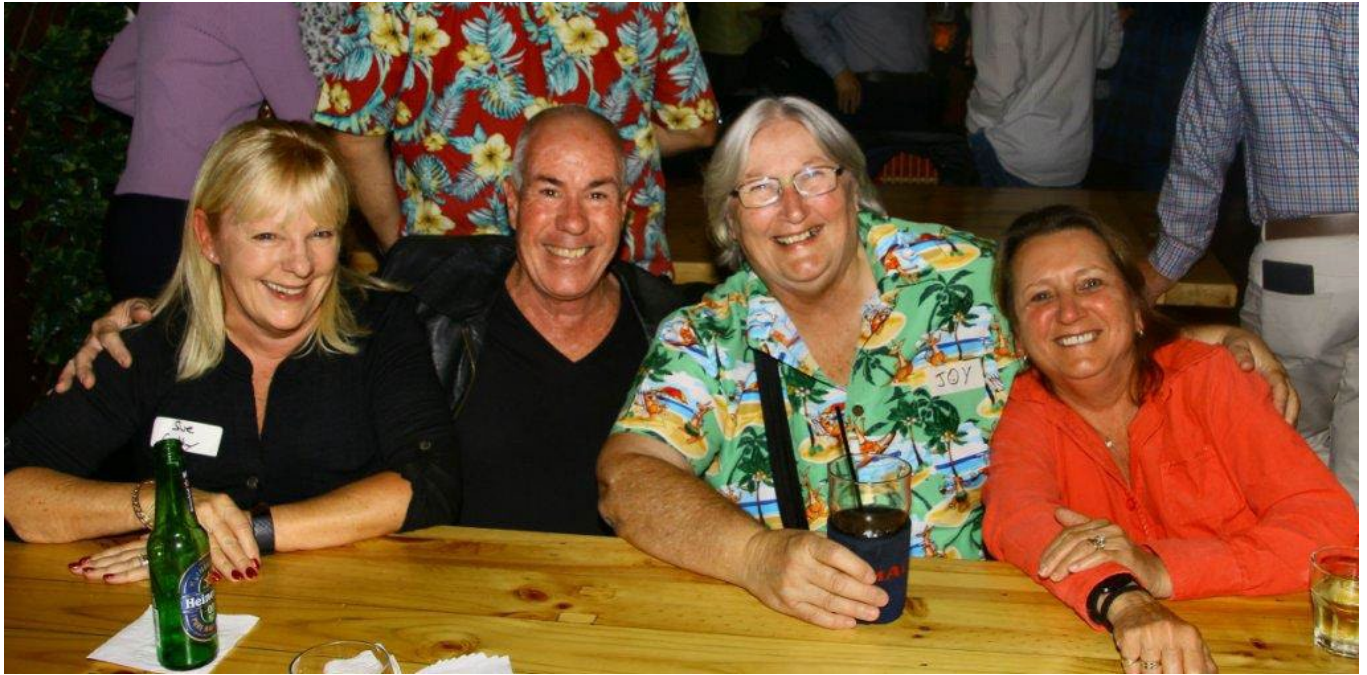
The 2021 reunion was held at the Paddo Tavern, in Given Terrace, Paddington. This was the first time the Paddo had been chosen and from all accounts was a popular choice as it was decided it would also host the 2022 reunion.





People started to roll in not long after lunch and soon there were more than 70 people from all the RAAF Comms trades enjoying a cold ale, some great food and recounting their embellished memories of their time in.

Those present include: (All names left to right)



Sue Culley, Gary Francis, Joy Macpherson, Marie Henson.



Bev Ramsay, Ros Smith, Deb Hawkes, Vanessa.



Les Ramsay, Mike Holt, Wayne Dalmeida, Glen Watson. **Front:** Gavin Smith.



This was the first time these 5 blokes had been together since 1966 when they were at Laverton on 71 Telegs. (Left)

In the pic at left:

Standing: Les Ramsay, Mike Holt, Wayne Dalmeida, Geln Walton.

Seated: Gavin Smith, Bill Roberts (Dec'd), Bob Morrison (DNF)

(Who said age shall not weary them? What a load of bumkin)



The Telegers, with their lovely ladies:



Bev and Les Ramsay, Mike and Vanessa Holt, Wayne Dalmeida, Glen Watson. **Front:** Gavin and Ros Smith, Debi Banks.



Bill and Leanne Watson, Daryl Henderson, Iain Crapp, Mike Roberts.



Cath Tierney, Adele Murray, Sue Culley.



Col Price, Karen Jorgensen, Ian Mckee, Neville Murray.



Colleen Higginson, Gary Francis, Di Chattington, Shelly Mathers, Sue Culley

Double Debs!



Debi Banks, Debi Hawkes.



Di Chattington, Mitch Hogfalt.



Di Mellick, Fran Brown, Wayne Dalmeida, Ros Curran, Marie Anderson.



Sandy Faber, Di Mellick, Marie Anderson. These 3 lovely ladies say they were on [187 Rookies](#) back in 1969. How could that be? – none of them look older than 35!!



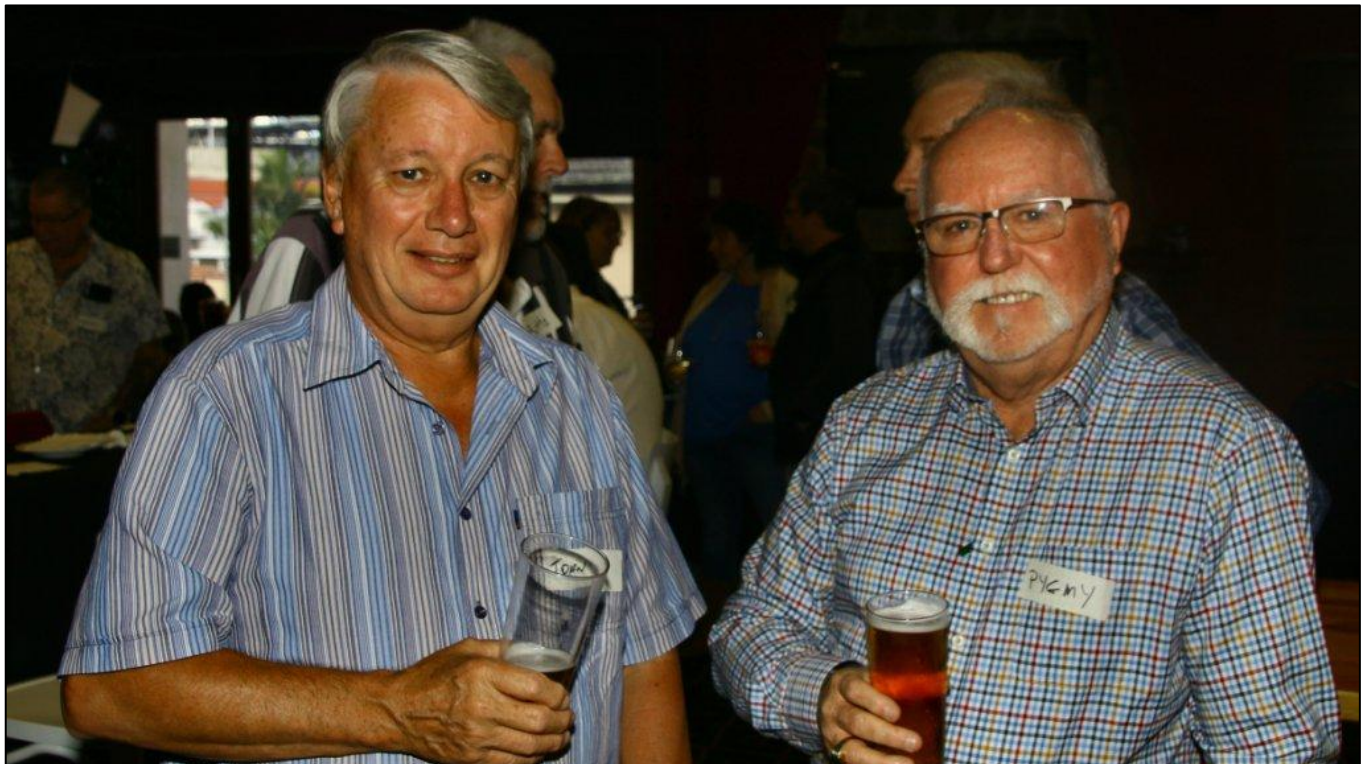
Gary Francis, Di Chattington, Shelly Matthers, Sue Cully.



Geoff Baldwin, Les Ramsay, Des Williams, John Rogers, Greg Bussey.



Geoff Grebert, Susan Nichols.



John Subott, "Pygmy" McAndrew.



Joy Macpherson, Marie Henson, Cath Tierney.



“Pygmy” McAndrew, Nipper McGilvery, Jill McAndrew, Marie Price.



Ray "RG" Thompson, Ron Amos, Geoff White, Ron Bellert.



Ros Curren, Lorraine Caesar.



Rod Taylor, Geoff and Colleen Baldwin.



Steve Ellis, Sue Nichols, Colleen Higginson, Lisa Williams, Ingrid Laudzevics, Tracey Stephens, Murray Crome.



One of the perks of this job is you get to have your photo taken with some beautiful ladies – sorry, no vacancies!! - tb.



Lallee Jagiello

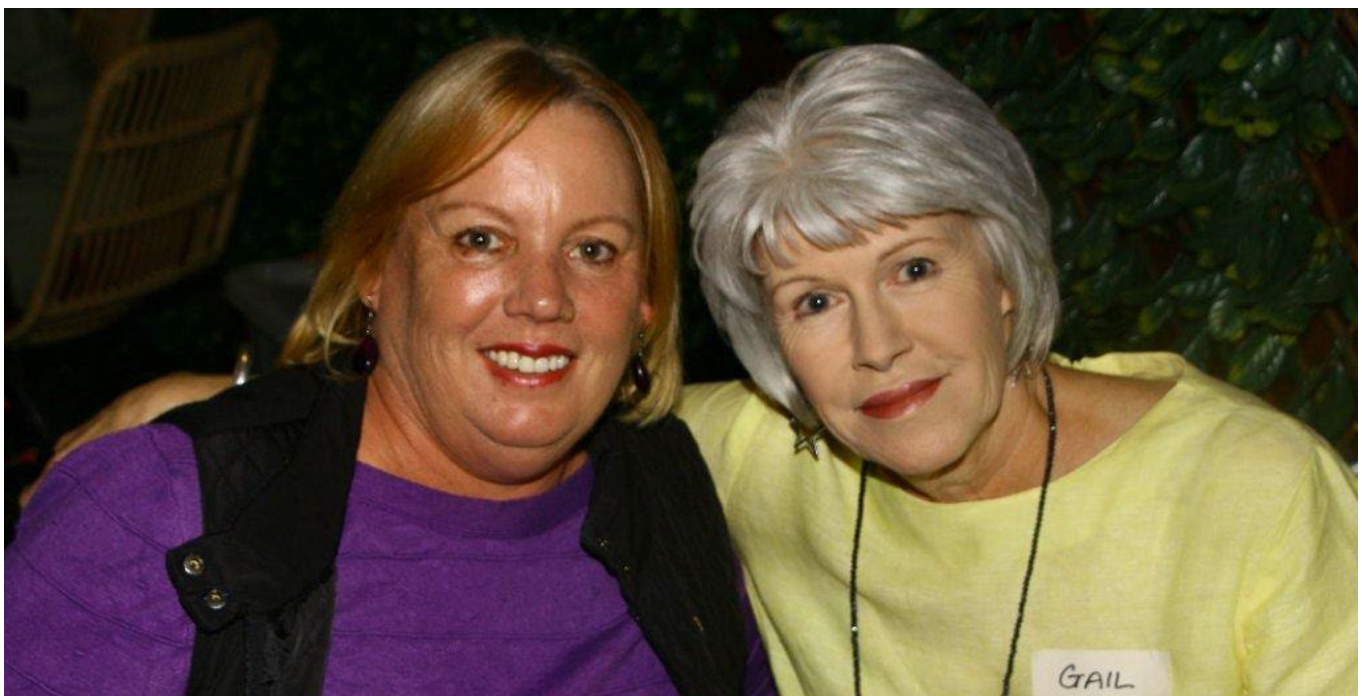


Lisa Williams.



Debi Banks.

Gate-keepers



Tracey Stephens, Gail McDermott.



The Committee.



Tracey Stephens (Committee), Brian Webb (IT), John Isaacs (President), Gail McDermott (Secretary), Alyn Hawkes (Treasurer), Gavin Smith (Immediate past president), Kerry Harrington (IT).

Life Membership



RG, being an old Codger, was awarded a well deserved Life membership of the Association by the past President Gavin Smith.



Course Photos!



Telegs.



Telstechs and Radtechs.



Trinops and Switchies.



SigsOps



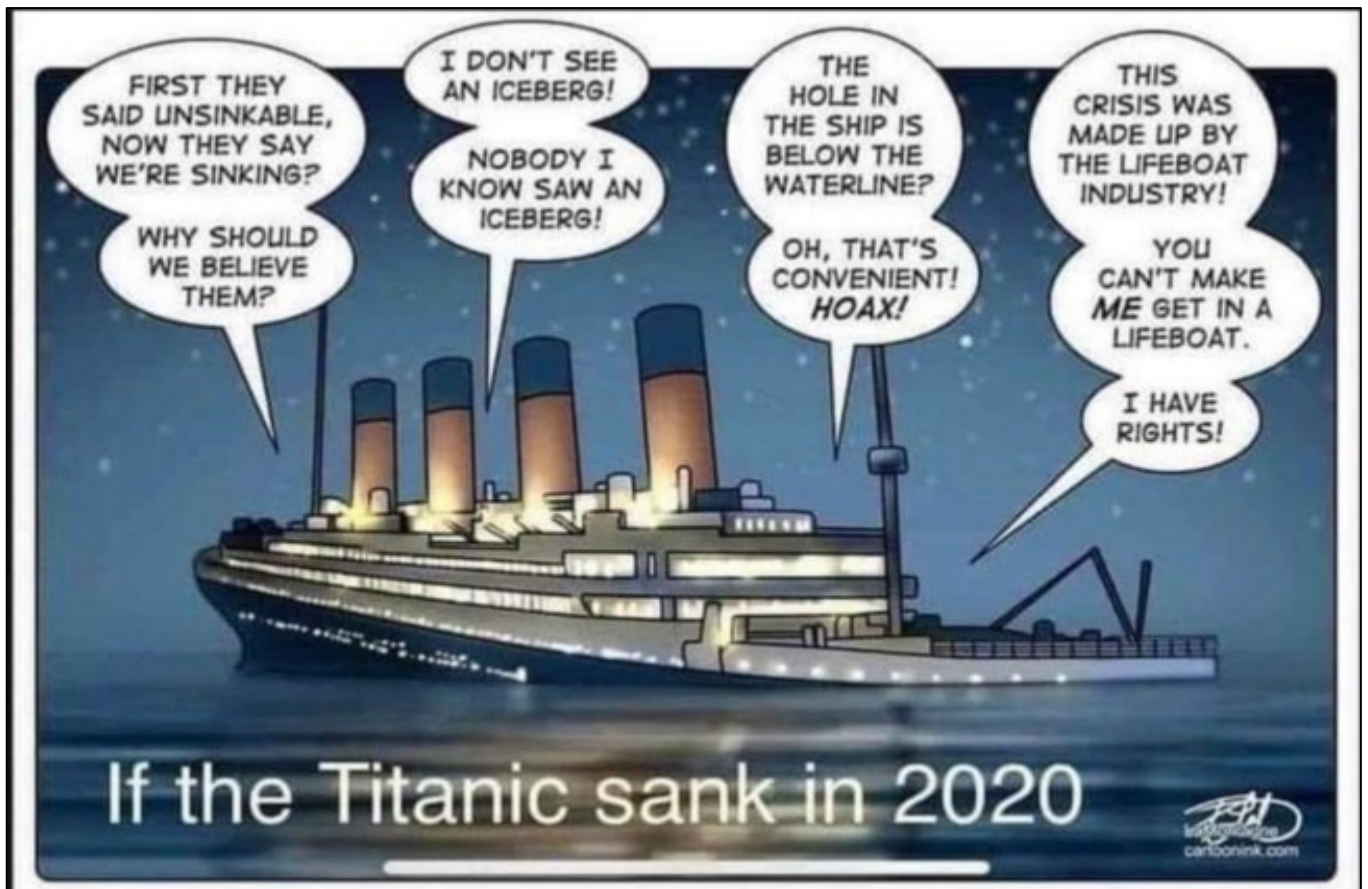
SigsOps and Telegs.



CommsOps and SysComs



All the troops.





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Allan George's Gems

Why we wear rosemary, an ancient symbol of remembrance, on ANZAC Day.



ANZAC Day is one of the most iconic days of the Australian calendar, packed full of military traditions and ceremonial rituals, but what do a lot of them mean and what the significance of each.

Wearing rosemary.

This scent-packed herb is an ancient symbol of fidelity and remembrance, so it's fitting that it's become the commemorative symbol for ANZAC Day (the red poppy is worn for Remembrance Day), helping us remember those who served and the fallen. Rosemary grows wild on the Gallipoli peninsula in Turkey, where many Australians served in World War I and from where the ANZAC legend was born. In the 1980s, cuttings from shrubs in Gallipoli were planted in nurseries and sold throughout Australia to support Avenues of Honour.



Rosemary is an emblem of remembrance. It is traditional on ANZAC Day to wear a sprig of rosemary pinned to the breast or lapel (it does not matter which side, but left seems most common), or held in place by medals.

ANZAC biscuits.

The origin and invention of this sweet ANZAC treat is a hotly contested subject.



Made from oats and golden syrup, these biscuits are a far cry from the hardtack biscuit rations supplied to Diggers in Gallipoli, which were savoury and used for sustenance in the absence of perishable foods.

From the 1920s onwards, Australian recipe books nearly always included ANZAC biscuits but exactly how this recipe became identified with ANZAC, or WWI, is unknown. Since they keep pretty well before going stale, it's believed they became an accepted addition to comfort/care packages sent to our troops overseas.

Australians love to make these biscuits to commemorate ANZAC Day and many take immense pride in their family recipes. The big question is: do you prefer your biscuits crunchy, or chewy?

Best ANZAC biscuit recipe:

- 1 cup (90g) rolled oats
- 1 cup (150g) plain flour
- 1 cup (220g) firmly packed brown sugar
- ½ cup (40g) desiccated coconut
- 125g (4 ounces) butter, chopped
- 2 Tbsp golden syrup
- 1½ Tbsp water
- ½ tsp bicarbonate of soda

Method:

1. Preheat oven to 160°C. Grease biscuit trays and line with baking paper.
2. Combine oats, sifted flour, sugar and coconut in a large bowl. Place butter, syrup (spray the measuring spoon with cooking oil, so all the syrup comes away) and the water in a small saucepan; stir over low heat until smooth. Stir in bi-carb, then stir in dry ingredients.
3. Roll level tablespoons of mixture into balls; place 5cm apart on trays, flatten slightly. Bake for 20 minutes or until golden; cool on trays.

Your biscuits should feel soft to touch, even when they're done; they will become firmer on cooling. If you like the biscuits soft, decrease the oven temperature and/or the baking time; experiment with a few biscuits until you achieve the texture you like best. Make a note on the recipe of the time and oven temperature that the biscuits were baked.

Wearing of medals.

The awarding of medals remains one of the most time-honoured, cherished, and sacred traditions in the culture and history of the Australian Defence Force. Only the women and men who were issued medals may claim them as their own – by wearing them on their left breast. Family members of veterans, who did not earn the medals but choose to honour their loved ones by wearing them, may do so on the right breast.





If you spot someone wearing medals on each breast, it is safe to assume they are wearing their own on the left and a relative's on the right.

The medals and the ribbons they come attached to provide a very unique roadmap of each veteran's service history. At a glance, veterans can see which service and unit the wearer was attached to, where they served, if they deployed overseas on operations, as well as whether they served with great honour, bravery or distinction. Some medals denote extraordinary service in aerial flight, some are specific to ground operations, while others are reserved only for those who served at sea.

The Dawn Service.

The incredibly moving Dawn Service is a public ceremony, with involvement across all three services of the Australian Defence Force. It is the first commemorative event of ANZAC Day and begins before sunrise, starting at a time that allows the minute's silence to fall at dawn. The significance of this is that it's the same time of day that the ANZACs first landed on the beach at Gallipoli.



However, the origin stems back to the traditional military stand-to: a state of readiness assumed by ground troops at dawn and dusk in wartime, in case of a surprise enemy attack. Where and when the first Dawn Service took place is another hotly contested debate, but the 1923 Dawn Service in Albany WA, conducted by the Reverend Arthur White, Rector of St John's Church and a former padre with the 44th Battalion on the Western Front, is a strong frontrunner for the honour.

The Ode.



The Ode comes from the fourth stanza of the poem "[For The Fallen](#)", by the English poet and writer Laurence Binyon. It was first published in 1914 and, by 1921, had been adopted for use at Australian commemorative services

They shall grow not old, as we that are left grow old;
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning, we will remember them.

At ANZAC Day commemorations, an invited speaker often recites The Ode and upon completion, attendees repeat the last words "We will remember them". After a short pause, this is followed by "Lest we forget".

The Last Post.

A lone bugler sounding the Last Post has become one of the most distinctive sounds in the world. Eerie and evocative, it exists beyond all the usual barriers of nation, religion, race and class, charged with the memory of generations of the fallen. This is one of a number of bugle calls in the military tradition to mark phases of the day. Traditionally, it signifies the end of the day's activities.



Bugler David Scott



The Last Post was incorporated into funeral and memorial services as a final farewell and symbolises that the duty of the fallen is over and that they can now rest in peace. On ANZAC Day, it is followed by one minute's silence, then a second bugle call, Reveille (also known as The Rouse).

Laying a wreath of flowers.

A wreath or a small bunch of flowers is traditionally placed on memorials in memory of the fallen. They usually contain laurel, the traditional symbol of honour, and rosemary, or they may be native or other flowers. Wreath-laying also comes with its own protocols, with representatives for the Governor, State Government, ex-service organisations such as RSL and the ADF called up individually to lay their tributes first. All attendees are invited to lay wreaths once the dignitaries have moved through.

If laying a wreath, here's what to do:

- Move up to the memorial with the wreath in both hands, entering from the left;
- Halt, pause, bend at the knees and gently lay the wreath;
- Upon rising, adopt the attention position before taking one pace to the rear, pausing and then saluting (if wearing military uniform and headdress). For those not in uniform, it is customary after taking one pace rearwards to bow your head and pause to remember after taking the one pace rearwards; Pause again and move away from the memorial to the right.

Gunfire Breakfast.

The Gunfire Breakfast was the name given to the breakfast that the troops had prior to a morning battle – and was named as such by the Brits. During WWI, this breakfast may have consisted of biscuits and jam, or tinned bully beef, served with coffee laced with rum or condensed milk. It was prepared and eaten in darkness to the likely sound of exploding munitions and served cold as any fires or smoke would have given away their position to the enemy.



The breakfast has since evolved into a more recognisable hot meal with lashings of bacon, sausages, eggs, beans, tomatoes, damper and tea. Rum is often added to coffee or cold milk as an accompanying drink.

Today, this ANZAC Day tradition usually follows straight after the Dawn Service, with the community invited to partake in exchange for a small donation to charity.

The March.



From cities to small country towns, the March carries enormous weight with Defence veterans, as a way to honour those friends and comrades they have lost along the way.

It became popular in the 1920s for veterans who saw active service to honour their mates, but was later relaxed to include those who served in Australia in the armed services or land armies during WWII. Today it is run by RSLs and has been relaxed further, with some encouragement or acceptance of children, grandchildren and great-grandchildren marching, to assist aged veterans or to represent relatives. Veterans of Allied defence groups are now also invited to March.

Two-up

It's customary for veterans to gather after the March to catch up with their service buddies over a beer or a meal, with reunions and lunches put on by local establishments. This is also the one day of year that the traditional game of two-up may be legally played at venues.



Bets are placed on how two pennies, thrown into the air off a section of wood called a kip, will fall. The Ringer (in charge) is usually responsible for explaining the rules and betting procedures. Only people of legal gambling age are welcome to participate, with the Ringer calling "Come in spinner" when all bets are placed and the coins are ready to be tossed.

In World War I, Australian soldiers played the game in trenches and on troop ships, so it has a strong association with ANZAC Day. The game was also played to celebrate the return of the soldiers.



How to play:

- A designated 'spinner' tosses two coins into the air off a bit of wood known as a 'kip'.
- The players stand in a circle known as the 'ring'. They will bet on whether the coins will fall on both heads, both tails, or a head and a tail (known as odds).
- Two heads mean the spinner wins; two tails mean the spinner loses their bet and the right to spin; while odds mean the spinner throws again.
- The coins must rotate 3m into the air, not touch the roof and have to fall within the ring.
- The other members around the ring place side bets against each other on whether the spinner will win or lose, and the results of the next throw.

Lest we forget!

The villagers, seeing that there were many monkeys around, went out to the forest and started catching them. A businessman bought thousands at \$10 and as supply started to diminish, the villagers stopped their effort. He further announced that he would now buy at \$20. This renewed the efforts of the villagers and they started catching monkeys again. Soon the supply diminished even further and people started going back to their farms. The offer increased to \$25 each and the supply of monkeys became so little that it was an effort to even see a monkey, let alone catch it!

The businessman now announced that he would buy monkeys at \$50! However, since he had to go to the city for a few days, his assistant would now buy on behalf of him. In the absence of the man, the assistant told the villagers; "Look at all these monkeys in the big cage that the man has collected. I will sell them to you at \$35 and when the man returns from the city, you can sell them to him for \$50 each." The villagers rolled up with all their savings and bought all the monkeys. They never saw the man nor his assistant again, only monkeys everywhere!

Now you have a better understanding of how the cryptocurrency market works.

Appollo Moon Landing.

Apollo's moon-landing project was conducted by the U.S. National Aeronautics and Space Administration in the 1960s and '70s. The Apollo program was announced in May 1961, but the choice among competing techniques for achieving a Moon landing and return was not resolved until considerable further study. In the method ultimately employed, a powerful launch vehicle (Saturn V rocket) placed a 50-ton spacecraft in a lunar trajectory. Several Saturn launch vehicles and accompanying spacecraft were built. The Apollo spacecraft were supplied with rocket power of their own, which allowed them to brake on approach to the Moon and go into a lunar orbit. They also were able to release a component of the spacecraft, the Lunar Module (LM), carrying its own rocket power, to land two astronauts on the Moon and bring them back to the lunar orbiting Apollo craft.





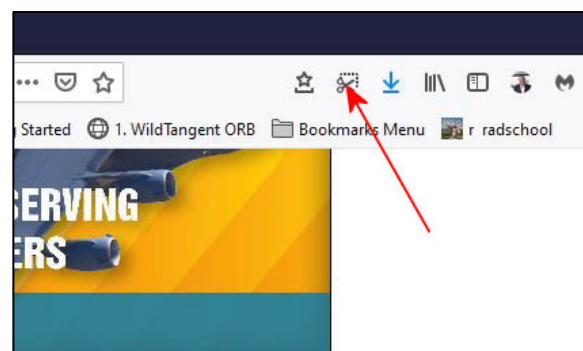
There's been a lot [written](#) and spoken about the initial landing but this bloke seems to have nailed it. He tells it in language we can all understand.

See [HERE](#)



How to access the Firefox Screenshot Tool.

If you use Firefox as your browser, you already have a very good screen capture tool. If you've got a site open and you want to capture part or all of what's on the screen, all you have to do is click the little scissor icon at the top of the screen (arrowed right). This will grey out the screen and open the tool. At the top right you'll be given the option of either taking a copy of the full screen or selecting a part of it.





The two options are:

Save full page. This is the default, use this option if you want to save part of the screen, all you have to do is click outside the part you wish to save, draw your mouse to highlight fully the part you want then release your mouse. A window will pop up giving you the option to either cancel the save, copying it to the clipboard or downloading it. If you select download, you'll find it by clicking the little blue down arrow – shown to the right of the red arrow in the pic above.

Save visible. If you click this option, the tool will copy the whole open screen and you will be given the same 3 save options.

Two engineering students were riding bicycles across a university campus when one said, "Where did you get the great bike? The second engineer replied, "Well, I was walking yesterday, minding my own business, when a beautiful woman who was riding upon this bike, threw it to the ground, took off all her clothes and said, "Take what you want". The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fitted you any way.

Windows 10's Photos App is too Slow. Here's the Fix.

How-To Geek

Windows 10's Photos app is too slow. It was too sluggish the day Microsoft released Windows 10, and it still is. Follow this advice and your images will open three or four times as fast.

The web is full of fixes for Windows 10's Photos app. If Photos really does take 10, 20, or 30 seconds to open, you definitely have an unusual problem. You may want to [reset the Photos app's app data](#).

But most people, even when the Photos app is going as fast as it can, have a different problem. When you double-click an image in File Explorer, the Photos app just takes a little too long to open, possibly while also showing a black screen as it's bringing up the image. For some images, you may see a blurry version of the image first before the Photos app loads a sharp version, which is the real image finally snapping into view.



There's a better way.

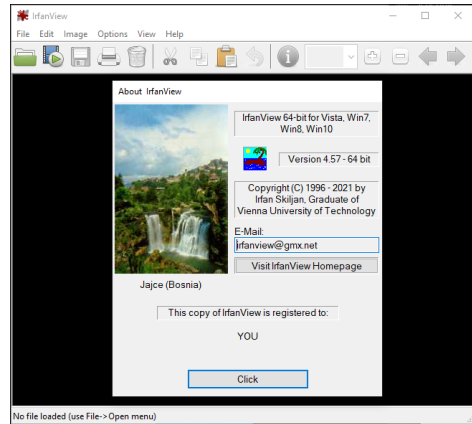
Get Another Image Viewer: We Suggest Irfanview.

You can [use a registry hack to get Windows 7's classic Windows Photo Viewer back](#) on Windows 10 but unless you're on top of playing with the Registry, we wouldn't suggest it. We think you're probably better off with another application. [Irfanview](#) is a classic piece of Windows software that dates back to the '90s, but it's still in active development today.



Irfanview is small, fast, simple and, of course, free. Install Irfanview, make it your default image viewer and it will appear when you double-click image files like JPEGs, PNGs, and other file types in File Explorer. It's also packed with useful features for converting, resizing, cropping, rotating, and marking up images.

Get Irfanview. There are certainly other image viewers out there and you can explore them if our pick isn't to your liking. If the sluggish Photos app has been dragging down your workflow, Irfanview will be a breath of fresh air.



Lots of things have changed in the past few decades of computing, but [Irfanview is still great](#).

But why is the Windows Photos app so slow? Well, perhaps it's slow because it's [a UWP app](#). Do you remember how slow the original version of Microsoft Edge was before Microsoft abandoned it and [switched to Google's Chromium project](#)? UWP apps have never been all about speed.

A woman showed an Aussie builder around her home and told him what colour she wanted each room to be painted. "This one will be a light blue," she said in the first room. The builder nodded, walked to the front door and yelled, "GREEN SIDE UP!" He went back inside the house and followed her to the next room. "I want this one to be painted yellow," she instructed. The builder nodded, went to the front door and yelled, "GREEN SIDE UP!" He went back inside the house and the owner told him that the next room was to be painted red. Again, he nodded, went to the front door and yelled, "GREEN SIDE UP!" When he came back inside the next time, the owner asked him: "I keep telling you what colour to paint the rooms and you keep going to the front door and yelling 'Green side up!' What does that mean?" The builder replied, "Oh, I have a couple of Kiwis laying turf in the front yard!"

Coal fired generator plants worldwide.

There is an [email](#) doing the rounds claiming to show the total number of coal fired power plants in major countries in the world to be 3723 and that there are a further 1892 more under construction. It then says: "Australia is planning to shut down its six remaining plants to SAVE the world."

It's garbage.

You'll find the true figures [HERE](#).



Does a VPN really make your online activity private?

How-To Geek

VPNs are advertised as the best way, maybe even the only way, to stay private online, but is that really true? If we look beyond the marketing copy, we find a much more messy reality than what is portrayed on the homepages of VPN providers.

What Does a VPN Do?

When you connect to the internet, you access the website you want to visit by going through your Internet Service Provider's (ISP) network. Your ISP knows the domain you're accessing and where you're located, as does the website you're visiting, although it has [a rougher idea of your location](#). This data is stored in log files, which can record data such as your IP address, the time of your connection, and the length of time you were connected for.

This data is worth good money to marketers, and has become a [source of income](#) to ISPs and websites. Besides commercial purposes, log files can also be used to track people who [use BitTorrent](#) to illegally download files as well as people who use social media to brag about their crimes.

If you're concerned about your privacy, perhaps because you just don't want third parties making money off your data, one of the things you can do is use a virtual private network when you connect to the internet. When you connect to a VPN, [the VPN sits in the middle and functions as an encrypted tunnel](#). Your internet service provider or local network can only see that you're connected to the VPN, not what you're accessing through the VPN. The websites you access will see the VPN's IP address rather than your IP address. By going through this private server, both your ISP and any sites you visit will see its IP address rather than yours.



VPNs and Privacy

According to what many providers promise, VPNs are a silver bullet that will annihilate all your privacy worries with a single stroke. Replacing your IP address with the VPN's, however, solves only one problem, and not even a big one at that. There are still plenty of ways to find out who you are and what you're doing.

Probably the biggest problem VPNs don't solve is that you can still be "seen" thanks to browser cookies which websites use to remember who you are, as well as any social media accounts you're signed in to, and many keep you signed in, like it or not. This means that if you're signed in to Google or Facebook when you're using your browser with a VPN, they can still track you. It'll just look like your physical location has changed.



The only way to fix this is by [using Incognito Mode and a VPN together](#), but we have yet to find the VPN provider that will tell you this.

In fact, finding out anything about how VPNs operate is hard: For whatever reason, they don't like to share details about how their products or businesses work. One thing that's very hard to test, for example, is how secure the connection a VPN provides actually is.

For example, one of the biggest promises they make is that your connection will be encrypted in something called a "secure tunnel." That sounds really cool, until you realize that there's no good way to test whether it works from the outside. Though the AES-256 cipher most tunnels are advertised as being encrypted with is nigh uncrackable, there's no good way to find out whether it really is that encryption key that's being used.

[What's the difference between Incognito Mode and a VPN?](#)

VPNs and Logs

This brings us to another thing that we're asked to take on faith. Namely, how your logs are treated. Many VPNs claim to be "no-logs" or "zero-logs" services, saying that they do not keep records of your activity online, however, this claim takes some stretching of the imagination to believe, as there's always a record of the event when servers connect. The internet literally cannot function without this data being generated. It has to be kept (at least temporarily) so that servers know where to send data back and forth.

We suspect that most of these services destroy logs as soon as they're created, which is fine from a privacy perspective, but doesn't fit well into marketing copy. Many VPNs will admit to logging some types of data, though that usually comes with assurances that they only log unimportant information, like what time the VPN server connected. The log files that could identify users are supposedly not recorded or destroyed, like with a zero-logs service.



Whether you're going with a no-logs service or one that keeps only connection logs, you're taking the VPN provider on faith, as neither claim can be investigated. In the end, you're going to have to trust that VPNs aren't selling your data. Look for a VPN with a good reputation, not one that just promises "no logs". Some VPNs work with third-party auditors in an attempt to prove their security promises.

[What is a No-Log VPN, and why is that important for Privacy?](#)

What Are VPNs Good for?

With all of the above information in mind, the question arises whether VPNs are actually good for anything. They are, in fact, very useful tools, they're just not the privacy panacea that they're often said to be. Generally speaking, there are four reasons to use a VPN:



- **As a privacy tool in a wider strategy:** If all you do is turn on a VPN and keep browsing like normal, a VPN won't necessarily give you much privacy. But combined with Incognito Mode, secure email and messaging, plus some other tricks, you'll be much harder to track.
- **As a way to circumvent regional restrictions:** You can [unlock any country's Netflix library](#), for instance, or visit the sites of state broadcasters in other countries.
- **To stay ahead of copyright enforcers:** People who illegally download copyrighted content using software like BitTorrent often use VPNs to disguise their peer-to-peer traffic.
- **To circumvent censorship:** People that live in countries with internet restrictions, China, for example, can use a VPN to get away from their country's internet and onto the "real," unfiltered one.

VPNs are handy tools, but they're not the only way to protect yourself online—nor even the best one. Although VPNs definitely have a use for most people who spend a lot of time on the internet, their use (like with any tool) is a lot more precise than many would have you believe.

If you're looking for a VPN to protect your privacy, you could try [ExpressVPN](#). ExpressVPN is a stable company that has been around for years, and many people have used it for that long. It's not a freeby, you have to pay for it, but if privacy is your thing then ExoressVPN could be the answer.

How do VPN's work?

A VPN, or Virtual Private Network, allows you to create a secure connection to another network over the Internet. VPNs can be used to access region-restricted websites, shield your browsing activity from prying eyes on public Wi-Fi, and more. These days VPNs are really popular, but not for the reasons they were originally created. They originally were just a way to connect business networks together securely over the internet or allow you to access a business network from home.

VPNs essentially forward all your network traffic to the network, which is where the benefits, like accessing local network resources remotely and bypassing Internet censorship, all come from. Most operating systems have integrated VPN support.



What Is a VPN and how does it help me?

In very simple terms, a VPN connects your PC, smartphone, or tablet to another computer (called a server) somewhere on the internet and allows you to browse the internet using that computer's internet connection. So, if that server is in a different country, it will appear as if you are coming from that country and you can potentially access things that you couldn't normally.



So how does this help you?

- You can use a VPN to:
- Bypass geographic restrictions on websites or streaming audio and video.
- Watch streaming media like Netflix and Hulu.
- Protect yourself from snooping on untrustworthy Wi-Fi hotspots.
- Gain at least some anonymity online by hiding your true location.
- Protect yourself from being logged while torrenting.

Many people these days are using a VPN for torrenting or bypassing geographic restrictions to watch content in a different country. They are still very useful for protecting yourself while working at a coffee shop, but that's hardly the only use anymore.

How do you get a VPN, and which one should you choose?

Depending on your needs, you can either use a VPN from your workplace, create a VPN server yourself, or sometimes host one out of your house, but realistically the vast majority of people are just looking for something to protect them while torrenting or help them watch some media online that they can't seem to access from their country. The easiest thing to do is simply head to one of these sites, sign up, and download the VPN client for your Windows PC, Mac, Android, iPhone, or iPad. It's as easy as that. You could use ExpressVPN which we mentioned earlier.

How Does a VPN work?

When you connect your computer (or another device, such as a smartphone or tablet) to a VPN, the computer acts as if it's on the same local network as the VPN. All your network traffic is sent over a secure connection to the VPN. Because your computer behaves as if it's on the network, this allows you to securely access local network resources even when you're on the other side of the world. You'll also be able to use the Internet as if you were present at the VPN's location, which has some benefits if you're using public Wi-Fi or want to access geo-blocked websites.

When you browse the web while connected to a VPN, your computer contacts the website through the encrypted VPN connection. The VPN forwards the request for you and forwards the response from the website back through the secure connection. If you're using a USA-based VPN to access Netflix, Netflix will see your connection as coming from within the USA.

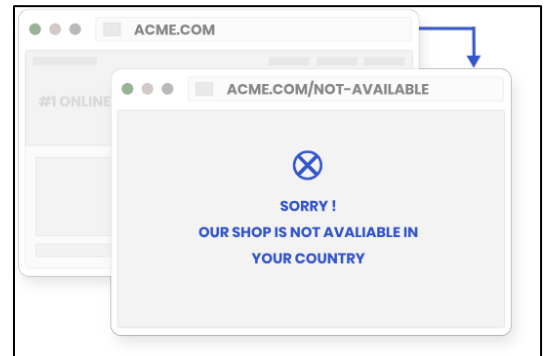
Other example uses for VPNs

VPNs are a fairly simple tool, but they can be used to do a wide variety of things:

- **Access a Business Network while travelling:** VPNs are frequently used by business travellers to access their business' network, including all its local network resources, while on the road. The local resources don't have to be exposed directly to the Internet, which increases security.



- **Access your home network while traveling:** You can also set up your own VPN to access your own network while traveling. This will allow you to [access a Windows Remote Desktop over the Internet](#), use local file shares, and play games over the Internet as if you were on the same LAN (local area network).
- **Hide your browsing activity from your local network and ISP:** If you're using a public Wi-Fi connection, your browsing activity on non-HTTPS websites is visible to everyone nearby, if they know how to look. If you want to hide your browsing activity for a bit more privacy, you can connect to a VPN. The local network will only see a single, secure VPN connection. All the other traffic will travel over the VPN connection. While this can be used to bypass connection-monitoring by your Internet service provider, bear in mind that VPN providers may opt to log the traffic on their ends.
- **Access Geo-Blocked Websites:** Whether you're trying to access your Netflix account while traveling out of the country or you wish you could use American media sites like Netflix, Pandora, and Hulu, you'll be able to access these region-restricted services if you connect to a VPN located in that country.
- **Bypass Internet Censorship:** Many Chinese people use VPNs to get around the Great Firewall of China and gain access to the entire Internet. (However, the Great Firewall has apparently started interfering with VPNs recently.)
- **Downloading Files:** Yes, let's be honest, many people use VPN connections to download files via BitTorrent. This can actually be useful even if you're downloading completely legal torrents, if your ISP is throttling BitTorrent and making it extremely slow, you can use BitTorrent on a VPN to get faster speeds. The same is true for other types of traffic your ISP might interfere with (unless they interfere with VPN traffic itself.)

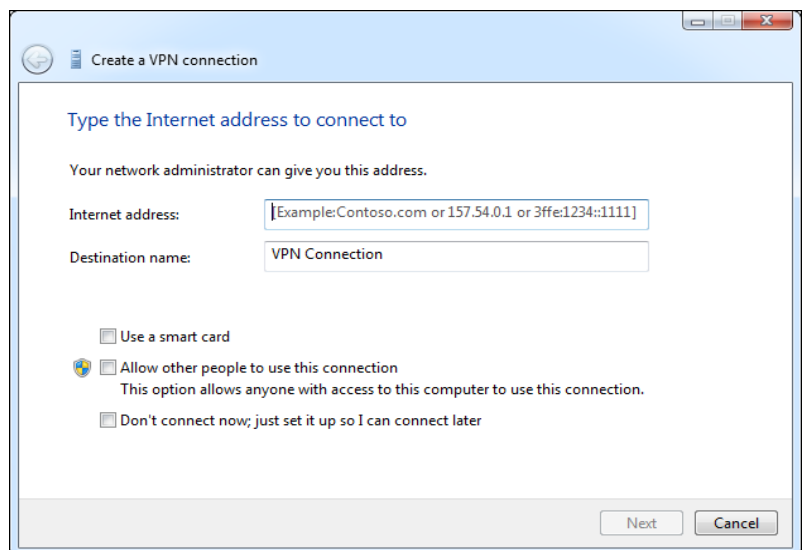


How to set up a VPN in Windows

Connecting to a VPN is fairly simple. In Windows, press the Windows key, type VPN, and click the Set up a virtual private network (VPN) connection option.

(If you use Windows 8, you'll have to click the Settings category after searching.)

Use the wizard to enter the address and login credentials of the VPN service you want to use. You can then connect to and disconnect from VPNs using the network icon in the system tray, the same one where you manage the Wi-Fi networks you're connected to.





A man met a beautiful blonde lady and after a short courtship asked her to marry him. She said, 'But we don't know anything about each other.' He said, 'That's all right, we'll learn about each other as we go along.' So she consented, they were married, and off they went on a honeymoon at a resort. One morning they were lying by the pool, when he got up off of his towel, climbed up to the 10 metre board and did a two and a half tuck, followed by three rotations in the pike position, at which point he straightened out and cut the water like a knife. After a few more demonstrations, he came back and lay down on the towel. She said, 'That was incredible!' He said, 'I used to be an Olympic diving champion. You see, I told you we'd learn more about each other as we went along.' So she got up, jumped in the pool and started doing laps. After seventy- five laps she climbed out of the pool, lay down on her towel and was hardly out of breath. He said, 'That was incredible! Were you an Olympic endurance swimmer?' 'No,' she said, 'I was a prostitute in Mildura, but I worked both sides of the Murray River'

Vely Inteesting - but stoopid!!



ANZAC Day 2021. Brisbane.

Anzac Day, 25 April, is arguably Australia's most important national day. It marks the anniversary of the first major military action fought by Australian and New Zealand forces during the First World War. In Brisbane, on the 10th January 1916, the Anzac Day Commemoration Committee was formed as a citizen's committee by a mass meeting of people of Brisbane and was appointed to make arrangements for, and carry out, the celebration of ANZAC Day as a gift of the people to commemorate the fallen, remember the wounded and recognise the courage of Australia's servicemen. The Anzac Day Commemoration Committee continues to organise the Dawn Service at Anzac Square in Ann Street, Brisbane.



Anzac Day has been continuously commemorated since 1916. The Brisbane Anzac Day Parade, together with dawn vigils, memorial services and Veterans' reunions have been a feature of the commemoration of Anzac Day by the Citizens of Brisbane since its earliest days.



The Brisbane Anzac Day Parade has always been run by the Citizens of Brisbane. The Anzac Day Parade Brisbane Committee (ADPB) has proudly provided the planning and coordination role, with support from the Anzac Day Commemoration Committee and the Returned and Services League of Australia. The South Eastern District of the RSL has provided the Secretariat for the ADPB continuously since 1928.

While the Brisbane Anzac Day Parade was initially a commemoration of the sacrifice of WWI veterans and then WWII veterans, in keeping with the changing focus of Anzac Day nationally, it is today a commemoration of the sacrifices of those who have 'defended' our Australian way of life in all conflicts and military commitments by Australian Forces since WWI. It remains a significant commemorative event on one of Australia's most important national days and complements the Dawn and Memorial Services, as well as regional parades.

In Brisbane a number of CBD streets are closed to vehicle traffic from 3.00am until 3.00pm to allow the parade to take place and to allow the many thousands of people of Brisbane and surrounds to line the streets to give thanks to both current and ex-service people.



Adelaide Street, Brisbane, early on ANZAC Day morning, with crowds starting to take up positions to give thanks.

With 2021 being the 100th anniversary of the formation of the RAAF, the Air Force was given the honour of being the leading service in the March and men and women from various Squadron Associations, as well as serving men and women in uniform, began to form up from 9.00am. The March, which is a huge event, is scheduled to start at 10.00am and finish at midday and the Committee, with their dozens of volunteers, do an excellent job, allocating form up areas in surrounding streets, then meshing all the different groups of people, with accompanying bands, to form a continuous stream of marchers.



Those with too many birthdays under their belts, or who are unable to march the one kilometre down Adelaide St due to illness, are offered a ride in either a Jeep or golf buggy. The organising Committee seamlessly blend the Jeep carrying the Veteran into the march behind the Veterans' Squadron or Unit.



Jeeps line up in Elizabeth St, behind the Myer Centre, awaiting their passengers.

The proud WRAAFs formed up with their banner with Secretary Janet Noack getting the girls organised.



Dawn McKernan, Val Machin.



Rhonda Forrest, Pam Treloar.

Finally Janet had the ladies lined up and ready to go, with SqnLdr Kylie Wootten from HQ96 Wing leading the march and Dawn McKernan holding the banner.





After the march, the ladies formed up on the steps of the GPO for a group photo.



The 2 Sqn Association formed up in Charlotte St, waiting the signal to march off.





As did the Defence Guards.



And the RTFV-35 Sqn Association.



John "Sambo" Sambrooks, Russell Collins.



It seems Brisbane City Council is trialling a new male “open-air” display toilet system. We don’t know if this is a result of the ABCDEF “craze” that’s sweeping the nation or part of the new breed ‘wanem sex’ idiocy but what ever the reason, it was a complete flop and remained unused.



Interior of the open air, on display toilet where 6 men at a time are “supposed” to stand back to back relieving themselves. Who wants to see that? What’s next, get rid of this structure and just use the trees or parking metres that dot the streets. Who are the people who think this is a good idea? You really have to wonder sometimes.



We're not against people who were born as men or women thinking or wanting to be women or men, that's their business, what gets up our nose is they think we should care when in actual fact we couldn't care less. We don't give a damn, they can do as they please – good luck to them, similarly, gay people have a right to their own ideology, if that's their want, well and good – but it's not ours. Why the hell do I have to change my ways to suit them – let them change their ways to suit me! tb

After waiting patiently for the signal to fall in, the Squadron Associations headed off. Click the pic below to see an example of precision marching drill. Who said the RAAF can't march?



The next 3 pics are from RAAF image link

The PAF were pretty good – they looked very professional.







Click [HERE](#) to see the RAAF Associations passing by!

After the march, the RTFV-35 Sqn and 9 Sqn Associations, joined by 35 Sqn from Amberley and others headed for the Jade Buddha to enjoy the wonderful atmosphere, take in the spectacular view, meet a bunch of old mates, enjoy some refreshments and just enjoy themselves.





Those at the Jade Buddha include: (All names left to right)



Amelia, Liam Dixon, Nathan Batchelor.



Standing: Michael Nemiec, Dale Sewell, **Seated:** Craig Fenton, Chris Clark, Karl Reichardt, Tayla Schrapel.



Casey Done, Diane Towns.



Cassandra and Adam Selby, Emmanuel and Zambella Anosa.



David and Xavier Hughes, Mollie Honey.



Diane Towns, Brendan Matthewson, Casey Done.



Geoff "Casanova" Hall and the delightful Ami.



Gina Santangeli, Laura and Warren Sevil, Danielle Ball, ben Williams, Darryl Jackson.



Amanda Butler, Susan Leway, Sue trimmer.



Helen Riemann, Sharmaine Roberts.



The 'always happy' Jaelle Winter, the Jade Buddha's "hostess with the mostess" nuzzling up to Bou.



Jennie McIntosh, Laurel Shanley with the very lucky Bou.



Jessie Martin, Sharon and Shane Collins.



John Lunn, Max Shaw, Dennis Window, Joanne O'Donnell, Telly Devine.



John "Trackless" Millsom, Bob Williams, Graham Dutton, Stu Cooper.



Les Coulson, Mitch Pieper-Miels, Ash brunette, Antonio Gutterres.



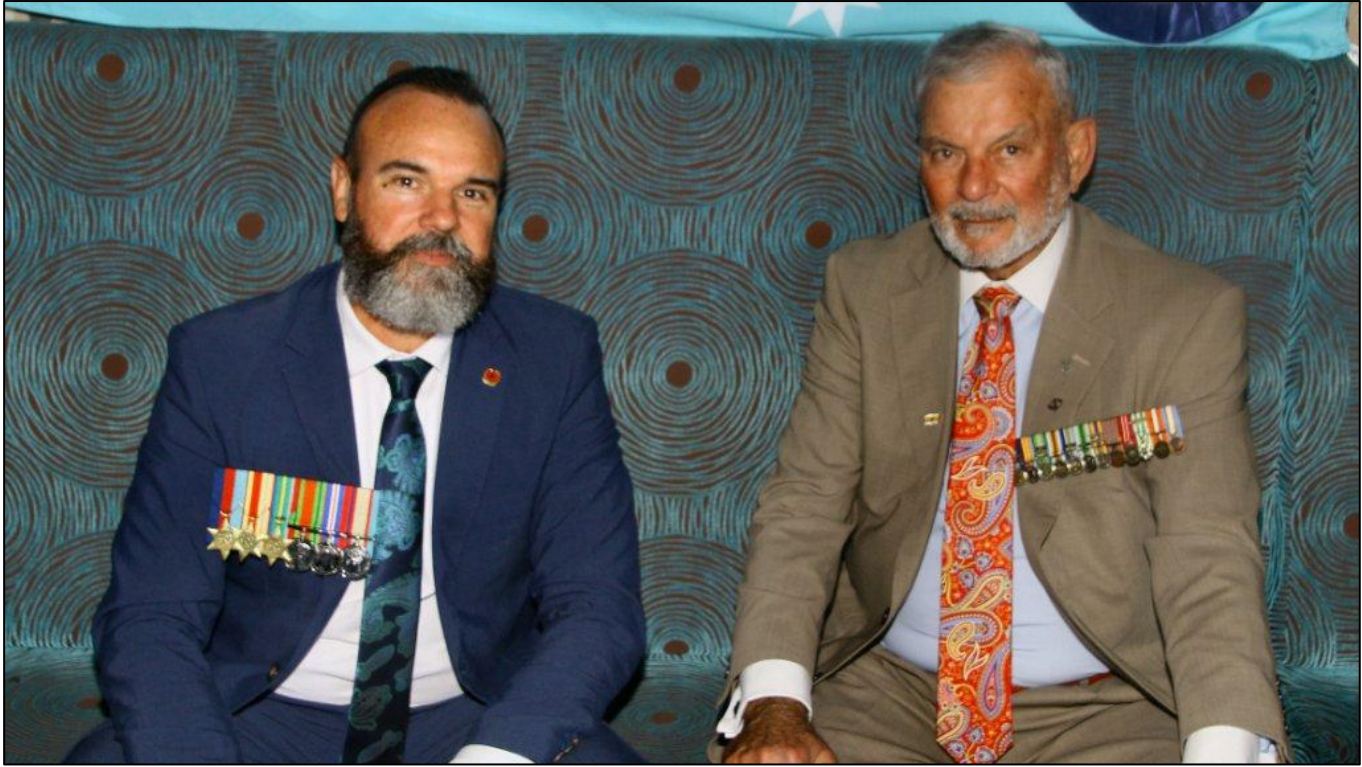
A Wing Commander walks into a bar and orders everyone around.



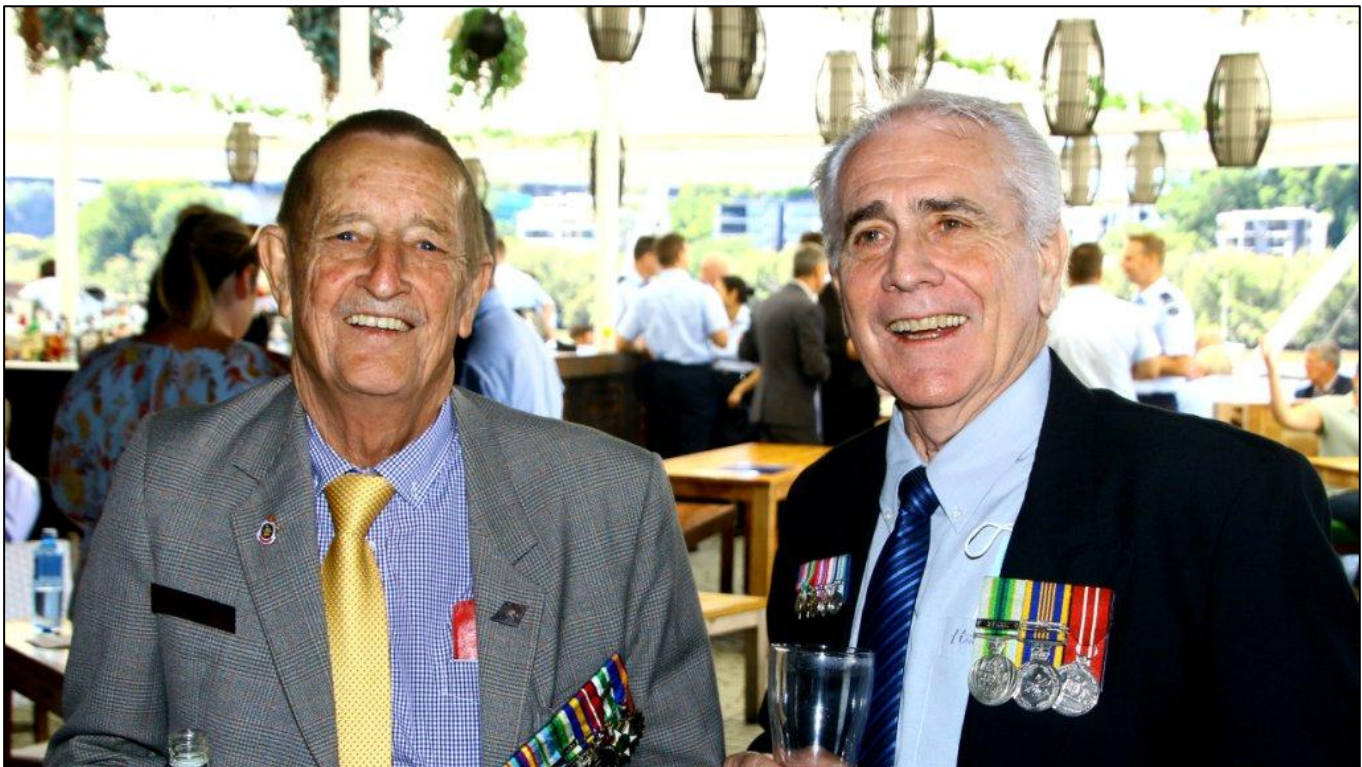
Lisa Nguyan, Murray Steel, Catherine Thoi, Chris Branigan.



Lola and Jan Milne.



Malcolm and Terry O'Farrell.



Mark Willcocks, Pete Campbell.



Jennie McIntosh, Laurel Shanley.



Michael Brown, Tiana Heap, Keahni Heap, Rhianna Meade.



Nola Luyten.



Pete De Jonge, Dick Martin, Bill Mattes, John Millsom.



Raba Nona, Rose Webster, Casey Childs.



Samantha, little one, and Jack Farey. Nathan Marshall.



John "Sambo" sambrooks, Pete De Jonge, Geoff Hall – who's a bit worried about that De Jonge bloke!.



Shane Collins, Bob Collins, Kev Collins, Russell Collins.



Sue Trimmer, Jennie McIntosh and a lucky Trev Benneworth.



Tara Ahearn, Colleen Maclean, Sandy Mitchell, Hayley MacDonald, Kelly and Steve Mitchell.



**It's my wife's
birthday tomorrow,
she's been leaving
jewellery catalogues
all over the house,
so I've bought her
a magazine rack.**



Ted Barnard, Kel Bankin, Ted Strugnell.



Terry Barker, John Griffiths, Murray Steele, Chris Branigan.



Standing: Bruce Anderson, Kev Irwin, **Seated:** Trevor Horne, Peter Levick, John Cridland.



Some of the troops.



Never confuse education with intelligence.



Over in the West, where unfortunately they were on lockdown, the RAAF's second best Radtech, Ted McEvoy joined a few others and had their own private ceremony at the Air Force Memorial Estate in Bull Creek.

Sadly, a disillusioned Ted is under the impression that the West Coast Eagles are a team worth following when everyone knows Richmond are the real thing.





We heard from Jimmy "Scotty" Potter who now lives in Scotland. Scotty usually attends the celebration which is held at [Edinburgh Castle](#). The Anzac/Gallipoli Day Service commemorates the Allied landings on the Gallipoli Peninsular in the Eastern Mediterranean on 25th April 1915. Fighting strong opposition from the Turkish forces and in the face of heavy losses, the Allied force was withdrawn during the night of the 8th/9th January 1916. Australian, New Zealand and British forces were involved. The British Forces included the Royal Navy, The Royal Scots, The Royal Scots Fusiliers, The King's Own Scottish Borderers, The Cameronians (Scottish Rifles), The Highland Light Infantry, The Argyll and Sutherland Highlanders, The Ayrshire Yeomanry, The Fife and Forfar Yeomanry, The Lanarkshire Yeomanry, The Lovat Scouts Yeomanry and The Scottish Horse.

The Service is organised by The Royal British Legion Scotland and members of the public are welcome to attend provided that they remain for the whole of the duration of the ceremony, having obtained a ticket available only on the morning of the service.

Scotty said that unfortunately no ANZAC Day events were held here this year, due to the Corona virus, but he said he watched us on TV though at 11pm his time.

The pic below was taken at the castle a couple of years ago, when the world was in normal mode and also shows Michel Leibeck, an ex Army medic who was working in Scotland as a nurse. Michael has since returned to Australia and lives in WA.



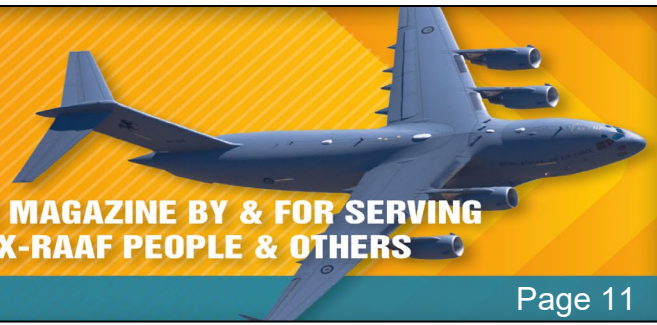


Scotty laying a wreath a couple of years ago.



A little bird told us the old bloke might be getting a bit sick of the rotten weather and could be thinking of moving back to Oz.





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

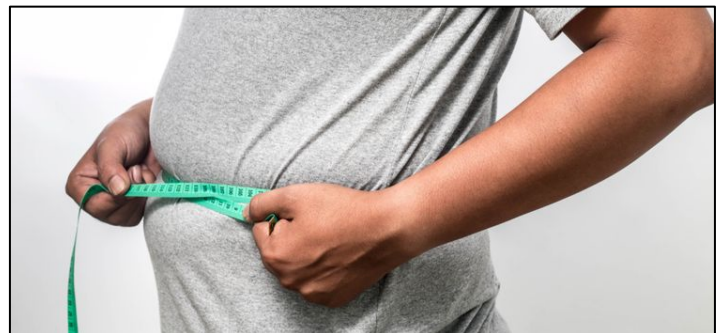
The fat that's hard to dislodge once you put it on.

Sydney Uni

Studies show that the location of body fat has a big impact on how to remove it.

Scientists have mapped out what happens to fat deposits during intermittent fasting (every second day), with an unexpected discovery that some types of fat are more resistant to weight loss.

In a mouse study, Australian researchers have mapped out what happens behind the scenes in fat tissue during intermittent fasting, showing that it triggers a cascade of dramatic changes, depending on the type of fat deposits and where they are located around the body.



Using state-of-the-art instruments, University of Sydney researchers discovered that fat around the stomach, which can accumulate into a 'protruding tummy' in humans, was found to go into 'preservation mode', adapting over time and becoming more resistant to weight loss.

A research team led by Dr Mark Larance examined fat tissue types from different locations to understand their role during every-other-day fasting, where no food was consumed on alternate days.

The fat types where changes were found included visceral 'belly' fat, which is fat tissue surrounding our organs including the stomach, and subcutaneous fat, which lies just under the skin and is associated with better metabolic health.



While most people would think that all fat tissue is the same, in fact, the location makes a big difference. Data shows both visceral and subcutaneous fat undergo dramatic changes during intermittent fasting. During fasting, fat tissue provides energy to the rest of the body by releasing fatty acid molecules, however, the researchers found visceral fat became resistant to this release of fatty acids during fasting. There were also signs that visceral and subcutaneous fat increased their ability to store energy as fat, likely to rapidly rebuild the fat store before the next fasting period.



Dr Larance said it was possible that a history of repeated fasting periods triggered a preservation signalling pathway in visceral fat. “This suggests the visceral fat can adapt to repeated fasting bouts and protect its energy store,” he said. “This type of adaptation may be the reason why visceral fat can be resistant to weight loss after long periods of dieting. Mouse physiology is similar to humans, but their metabolism is much faster, allowing us to observe changes more rapidly than in human trials, and examine tissues difficult to sample in humans,” he said. Future research in mice and humans could uncover the mechanisms by which this resistance occurs and also which types of diet and other interventions may be best at tackling belly fat.

The research team examined more than 8500 proteins located in fat deposits, creating a catalogue of changes that occurred during intermittent fasting, using a technique called proteomics.

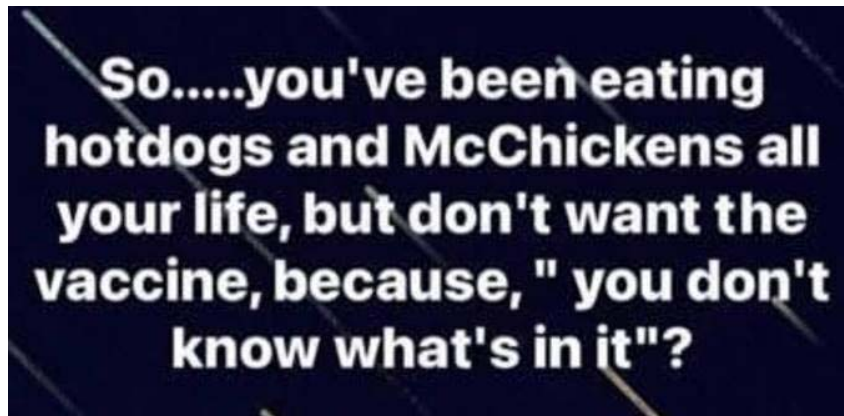
Proteomics – the study of all proteins – a relatively new area of study that takes its name from genomics (the study of all genes), monitors how proteins react under certain conditions, which in this case is intermittent fasting. The results provide a rich source of data that helps to paint a more complete picture of the inner workings of fat tissue. It was via proteomics that the research



team was alerted to major cellular changes caused by intermittent fasting and, after further analysis, highlighted the visceral fat's preservation mechanism in action.

The study was conducted using the instruments of the Sydney Mass Spectrometry in the Charles Perkins Centre, part of the University of Sydney's Core Research Facilities. Dr Larance said it should be noted that findings from the intermittent study might not apply to different diet regimes such as the 5-2 diet (fasting two days out of seven) or calorie restriction, which is common in people wanting to lose weight.

The results lay the foundation for future studies, which will dissect the molecules responsible for why visceral fat is resistant to energy release during fasting and help determine what diet plans would be most beneficial for metabolic health. "Now that we've shown 'belly fat' in mice is resistant to this diet, the big question will be to answer why, and how do we best tackle it?"



Our coffee habits are actually decided by our genes

In dense tropical forests in Sierra Leone, scientists have rediscovered a coffee species not seen in the wild in decades - a plant they say may help secure the future of this valuable commodity imperilled by climate change thanks to its flavour and heat tolerance.

If you think your coffee consumption is ruled by how much sleep you get, how demanding your job is or how cute your local barista is, you're not 100 per cent right. Your three-a-day latte habit, or lack of, is more likely to be based on your genes and your cardiovascular health. The coffee-loving research team from the University of South Australia have discovered our bodies subtly prevent us from consuming too much caffeine if we're predisposed to cardio health problems.

Through a world-first study of 390,000 people, the team concluded that people with high blood pressure, angina, and arrhythmia were more likely to drink less coffee than those without these markers – and it is all down to genetics. It appears people subconsciously self-regulated safe levels of caffeine, based on their blood pressure levels, a protective move from our genes. What this means is that someone who drinks a lot of coffee is likely more genetically tolerant of caffeine, as compared to someone who drinks very little.



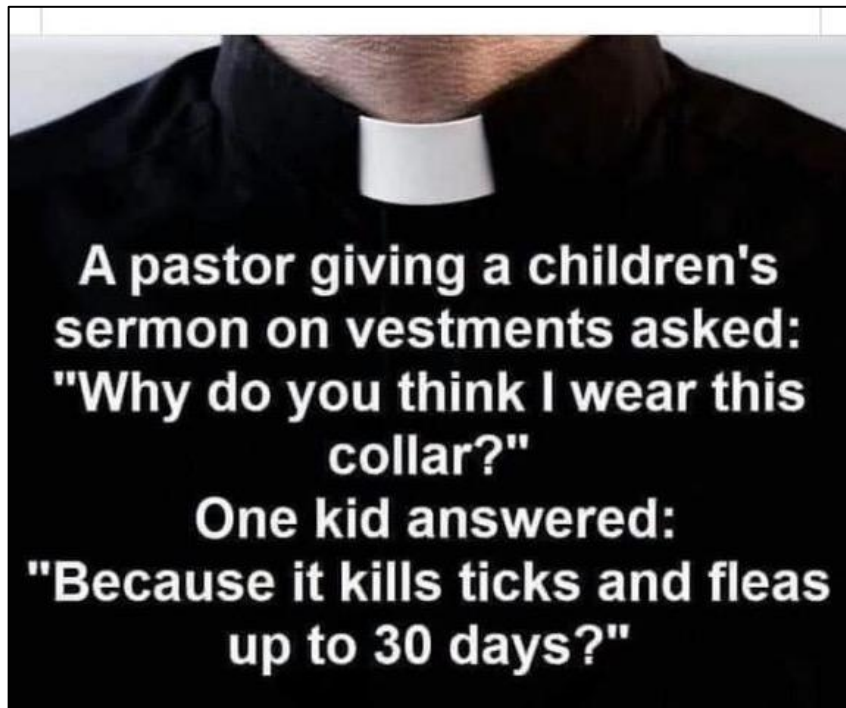
Conversely, a non-coffee drinker, or someone who drinks decaffeinated coffee, is more likely prone to the adverse effects of caffeine, and more susceptible to high blood pressure.

So what does that mean for your daily brew?

These automatic signals are there for a reason, and shouldn't be ignored. Whether we drink a lot of coffee, a little, or avoid caffeine altogether, this study shows that genetics are guiding our decisions to protect our cardio health. If your body is telling you not to drink that extra cup of coffee, there's likely a reason why. Listen to your body, it's more in tune with your health than you may think.

The University of South Australia is no stranger to studying the effects of coffee and caffeine on the human body. Last year, they looked into the effect [coffee has on our joints](#). In February, they told us that drinking more than six cups of coffee a day can actually increase our risk of developing cardiovascular disease. When you cross that consumption threshold, the amount of lipids (that's fat) in your blood increases, elevating your risk of heart disease.

Professor Hyppönen said the cholesterol-elevating compound known as cafestol was found in unfiltered brews like French press, Turkish and Greek coffees, as well as espressos. (There's no cafestol in filtered and instant coffee though, so your International Roast is safe.) "In my opinion it is especially important for people with high cholesterol or who are worried about getting heart disease to carefully choose what type of coffee they drink," Professor Hyppönen said.





Covid-19 Vaccine.

Over 80 years ago, in Greece, sixty thousand Jews lived peacefully in Thessaloniki. It was a valued and vibrant community. Most of these Jews worked in the port. So much so that the port of Thessaloniki was even closed on Saturday, Shabbat. Great emeritus rabbis also lived and studied there. Everyone rubbed shoulders and appreciated each other, but on September 2, 1939, on the eve of the outbreak of World War II, it is on this great community that the Nazi terror will suddenly rise.

On April 6, 1941, Hitler invaded Greece in order to secure its southern front before launching the famous Operation Barbarossa and its great offensive against Russia. Of the 60,000 Jews in Thessaloniki, around 50,000 will be exterminated at the Birkenau concentration camp, in record time!



The massacre of the Jews of Greece was brief but intense. Very few will have the chance to make it, but among the survivors there was a family known as Bourla and after the war, in 1961, a son was born into this miraculous family in the camps. His parents called him Israel-Abraham. He grew up and studied veterinary medicine in Greece. A brilliant student, Abraham will get his doctorate in reproductive biotechnology at the veterinary school of Aristotle University in Salonika.



At the age of 34, he decided to move to the United States. He changes his first name Abraham, to Albert. Albert was integrated into the medical industry. He progressed quickly and joined a pharmaceutical company where he became "Head manager." Abraham (Albert) rose through the ranks and got his appointment as CEO of this company in 2019.

Throughout the year Albert decides to direct the efforts of the company to try to find a vaccine against a new virus (Covid) which has just struck the world. He expends great financial and technological efforts to achieve his goal. A year later the WHO (World Health Organization) validates his company to produce the long-awaited vaccine ... His vaccine will be distributed in several countries including Germany, which counts thousands of dead from the pandemic. Ironically, this vaccine which will save the lives of millions of people around the world including many Germans, was led and pushed by a little Jew from Thessaloniki, son of Holocaust survivors from whom most of his people were exterminated by Nazi Germany.

And that is why Israel became the first country to receive the vaccine. In memory of his grandparents and his parents, who gave birth to Israel-Abraham Bourla, known today as Albert Bourla: CEO of Pfizer.



Are meat substitutes good for us?

Here's why you should check the ingredients before you buy a meat substitute.

Almost 20 per cent of Australians say they are trying to reduce their consumption of meat. Add these 'meat reducers' to the existing cohort of vegans and vegetarians and over a quarter of us are committed to avoiding eating animals, say researchers from the University of Adelaide, however, the average Australian still consumes 94 kilograms of meat per year, nearly three times the global average.



Meat reducers, mostly motivated by health concerns, are propelling a surge in plant-based meat sales.

A spokesperson for Woolworths said it had seen “double-digit growth for plant-based meat alternatives in our stores over the past year and every indication tells us this category will only continue to grow”. Coles also said the sales of its Beyond Meat and Alternative Meat Co products had seen “double-digit growth week-on-week” in early 2021.



The share price of the US-owned Beyond Meat rose 475 per cent in the first month since its initial public offering in May 2020.

Fast-food behemoths KFC, McDonald’s and Hungry Jacks have developed ‘fake meat’ offerings, and the number of plant-based meat products on Australian grocery shelves doubled in 2020. Research co-author Professor Wendy Umberger says there’s a “growing awareness” that we don’t need to eat as much meat. Many people say they “feel lighter and have more energy” when they cut down meat consumption.

Some people are motivated to reduce their meat intake due to their belief eating meat harms the planet. They think eating meat is wrong, that meat production is not sustainable. They say we need to reduce our meat consumption or get very used to the hordes of people being murdered at the border trying to escape climate catastrophe.

Personally, we think they’re nuts! tb





However, the real truth is the health benefits of the alternate products are “debatable”. Meat alternatives may be promoted as a healthy option, but experts warn the products are highly processed and should at best be eaten occasionally. A study by the George Institute for Global Health in Melbourne in 2019 with the Heart Foundation, which looked at processed meat alternatives such as meat-free bacon and meat-free sausages, found some products contained up to half a day’s worth of salt in one serve.

They can also be high in fats and sugar.

Sydney University says a vegan hot dog is no better for you than a meat one; you are still getting all these different hidden ingredients in the packet. Whenever you are buying something in a packet, it has usually gone through a heavy manufacturing process. You will see a long list of ingredients on the packet, some of them contain 20 to 50 ingredients.

Stephen Marks, founder of the Mexican food chain Guzman y Gomez, is bucking the trend to provide fake meat alternatives on his menu. He provides more vegetarian options instead. He says, If you want to eat vegetables, eat vegetables, if you want to eat less meat, have less meat. Simple!



Heavy meat eaters tend to be older men with lower education levels, while meat reducers are more likely to be educated women. Globally, China’s “ravenous” demand for meat is driving environmental damage in places such as Brazil, the world’s biggest meat exporter. Land clearing in the Amazon and Cerrado regions of Brazil is having “a devastating impact on global heating”. Concurrently, techcrunch.com reports that “2020 could well have been the dawn of alternative protein in China”.



Imitation meat start-ups are following the lead of McDonald's, which has introduced five pea and soy-based, zero-cholesterol luncheon meat substitutes. But in America, old habits die hard. Despite continual reports that the international livestock industry is responsible for 14.5 per cent of the world's greenhouse gases, American meat consumption overall is on the rise.

Blood Pressure variations.

Blood pressure has a daily pattern.

Usually, blood pressure starts to rise a few hours before you wake up. It continues to rise during the day, peaking in midday and normally drops in the late afternoon and evening. Blood pressure is normally lower at night while you're sleeping. Your blood pressure measurement at night is called nocturnal blood pressure.



Examples of an abnormal blood pressure pattern include:

- High blood pressure during the night
- High blood pressure early in the morning
- Less than 10% drop in blood pressure overnight (non-dipping blood pressure)

A rise in blood pressure overnight to early morning has been linked to an increased risk of heart disease. An abnormal blood pressure pattern could also mean that you have:

- Poorly controlled high blood pressure
- Obstructive sleep apnea
- Kidney disease
- Diabetes
- Thyroid disease
- A nervous system disorder



Poor diet, lack of exercise and certain lifestyle factors can affect your blood pressure pattern, including:

- Night-shift work
- Smoking
- Overweight or obesity
- Stress and anxiety
- Not taking medications for blood pressure or sleep apnea as directed, or ineffective treatment

Your doctor can tell you if an abnormal daily blood pressure pattern may need treatment. Sometimes, a person's blood pressure rises simply when seeing a doctor. This is called whitecoat hypertension.



A 24-hour blood pressure monitoring test can be done to measure your blood pressure at regular time periods over 24 hours. The test, called ambulatory blood pressure monitoring, provides a detailed look at your blood pressure changes over an average day and night.

**You know you live in a
brainwashed society when
white people are protesting
against white people for
being white people! 🤔**

Can eating more whole-grain foods help lower my blood pressure?

It might. Eating more whole-grain foods on a regular basis might help reduce your chance of developing high blood pressure (hypertension).

Whole grains are grains that include the entire grain kernel — they haven't had their bran and germ removed by refining. Whole-grain foods are a rich source of healthy nutrients, including fibre, potassium, magnesium, folate, iron and selenium.

Eating more whole-grain foods offers many health benefits, which may include:

- Helping you manage your weight, since whole-grain foods can make you feel full longer
- Increasing your potassium level, which is linked to lower blood pressure
- Decreasing your risk of insulin resistance
- Reducing damage to your blood vessels



These heart-healthy benefits can work together to help reduce your risk of high blood pressure.



If you already have high blood pressure, eating more whole-grain foods might help lower your blood pressure. The Dietary Approaches to Stop Hypertension (DASH) diet and the Mediterranean diet both recommend including whole grains as part of a healthy diet.

According to the Dietary Guidelines for Americans, adults should eat about 3 ounces of whole grains a day, or the equivalent of three slices of whole-wheat bread.

One ounce of grains approximately equals:

- 1/2 cup cooked rice or pasta
- 1 medium slice of bread, tortilla, or flatbread
- 1 cup of flaked whole-grain cereal

The guidelines also recommend that at least half of all grains you eat are 100% whole grain.

Examples of whole-grain foods include:

- Barley (not pearled)
- Dark rye bread
- Millet
- Oats
- Popcorn
- Quinoa
- Whole-grain cereals and crackers
- Whole-grain cornmeal
- Whole-wheat bread
- Wild rice

The Prostate.

Professor Chen Horin.

I am here to speak with you on Prostate. The topic is misleading. Is prostate strictly for men? Yes, ONLY men have prostate and ONLY men over 40 years are susceptible for a problem prostate, but this healthcare enlightenment is for everyone. There is no woman who does not know a man 40 years and above, father, uncle, brother, son, friend, neighbour, colleague...

Essentially what I will be doing today is health promotion. Responsible health promotion must provide three things:

1. Information
2. Reassurance





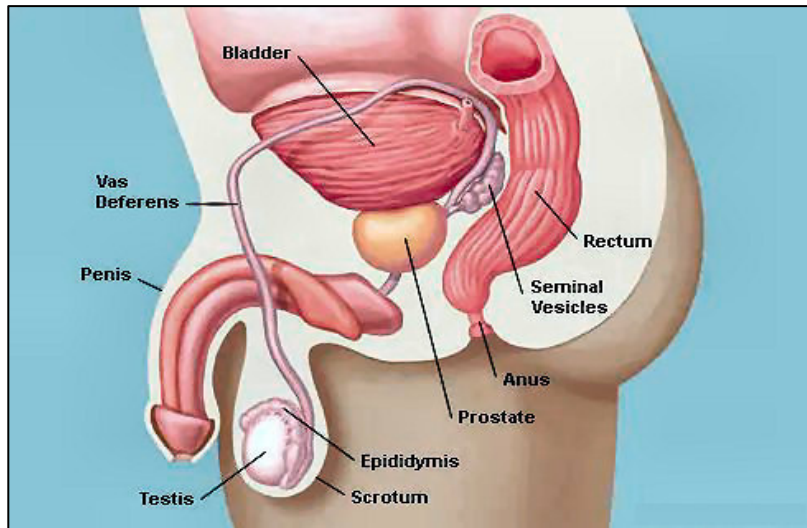
3. A plan of action.

Let me start with a background on prostate health.

Everyone has a pair of kidneys. The job of the kidney is to remove waste. It is the LAWMA (waste management company) of your body. Everyday your blood passes through the kidney several times to be filtered. As the blood is filtered, urine is formed and stored in a temporary storage tank called the urinary bladder.

If there were to be no urinary bladder, as a man walks on the road, urine will be dropping.

Now think of the plumbing work in your house. Think of the urinary bladder as the overhead storage tank. From the storage tank, a good plumber will run pipes to other parts of the house, including the kitchen. God in His wisdom ran pipes from our urinary bladder to the tip of the penis. The pipe is called the urethra. Just below the bladder and surrounding the urethra is a little organ called the prostate gland. The prostate gland is the size of a walnut and weighs about 20grams. Its job



is to make the seminal fluid which is stored in the seminal vesicle. During sexual intercourse, seminal fluid comes down the urethra and mixes with the sperms produced in the testicles to form the semen. So semen technically is not sperm. It is sperm + seminal fluid. The seminal fluid lubricates the sperm.

After age 40, for reasons that may be hormonal, the prostate gland begins to enlarge. From 20 grams it may grow to almost 100 grams. As it enlarges, it squeezes the urethra and the man begins to notice changes in the way he urinates.

If you have a son under 10, if he has a little mischief like we all did at that age, when he comes out to urinate, he can target the ceiling and the jet will hit target. Call his father to do same, wahala dey. His urine stream is weak, cannot travel a long distance and sometimes may come straight down on his legs. So he may need to stand in awkward position to urinate.

Not many men will be worried their urine stream cannot hit the ceiling. Toilets are on the floor and not on the ceiling. But other symptoms begin to show.

TERMINAL DRIPPLING:



The man begins to notice that after urinating and repacking, urine still drops on his pants. This is the reason why after an older man urinates, he has to ring bell. A younger man simply delivers to the last drop and walks away. Just see an older man coming from the bathroom. Sometimes he may clutch the newspaper closely to hide the urine stains, particularly on plain coloured trousers.

HESITANCY:

At this point you wait longer for the urine flow to start. There are 2 valves that must open for you to urinate – the internal and external sphincters. Both open but because of obstructions in the urethra, you wait longer for the flow to start.

INCOMPLETE EMPTYING:

You have this feeling immediately after urinating that there is still something left.

As all these things happen, the bladder begins to work harder to compensate for the obstruction in the urethra. The frequency of urination goes up. Urgency sets in. Sometimes you have to practically run into the toilet. Nocturia also becomes common. You wake up more than 2 times at night to urinate. Your wife begins to complain.

Men being men may not talk to anyone even at this point. Then the more serious complications start.

- Stored urine gets infected and there may be burning sensation when urinating.
- Stored urine forms crystals. Crystals come together to form stone either in the bladder or in the kidney. Stones may block the urethra.
- Chronic urinary retention sets in. The bladder stores more and more urine. The size of the bladder is 40 - 60cl. As the bladder stores more urine it can enlarge up to 300cl. An overfilled bladder may leak and this leads to wetting / urinary incontinence. Also the volume may put pressure on the kidney and may lead to kidney damage.
- What may likely bring the man to hospital is acute urinary retention. He wakes up one day and he is not able to pass urine.

Everything I have described above is associated with prostate enlargement, technically called benign prostate hyperplasia. There are other diseases of the prostate like:

- Prostatitis – inflammation of the prostate
- Prostate cancer – cancer of the prostate.

This discussion is on prostate enlargement.

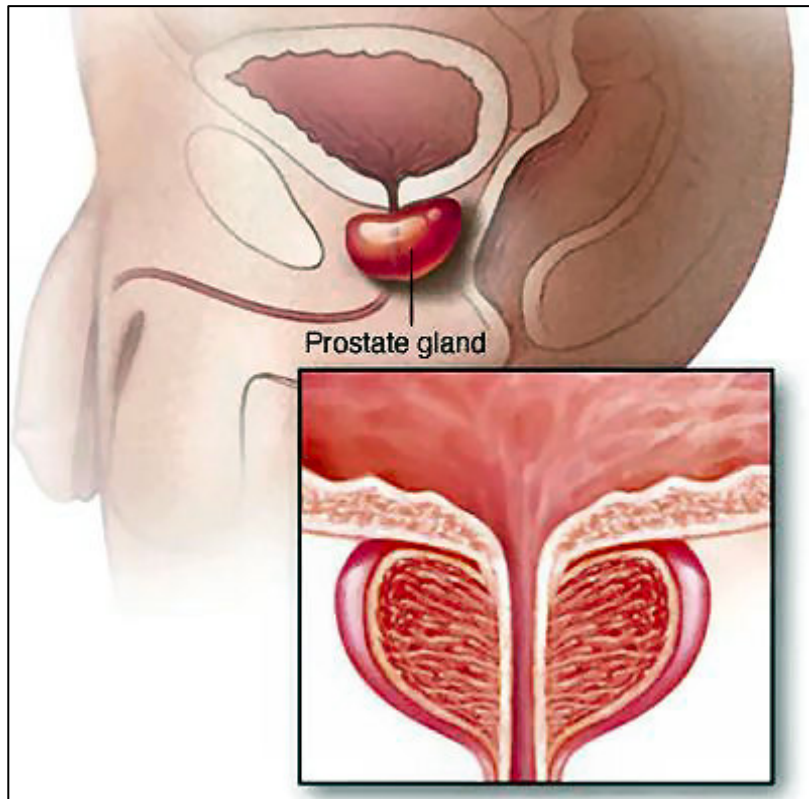


I have bad news and good news.

The bad news is that everyman will have prostate enlargement if he lives long enough. The good news is that there are life style changes that can help the man after 40 to maintain optimum prostate health.

NUTRITION:

Look at what you eat. 33% of all cancers, according to the US National Cancer Institute is related to what we eat. Red meat everyday triples your chances of prostate disease. Milk everyday doubles your risk. Not taking fruits / vegetables daily quadruples your risk. Tomatoes are very good for men. If that is the only thing your wife can present in the evening, eat it with joy. It has loads of lycopene. Lycopene is the most potent natural antioxidant.



Foods that are rich in zinc are also good for men. We recommend pumpkin seeds (ugbogulu). Zinc is about the most essential element for male sexuality and fertility. Men need more zinc than women. Every time a man ejaculates he loses zinc. Zinc is also important for alcohol metabolism. Your liver needs zinc to metabolize alcohol.

ALCOHOL CONSUMPTION:

As men begin to have urinary symptoms associated with prostate enlargement, it is important they look at alcohol consumption. More fluid in means more fluid out. Drink less. Drink slowly.

EXERCISE:

Exercise helps build the muscle tone. Every man should exercise. Men over 40 should avoid high impact exercise like jogging. It puts pressure on the knees. Cycling is bad news for the prostate. We recommend brisk walking.

SITTING:



When we sit, two-third of our weight rests on the pelvic bones. Men who sit longer are more prone to prostate symptoms. Do not sit for long hours. Walk around as often as you can. Sit on comfortable chairs. We recommend a divided saddle chair if you must sit long hours.

DRESSING:

Men should avoid tight underwear. It impacts circulation around the groin and heats it up a bit. While the physiological temperature is 37 degrees, the groin has an optimal temperature of about 33 degrees. Pant is a no - no for men. Wear boxers. Wear breathable clothing.

SMOKING:

Avoid smoking. It affects blood vessels and impact circulation around the groin.

SEX:

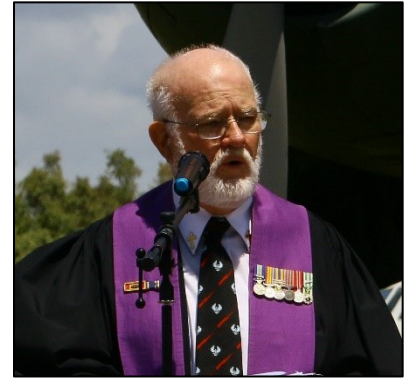
Regular sex is good for the prostate. Celibates are more prone to prostate illness. While celibacy is a moral decision, it is not a biological adaptation. Your prostate gland is designed to empty its contents regularly.



Arthur's Articles.

Thirteen Months at 16 Army Light Aircraft Squadron

After only three weeks into my marvellous 'A' Grade posting at 10 Squadron at Garbutt Air Base, Townsville, I arrived at 16 Army Light Aircraft Sqn (16 ALA) at RAAF Base, Amberley. The move was at my own expense as it was a condition of my exchange posting with a fellow Radio Technician course student, who had fallen at the last hurdle. I was about to begin a less than-exciting tour of duty after forfeiting such a great posting ahead of me that I had been looking forward to, but at Amberley I was only a short drive from my girlfriend, Annette, and I could spend nearly every night dropping into Ipswich to see her.



The downside of this exchange, was, as I was to find, I had numerous external attachments away from Amberley, so that while I did see Annette more than I would have if I had stayed at Townsville, time spent with her was far less than I had hoped for.

Another downside was that while my Sergeant in Townsville had promised to assist me in every way he could to send me back to finish my Radio Technician's course, for he thought I had been given a raw deal in having my test sheet altered from 'Supp Fail' which meant I would have had another go to pass that phase, and the 'S' was erased and replaced with an 'F', - a Fail, which meant expulsion from Radio School.

On the other hand, my Sergeant at 16 ALA was not so welcoming, as he had a small Radio Section, consisting of one Sergeant, one Corporal, two LAC Radio Technicians, and while he had wanted another LAC Radio Technician, he got me, a disgraced LAC Radio Mechanic. He would not allow me to work on expensive radio equipment in his section, and as he had to put one Radio Section member on the flight line, I became permanent 'Duty Crew' and was the first chosen to be sent on attachments wherever an aircraft came down without any flying hours left to make it back to Amberley.



Some highlights occurred to make this posting memorable. For a start, after arriving at 16 ALA in November 1963, Annette and I were engaged the next month. Then our separations began. I gleefully announced when in the section, but apparently overheard by my Sergeant, that Annette's grandparents were celebrating their 60th wedding anniversary one Saturday in early 1964. Annette invited me to the family ceremony.



16 ALA, prior to becoming the Army Aviation Regiment and moved to Oakey, was a mixed Army - Air Force Unit at Amberley that flew Cessna 180 fixed wing aircraft and Bell Sioux rotary wing helicopters.



Bell Sioux

Just prior to Annette's family festivity, word came in that a Bell Sioux helicopter working at St. George with Survey Corps, had run out of flying hours to return to Amberley for a scheduled servicing. You can guess who was sent out by road convoy to St George to perform the radio part of that servicing? Me!

That was immediately followed by a road convoy to Puckapunyal to exercise Sioux helicopters with tanks of the Armoured Regiment. You will never guess who was one of the two from Radio Section who was sent on that trip? Me! What? Fry allowed to work on radio equipment. No! Every day, I was taken out to Heathcote, west of Puckapunyal, where I pumped fuel from 44-gallon drums night and day to keep the choppers in the air for the duration of that exercise.

But that trip left me with one of my funniest stories from my time at 16 ALA. We left Amberley in convoy at 10 a.m. and managed to make it to Warwick before thirst struck the convoy commander and we pulled into an hotel in Warwick's main street. We were a motley crew. The Army RAASC, (Service Corps, prior to becoming Royal Corps of Transport,) drivers wore light green flying suits with the Unit's light blue berets. They wore the Unit's patch, that of a Sioux Indian's head in multiple colours on the top of their sleeve. Some Air Force members wore jungle green uniform with khaki shoulder flashes stating "RAAF". Some wore dark blue berets without insignia, some wore RAAF caps with airmen's cap badges. As I say, we were a motley crew.



A clown in full clown regalia came into the bar and walked past the members of the convoy, to the end of the bar. He waited for about ten minutes without being served. He then called to the barman, "Don't you serve everybody?" To which the barman replied, "Sorry Sir, I thought you were with this mob!" True story, and we laughed like mad.

The next forgettable non-radio event was on the Queen's Birthday Public Holiday at Parliament House for the Queen's Birthday Levy. Again, I was selected to be part of the contingent from 16 ALA to attend at Parliament House, on a designated Public Holiday, at the end of George Street. An ALA sergeant Air Frame Fitter and about six ground crew, (mainly Mechanics) arrived at Parliament House. The Sergeant and two LACs went up to the flag platform on the roof of Parliament House to raise the Governor's Standard when he was in the Parliament. The Governor, Colonel Sir Henry Abel-Smith, arrived at Parliament House, removed his cap to go into the Levy. His cap and those of his equerry and other military members in his party, were locked into a cupboard and the key handed to one of the 16 ALA party who had no other task to stand around and look official.



Queensland's Parliament House

Four of us who held or protected the one with the key, asked an official how long the Levy should last. "Usually about two hours," we were told. So, the four of us decided to go for a walk around Brisbane seeing that we were not wanted for any other duties. As we left the building, the last thing we noticed was the Sergeant madly waving his arms at the flagpole stand on the roof of Parliament House. So, we just waved back politely to him. Now we know that he was gesticulating to tell us to stay put at Parliament House.



In due time we headed back towards Parliament House when we saw a police motorcycle escort, followed by Colonel, Sir Henry Abel-Smith's Rolls Royce approaching. Sir Henry had his cap on. We sheepishly crept back and handed in that key. (They must have had a spare key.) When the Sergeant came down from the roof to the lobby, we received our first bawling out for deserting our post. When we returned to Amberley, we received our second bawling out from the RSM. 16 ALA was part Army, part Air Force. In fact, we used to say that the Army owned the aircraft, the Army Flew them, the Army busted them, the Air Force fixed them. (For those who know the full terminology, please do not write in with the correction!) Another slice of terminology was that the Unit was known as TWA, but unlike the larger American airline, this 'TWA' stood for 'Teeny Weeny Airlines'.

My punishment for locking the Governor's cap in a cupboard then disappearing with the key, was six weeks weekend Duty Crew, so for the next six weeks, I was on Duty Crew for seven days a week! That meant doing pre-flights on every aircraft. Guiding every aircraft in and out of the flight line and taking my turn in pumping fuel if the tanker was not available. Will I always remember Queens Birthday Levy 1964? You bet'cha!

But the one trip that really concreted my Sergeant's dislike for me was the one to Jervis Bay for Exercise Long Shot. Although my Sergeant did not want me touching precious Army equipment in his Radio Section, he chose me to drive the Radio Studebaker truck, (much more valuable, you say?) down to HMAS Albatross, that is the Nowra Naval Station, Jervis Bay Territory, of the A.C.T.



I was sent down to the Army Driving Licence tester in the RAAF Transport Section to gain my G11 A, a temporary Army Driving Licence to enable me to drive the huge Studebaker Van with all its precious and expensive equipment to Nowra. I received my G 11A and I must say, the Studebaker did not feel like a truck, more a kind of sports car. I enjoyed the experience.

At the end of the exercise, I approached my Sergeant and told him the bad news that when issued, the tester did not realize that the exercise would finish after my G 11 A expired! My Sergeant and I debated the matter of driving without a current driver's licence. Playing the card that I did not want to get into further trouble, I would not drive unlicensed. He thought I should and that it did not matter if my G11 A had expired or not. The alternative was for him to drive. My alternative was to go home by troop train which would leave from Nowra and arrive in South Brisbane two days ahead of the convoy. I came home on the troop train! The relationship between my Sergeant and me sunk to a further low.

Another great memory of my time at HMAS Albatross was when a group of 'Red Caps', (Colonels and Brigadiers,) came to our site to watch how quickly we could launch an aircraft in an emergency. Lieutenant Barry Donald was to be the 'Duty Pilot'. (Sadly, Barry was killed when a Pilatus Porter was shot at and crashed on a night sortie in Vietnam on the 6th of December 1969. I had the honour of officiating at his 50-years Memorial service when his daughter, then a Lieutenant Commander in the RAN, attended from HMAS Leeuwin in Western Australia.)



Cessna 180

For days before the 'Red Caps' came to watch this highlight of our attendance in this Exercise, we practised the extraction from the 'hide' where we kept the aircraft from the peering eyes of the 'enemy', on that occasion, our own RAAF Canberra bombers. Barry would call out "Duty Crew, Scramble 042". Quickly, all Duty Crew would appear from behind the trees that disguised their location.

"Sah!" (read 'Sir!') Then each would run to the Cessna fixed wing - 042 and each 'did their thing' The camouflage was removed, followed by one who removed the wheel chocks; the Cessna was pushed forward, and I connected the HF aerial from the end of the wing tip to the tail. The one who guided the pilot took his place at the front right of the aircraft and gave the 'thumbs up' and bellowed 'Clear to start'.

Barry hit the starter..... R – R – R – R,..... No start! There was a mad dash to locate a battery cart which was then plugged into the Cessna, and the engine started. Barry taxied it out of the 'hide' for a few yards. The Duty Crew got into a huddle and laughed for about ten minutes. Once Barry had shut down the engine, he came over and joined us and joined in the laughter. What a fiasco? We had practiced that display for days, but we never went as far as actually starting the engine.

I also remember that exercise by flying with others who enjoyed doing that work as an observer, looking for signs of enemy movement at dawn and dusk. It involved diving down if the pilot thought he noticed troop movement, for an RAR Company would be the enemy looking for us, and our job was to locate and advise the position of such enemy. At the end of every sortie, we would buzz the Aircraft Carrier, HMAS Sydney, which was at anchor in Jervis Bay.



HMAS Sydney

Although we were RAAF, we had to dig bunkers around our site. Before we finished them off with overhead cover, we used to gather pinecones, prolific in the area and store them in our bunker. We amused ourselves while we sat in our bunkers at dawn and dusk, by lobbing pinecones, willy nilly, in the area. Occasionally we would hear a dull 'ting' when we hit a fellow RAAF member on the outer of his tin helmet, as we had to wear an inner and outer as a two-piece helmet while in the pit and while moving around the area. Later when we finalized our bunker, this game could not allow us to toss our pinecones.

One night, word had come to use the alternate password. Two ALA Officers had approached our pit area when the closest pit challenged them with "Stand", As he received no reply, he shot the approaching officer - with a blank! The ALA officer asked what the shooter thought he was doing. The troop replied that he did not answer the challenge with the expected response - 'By'. The officer roared back, "You idiot, you were told to use the standby password, not use the stand by pass word as "Pass' and expect the response as "By". (How do I know this yarn is true?)

My last memory of 16 ALA is when the RAAF called for applications to undergo language training at Point Cook for languages courses in 1965. The Sergeant said that no one else in the section is to apply for the aptitude testing in Brisbane for two days as the Corporal and he had applied for the aptitude testing and that would leave the radio section with only three bodies for two days. I had a good success with languages at High School, having studied French and Latin. I applied for the language aptitude testing in Brisbane.

After the tests, we went in one by one, to receive our results. We stood together although the Sergeant never spoke with me. The Sergeant asked the Corporal how he went. The Corporal replied that he did OK but because he was in a restricted mustering, he did not expect to be



offered a position. He asked the Sergeant how he went. He shyly admitted he never made it. Then the Corporal asked me how I went. I glowingly replied, "I am on the course next year!" (At this stage, I was pleased I had read Dale Carnegie's famous book, "How to win friends and influence people"!)

Weeks went on and one day, I was called around to the Orderly Room, to be told I had my posting, for the following January. I thought it was back to Radio School to finish my technician's course. I made the comment that I knew that was inevitable and this time I will keep my big mouth shut. The Orderly Room Clerk corrected my line of thought and advised that I was posted to the RAAF School of Languages to undertake a twelve-month course in the Vietnamese language.

That night, I went into Ipswich and announced my anticipated removal from Amberley and on to Point Cook to learn Vietnamese. Then as we watched television, the News brought to our attention that there had been a war going on in Vietnam for four years.

I later learned that as it was a live-in' course, I could not take leave in the February to be married as we had planned to do. After a bit of negotiation, Annette's mother agreed to let us marry on 19th December 1964. My roommate and fellow member of Radio Section, 16 ALA, Anthony (Mario) Lanza, was my groomsman.



Instrument section was next to Radio section. LAC, (later Flight Lieutenant) Rod Shepherd told me his younger brother, Clive, was also leaving his Artillery Unit to go to Language School in 1965 to study Indonesian and asked me to look out for his little brother. We did. We became great friends. He married into my family. We retired to South East Queensland, living two hours from each other, and we have been friends ever since we met on Day One at Language School.

One final thought on 16 ALA. Trainee helicopter pilots had a segment to perform the transport of injured troops on litters attached to the helicopter by two locking pins. When pilots needed a 'body' to carry out this exercise, I always put up my hand. Sleeves buttoned down and glasses removed, I was strapped onto a litter, I reckon I have had no other thrill in my life like flying around Amberley and Ipswich strapped to the litter. When the Sioux banked to the right, I had nothing between me and Terra Firma, yet I could never get excited that this thrill could turn dangerous or even fatal. But when the helicopter banked left, I would be looking down on the helicopter – from the outside! I was a little scared, yet I could never work out why. When doing an auto rotation where the helicopter landed on bitumen and ran along on its skids, I was lying face down just above a shower of sparks. Great fun!

When I would go in to see Annette that night I had played 'patient-on-a-litter, and I was so excited about my daredevil working day, she relegated me to the inmate section of Wolston Park, or Goodna to those that remember what Brisbane's main Mental Hospital was.

As my time at 16 ALA ended, I had mixed emotions. I had been able to see Annette more regularly than had I remained in Townsville. I made many friends at ALA, some of whom I am still in contact with today. I had a lot of fun times but on the other hand, I suffered many sadder occasions due to the indignities that saw my premature 'graduation' from Radio School.



But better days were on the horizon, and had all these ups and downs not happened, I would not have been sitting in a classroom at the School of Languages in 1965 which was the start of a wonderful career which I had never imagined as possible when I (Foolishly and unwisely) stood up to a popular teacher at Radio School. What is the saying? 'All things work together for good.....'

Walk with me as I embark on this fantastic career in future editions.

Impressive People I Met in My Air Force Career

Normally, I have mentioned uniformed members of the RAAF under this topic, but in this edition, I have chosen a man who became my friend as a visiting lecturer to the pilot cadets undergoing their basic introductory and basic flying training at Number One Flying Training School at Point Cook.



In the late 1970's. I was the Admin and Law Instructor, (I point out I am not a Lawyer,) but had shown an interest in Air Force Law. In fact, while on course at Officer Training School, the Commanding Officer, Wing Commander Norm Ashworth excused me from the course for a week to investigate the injuries suffered by two OTS students, injured in a car accident on the Laverton-Point Cook road.

One of my supernumerary positions after graduating from OTS, the secondary task where I spent most of my time, was as OIC Base Police, and likewise with my pseudo-Air Force Law post, I was not a trained policeman, although I worked with the Service Police as an Interpreter in Phan Rang and Vung Tau.

My apparent interest in Air Force Law also saw me attend every Court Martial held at Point Cook, either as the Officer Assisting the Prosecuting Officer or Officer Assisting the Defence Officer, but not at the same Court Martial!



At 1 FTS, my other task was to prepare the weekly (Ground) program. Over the years, local businessmen were invited to present a lecture to the Cadets and Midshipman students on their specialty profession.

One such lecture was shared between two visitors from the financial planning industry so that students would be able to make informed decisions about disposal of their higher rate of pay upon graduation at RAAF Base Pearce.

One gentleman regularly 'got my goat' which was in the days before white boards, he would use wet chalk to write his name and that of his company on the black board. As the students entered the classroom, a blank black board would slowly reveal his message as he began his lecture. He never knew how difficult it was for me to erase dried formerly wet chalk from the surface of the blackboard.



But the other gentleman lecturing on that topic shared many interests with me. We were both long distance runners although we never ran together. We were also both budding authors. And we became friends, while I was at 1 FTS, while I remained in the RAAF, and after my move to civilian life.

Rino Baggio

I speak of Rino Baggio, still a resident of Werribee where he lives with his wife, Helen. In my retirement from the RAAF, every time I visited Melbourne, Rino and I would slowly rock on his

bench seat swing in his back yard, and as our wives said, 'solving the problems of the world'! Or we would meet in the many Italian Restaurants in Lygon Street, Carlton.

Aside from the problems of the world, we discussed our athletic pursuits and interesting runs we had enjoyed. We spoke on the normally taboo topic of religion between folks from either end of the denominational spectrum, for his cousin, a Cardinal in Rome had twice been selected for the ballot for Pope.

Rino had run for a seat in the Upper House in Victoria. He needed supporters to hand out his how- to- vote cards on polling day. I volunteered my services, rounding up a group of 'believers in his cause', (Rino ran on Family Values' issues) We manned a polling booth in the back streets of Maribyrnong, handing out his 'how-to-vote' cards. That night, I was Rino's nominated Scrutineer inside the then closed polling booth for the count. It was my first foray into politics.

While scrutineering, an Italian gentleman who had been handing out cards all day for Rino's opposition, said to me, "Rino a good bloke. He for family. I vote for him." I thought, 'Why hand cards for Rino's opposition if that is how you feel?' Deciding that silence on that occasion was the better part of valour, I buttoned my lip!



In 1979, Rino published his book, 'The Shoe in my Cheese'. It is mainly a biography of his father's family who migrated from Padua in Italy before World War Two. The title came from an Italian story that as his father emigrated as a single young man, he worked and saved every penny to buy his farm at Little River. He ate very frugally all year but at Christmas, he allowed himself a little extra, a 'shoe in his cheese'.

While researching the material for his book, he visited the family home region of Padua as well as cousin, Cardinal Baggio in Rome.

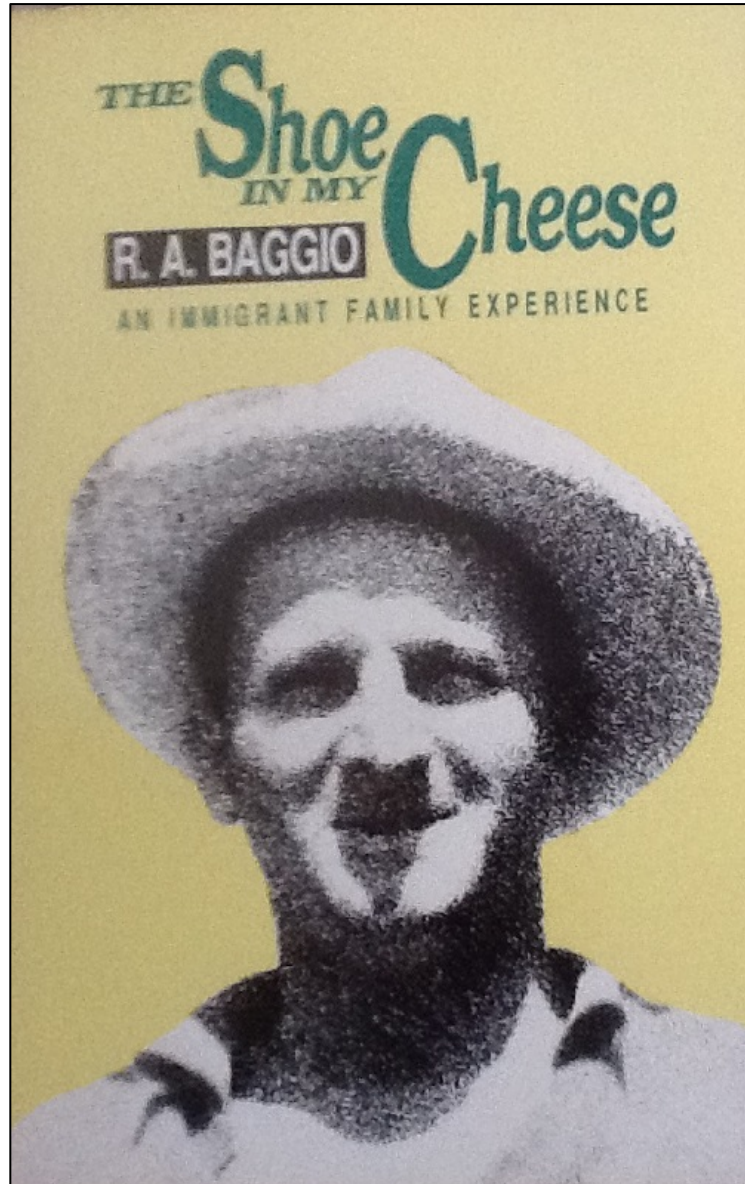
I cannot recall Rino ever calling me 'Arthur' after our initial introduction rather, he always referred to me affectionately as 'Arturo'. Even in our recent verbal and written contact, Rino still calls me 'Arturo'.

We all know what a great job Trevor has done over the years putting this revered magazine together. When Jeff Pedrina signed off on 'Pedro's Patter', Trevor offered me Page 12 that Jeff had written for years, I have come to appreciate Trevor's sense of humour. Having told you Rino's pet name for me, I half expect to see Page 12 renamed 'Arturo's Articles'.

One Christmas Day, we were the guests at the Baggio home in Werribee. He told of his parents' tradition of drinking up to five small nips of Grappa every morning before going out into their vegetable farm on cold winter mornings. As it was time to leave the wonderful day we had enjoyed, Rino offered me just one small glass of Grappa. My wife had to drive home, and rumour has it that I could not even locate our Volvo sedan. I have never sipped Grappa since.

One sad footnote is that Rino's son, Marco, and our son, Ash, who were also friends and travelled to Chanel College, Geelong, by bus each school day, have sadly passed on. In remembrance of Marco, Rino went to Marco's wife's home, south of Shanghai, every year for eleven years to teach English as a Second Language.

I heard Rino had passed away in 2000, I investigated online, and saw a grave in Werribee for Rino Baggio whose family came from Padua in Italy. What a wonderful surprise it was recently when





I received a phone call from Rino, who explained that it was his cousin who is buried in Werribee cemetery. His cousin and Rino were both named after their great uncle.

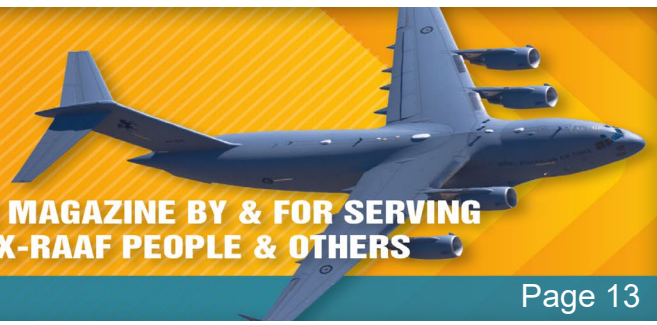
Perhaps some of our readers who passed through the 'School of Knowledgeable' portals at 1 FTS will remember visiting lecturer, Rino.

Although Rino was not a uniformed member of the RAAF, I certainly believe that he is eminently qualified to meet the criteria of this segment because Rino not only became a close friend respected member of the Point Cook / Werribee region, but was among those who influenced me during my RAAF career. Thank you Rino for being a great friend, and for not writing on my blackboard with wet chalk!





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Bomber Command Commemoration 2021. Amberley.

During the Second World war, Britain's Royal Air Force was divided into a number of functional and geographic commands in line with an organisation that had first been implemented in 1936



Bomber Command was based in Great Britain and was responsible for bombing targets in enemy controlled Europe. At the height of its operations in late 1944, Bomber Command comprised over 80 operational squadrons.

These squadrons were organised into several groups on the basis of their role, the type of aircraft they operated and the locations of the airfields from which they operated. In 1939 these groups were numbered 2-5 and by the end of the war Bomber Command comprised 1, 2, 3, 4, 5, 6 (Canadian), 8 (Pathfinder), 100 (Special Duties), and 91, 92 and 93 (Training) groups.

Approximately 10,000 RAAF personnel served with Bomber Command and sadly 3,486 were killed.

The Commemoration Service, which is organised by the Queensland University Squadron Branch of the Air Force Association, is held every year in June at RAAF Amberley, except for 2020 when due to the Covid virus, that service had to be cancelled.



This year, on the 6th June, although Covid restrictions were loosened considerably, numbers were still restricted to 200 persons.



FitLt Greg Hinks, the OC of 208 Sqn of the Air Force Cadets was the Master of ceremonies for the occasion and the ceremony got underway at about 10.00am under a lovely clear sky.



The Catafalque Party, which was comprised of Cadets from 208 Sqn, was marched on.



The Governor of Queensland, the Honourable Paul de Jersey AC was welcomed.



The Governor's immaculate Rolls



GpCapt Iain Carty CSM, the Senior ADF Officer at Amberley (The OC in the old money) gave the official welcome



GpCapt Hinton Tayloe, the OC of 82 Wing, the strike and reconnaissance Wing of the Air Force which operates the F/A-18F Super Hornets and the PC-9 FAC aircraft, gave the commemorative address.



Chaplain Dan Bigg then led everyone in prayer.



Elise Pratt, a young lady from Ipswich Grammar School, gave the second reading from the Gospel according to John, after which the members of the Blackstone-Ipswich Cambrian Choir , accompanied by the RAAF Amberley Brass band, sang the Air Force Hymn.



Click the pic above to hear the hymn.



FltLt Greg Hicks invited those that wished to so do, to lay a wreath in honour of the fallen.



The Governor, Paul de Jersey, on behalf of the people of Queensland.



John Griffiths and Eric Cavanagh, on behalf of the Logan City Branch of the Air force Association.



Teresa Harding, Mayor of Ipswich.





After the wreaths were laid, Beau Brebner, a year 12 student at Ipswich Grammar, read the Ode.



Beau Brebner



Steve Finch then played the Last Post , followed by 2 minute's silence, followed by the Rouse. Click the pic to hear the Rouse.

This was followed by the choir singing the National Anthem.



Click the pic to hear the Anthem.



Chaplain Dan Bigg led everyone in a final benediction.



Ken Lambert, the President of the Qld University Squadron branch of the RAAF Association, thanked everyone for coming to the Commemoration and acknowledge and thanked those that had given their invaluable support to the service.



Greg Hicks then declared the Commemoration concluded and invited everyone down to the Heritage Centre for refreshments.



In one of the Heritage Centre hangars.



Wayne and Suzy Smith enjoying the after ceremony snacks.



**YOU WASHED DISHES LAST NIGHT, AND NOW
YOU'RE FOLDING CLOTHES? I DON'T CARE WHAT
YOU DO YOU'RE NOT BUYING ANOTHER
MOTORCYCLE!**

Students to Amberley.

On the 29th April, the Kedron Wavell RSL Sub-Branch took a total of ten Year 12 students from Mount Alvernia College, Kedron State High, Wavell State High, Padua College and Craigslea State High on a tour of the Aviation Heritage centre at RAAF Amberley.





Everyone boarded the bus out the front of the Kedron Wavell Service Club at 7.30am for the early morning hour long trip out to Amberley.



On arrival at Amberley, and before beginning the arduous and unfortunately necessary indoctrination process to enter the base, the students were fascinated by being able to get up close and personal to one of the RAAF's retired F-111s. Although now 57 years old, having first flown in 1964, back when the EH Holden was a new car, the F-111 is still a magnificent looking aircraft.



The Blackhawk helicopter.



Based on its experience in Vietnam in the late 1960s, the United States Army began developing requirements for a helicopter to replace the UH-1 Iroquois that had significant performance, survivability and reliability improvements. The Blackhawk's first prototype, YUH-60A, flew on 17 October 1974 and entered US Army service in June 1979. Some important improvements over the Iroquois other than performance were:

- being able to carry a full Army squad of 11 with their kit vs 9 with limited kit,
- two engines vs one,
- quieter,
- more armour,
- wheels instead of skids, and
- folding up to fit into a C-130, the same space as an Iroquois.

During February 1988, No. 9 Squadron began re-equipping with S-70A Blackhawk helicopters at RAAF Amberley to replace its fleet of Iroquois helicopters. The first eight helicopters were assembled under licence by Hawker de Havilland at Bankstown, New South Wales and delivered to the RAAF. These eight helicopters were in service with the RAAF until the Squadron disbanded on 14 February 1989 when the Squadron's aircrew and aircraft were then used to form 'A' Squadron of the Australian Army's 5th Aviation Regiment at Townsville. The remaining helicopters on order were subsequently delivered direct to the Army.

From 1989 to 2019, the Army operated 39 Blackhawk helicopters, which could cruise at 145kt and had a range of 600km. The last Blackhawk was withdrawn from service in December 2019.





Learning all about the Canberra.

The English Electric Canberra was a British first-generation jet-powered medium bomber developed during the mid to late 1940s as a replacement to the de Havilland Mosquito fast bomber. In 1950 it was named Canberra after the national capital as Australia was the aircraft's first export customer.

From an Australian perspective, the Canberra replaced the piston-engined Avro Lincoln heavy bomber. The aircraft were built under licence by the Government Aircraft Factory (GAF). Additionally, the Commonwealth Aircraft Corporation (CAC) built its Rolls-Royce Avon engines in Australia. RAAF Canberras achieved some national fame in 1953 when A84-201 and 202 participated in that year's England to New Zealand Air Race, A84-201 finishing a close second outright to a RAF Canberra. Long-distance flights were a feature of early RAAF Canberra operations, including goodwill trips to the USA.

Canberras from No 2 Squadron became the first Australian jet bombers to perform combat sorties in September 1958 attacking guerrillas in Northern Malaya during the Malayan Emergency. Nine years later, the Squadron was sent to Vietnam as part of Australia's large commitment to the Vietnam War, remaining there until June 1971, and in the meantime achieving an enviable record flying what was by then regarded by many as an obsolete bomber. Operating as part of the US Air Force's 35th Tactical Fighter Wing, No 2 Squadron's Canberras flew just six per cent of the Wing's sorties but inflicted 16 per cent of the damage. Overall, 11,963 sorties were flown in Vietnam, 76,389 bombs dropped and two aircraft lost.

No 2 Squadron was the last RAAF operational Canberra unit continuing to fly the aircraft well past their planned retirement date. Equipped with survey cameras, No 2 Squadron Canberras completed many cartographic surveys in co-operation with the Australian Army Survey Corps.



over Central and Northern Australia. Papua New Guinea, and Indonesia (Irian Jaya and Sumatra).

The Canberra's distinguished RAAF career officially ended on 30 June 1982 when No 2 Squadron flew four aircraft over Brisbane and surrounding areas in a farewell fly- past.



The Boomerang.

When Japan entered World War II in 1941. the RAAF had no front line fighter capable of defending Australia. A new aircraft had to be quickly designed and manufactured. Using only parts that were readily available (including many from the CAC Wirraway aircraft) and parts that were accessible in Australia, production of the CA-12 Boomerang (nicknamed the panic fight) was achieved in just 16 ½ weeks from drawing board to initial test flight. A truly remarkable feat! Designed as a World War II interceptor, the Boomerang had a good rate of climb and manoeuvrability, fitted with the most powerful engine in Australia at the time.

First contact with the enemy was made in Papua New Guinea (PNG) on 16 May 1943 by aircraft from No 84 Squadron that successfully intercepted three Japanese Betty Bombers. Boomerangs went on to conduct strikes throughout PNG, Borneo, and the Solomon Islands.

At the end of World War II the Boomerangs were withdrawn from service with the majority destroyed. This aircraft ended up at No 6 Aircraft Depot, RAAF Oakey where it was purchased by a local farmer for spare parts.

On 27 July 1944, this aircraft was received by 83 Squadron from No 1 Aircraft Depot, coded MH-Y and named 'Millingimbi Ghost' with a ghost figure firing at a Japanese plane aft of the cowl.



The aircraft served with 83 Squadron until placed in storage at No 6 Aircraft Depot, Oakey, QLD on 28 March 1945. In 1946 the aircraft was authorised for write off and subsequently disposed.

In 1990, A46-206 was restored to airworthiness standard by Saunders Aviation and Guido Zuccoli with the assistance of local enthusiasts in and around Toowoomba and members of the Darling Downs Aviation Museum. Guido helped establish the Australian Warbird movement.

The aircraft was re-registered as VH-BOM. In 1992. Boomerang A46-206 became the first Boomerang fighter to fly over Australia since the end of World War II. Mrs Lynette Zuccoli donated this aircraft to the Australian Army Flying Museum. Oakey in May 2007, in memory of her late husband Guido and also the many World War II pilots who flew this type of aircraft.

The aircraft arrived at RAAF Amberley Aviation Heritage Centre on 28 August 2018.

It had a cruising speed of 305kph and a range of 1500km.

After the tour of the display hangars and the restoration hangar, it was time to head for the Airman's mess for lunch.

RAAF Base Amberley Mess
Lunch Menu
29th April 2021

Juniper Berry and Plum Duck
Tender sous vide duck breast with a creamy garlic pomme puree, topped with a plum and juniper berry glaze.

Bangladeshi Lamb Chop Bhuna
Succulent lamb chops with Bangladeshi bhuna sauce and house made peshwari naan.
(Contains Mammalian)

Crispy Skin Pork Belly
Oven baked crispy skin pork belly with fresh fennel and white peach Chutney.
(Contains Mammalian)

Beef Ghoulash with Bread Rolls
Slow cooked beef stew in a rich tomato gravy with seasonal vegetables.
Accompanied with fresh bread rolls. (Contains Mammalian)

VEGETARIAN
• Vegetable Samosa

VEGETABLES
• Zucchini and broccoli
• Candied Pumpkin
• Lemon Patat Potato

RICE
• Mexican Rice

Allergen Key
Milk, Egg, Shellfish, Fish, Mammalian, Tree Nuts, Wheat, Peanut, Soybean, Sesame seeds

GOT FOOD ALLERGIES?
ask before you **EAT**

Things have certainly changed since the RAAF bait layers were replaced by people who seem to care that you're about to enjoy your meal and who even speak nicely to you. No more of: "We're here to feed you, no't fatten you – get going" as you walked along the Mess line, these



days you are handed a plate at the end of the line with your food placed nicely on it, not slopped on as you walk by gingerly holding your plate out.

Though, in all fairness, back in the 70's the food was pretty good, no one went hungry and many an Army bloke would have swapped places with you at the drop of a hat.



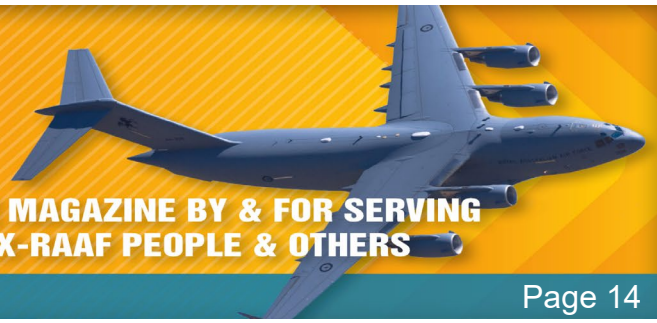


After lunch it was nearly time to go home. Our chaperone gave us a windscreen tour of the Base, which these days is huge, then it was surrender your passes at the gate, onto the bus and the drive back to the Club.





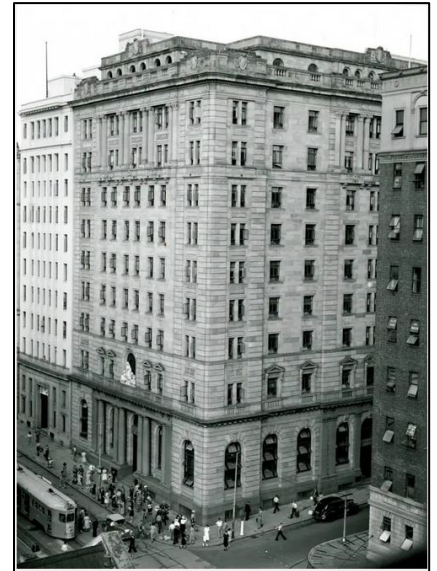
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World War 2 Receiving Station.

In July 1942 General MacArthur moved his General Headquarters for the South West Pacific Area (GHQ SWPA) to the AMP building in Queen Street, Brisbane. Initially he set up his headquarters in Melbourne, but in July he and his staff relocated to Brisbane. MacArthur kept in contact with the United States and Washington DC via HF radio (from 5mhz to 21mhz), with a transmitting station at 180 Youngs Road, Hemmant and a receiving station 9km to the southeast, near Capalaba, both sites on the south side of the river and not far from the city of Brisbane.

The US Army Signals Corps built the transmitting station on many acres of land in Hemmant in 1943. The transmitter building was a tee shaped building. There were some 100 feet high directional [rhombic aerials](#) (and [HERE](#)) erected by the Americans at the Hemmant site which are now long gone, but the old transmitter building and diesel generator (250 kVA Buckeye) building still remain to this day.





The US Army Signal Corps operated a powerful twin channel single sideband (SSB) transmitter linked to San Francisco as part of the Army Command and Administrative Network ACAN as well as a number of other transmitters to SWPA bases and other theatres. (Click [HERE](#) for an understanding of SSB) Channel A of the main transmitter carried encrypted telephone conversations from the AMP building while channel B was used for sending automatically encrypted teletypewriter generated messages from Base Section Three Headquarters in [Somerville House Girl's School](#) at South Brisbane.

From June to September in 1942, the US Army Signal Corps also established the Birkdale (then called Capalaba) receiving station to the west of Old Cleveland East Road, south of Uhlman Road, on land owned by the Cotton family, (originally known as Willard's farm). This area was selected as it was vacant and the land was damp and soggy which made it a sensitive area for radio reception. A Wilcox receiver was used and teletype equipment was also installed at the site. Messages were relayed by private telephone lines to Somerville House. The rectangular brick receiving building and the generator house still exist.



A number of rhombic antennas were established around the building and these could be switched when trying to DF Japanese signals.

The Cottons were told that the US Army would return the land to them when the war was over, but that never happened. A letter was sent to Australian officials asking whether bricks were made in Australia. The walls were 18 inches thick and reinforced to take a bomb blast. The door was set back for further protection. No sensitive equipment was placed near the doors and windows. All cables were under the floor.



Outside, beside the receiving station, a small camp was set up of tents for the radio specialists and guards who guarded the facility. They all worked in shifts. Also a cookhouse was built. The Station was vital for communications in the Pacific as it was able to transmit as well as receive.

At times, General MacArthur decided to sleep at the receiving station. He had to maintain communications with the US fleet at all times and couldn't risk the landline between the receivers and his headquarters in Brisbane being damaged. MacArthur was able to communicate with the United States via encrypted teletype messages within minutes, a vast improvement on the time-consuming relayed Morse code that the radio network replaced.

Today, one of south-east Queensland's most significant and intact examples of World War II infrastructure has been entered into the Queensland Heritage Register. Most people driving on Old Cleveland Road East at Birkdale will travel by the receiving station's unobtrusive driveway without realising they are passing one of the South Pacific's most important World War II communications centres.

Specific elements of the receiving station complex that were entered into the heritage register include:

- The receiving station building, a single-storey, low-set brick building with gabled roof, including operations and equipment rooms and domestic quarters with bedroom, office, kitchen, bathroom and toilet.
- The centre's remaining antenna array.
- A single-storey concrete generator outbuilding.



The building was used by the Postmaster-General's Department (PMG) after the war, the Commonwealth acquiring the land in 1948. The complex's surroundings are much the same today and that, and the fact that it remained in use until 2017 as a Commonwealth radio testing site, have helped it remain intact and in exceptional condition. The Commonwealth Government sold the site to the Redland City Council in 2019.



Initially the Federal Government wanted to sell the land for housing, but the community hoped to preserve it for a future university. Redland City Council begged the Federal Government to enter “urgent negotiations” with them to prevent the land being used to build a housing estate as the Queensland Government and Council had earmarked the site for “community or education” purposes. Then, after being accused of not listening to locals, the Federal Government made a U-turn and agreed to sell the land to Council.

It was via this, now heritage listed, important US Army station that Australia learned that the war with Japan had ended, marking the end of World War 2. Redland Council has prepared a heritage management plan for the site which is one of the last remaining WWII radio links between the US and Australia. During WW2, there were other military radio installations in the Brisbane area, including at Rocklea, the Redland Bay Golf Course, and at Hemmant, however, the Rocklea and Redland Bay infrastructures are long gone and the building at Hemmant, which resembled the Birkdale building, was converted into a private house (below) in the 1980s."



Redlands Council plans to transform this important 62-hectare parcel of land, which is rich in environmental, historical and cultural heritage, into a giant community hub and is seeking community input for its future use. Council opened the site to the Community over the Friday, Saturday 17th and 18th April, for people to come, look over the site, enjoy themselves and to make suggestions for its use. Hundreds of people, some young, some old, some families with small kids, came and enjoyed the day. Unfortunately, the weather on Saturday wasn't the best, but that didn't seem to matter. People were grateful for the opportunity to see and explore the land that until now had never been open to the public.

Council had a trackless train which transported people around the site, a number of 4 wheel drive buggies were on hand to move those with many birthdays under their belts and many people gave up their weekend to volunteer and help Council with the event.

Also on the land is a farm homestead and its buildings dating back to the 1800s, which is now also heritage listed.

Council has an interesting web-site which contains a virtual tour of the parcel of land, you can access that [HERE](#).



The lovely Mayella Dewis, one of the many volunteers who gave up their time to transport people around the site. Mayella told us she has a brother who is in the RAAF and who is posted to Willytown.




Carolyn Davis enjoyed the comfort of one of the many buggies.



The old US Army receiving station.



The interior of the receiving station. Unfortunately all the original equipment has long since gone but there are a number of signs in the building showing what was once what. Click each sign to be able to read it..

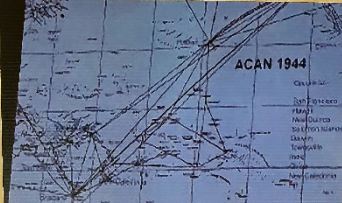
WWII Radio Receiving Station

Very little radio equipment is currently available in the Capital City Receiving Station which was used for the reception and distribution of radio signals from the United States and other countries during the war. The photograph shows the interior of the station with rows of equipment and a large antenna structure visible in the background.

It has been established that the GWS (General Wireless Station) at Canberra was used for the reception and distribution of radio signals from the United States and other countries during the war. The photograph shows the interior of the station with rows of equipment and a large antenna structure visible in the background.

Generally only one transmitter is used at any one time. The antenna is also used for the reception of signals from the United States and other countries during the war.

Visit your nearest RAAF Radschool Association office for more information.




WWII Radio Receiving Station

The US Army built the receiving station on the site of the old Canberra Receiving Station. This station was used for the reception and distribution of radio signals from the United States and other countries during the war. The photograph shows the interior of the station with rows of equipment and a large antenna structure visible in the background.

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WWII Radio Receiving Station

The photograph shows a man in a military uniform speaking at a podium with microphones. This was likely a representative of the RAAF Radschool Association during a public event or press conference.

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AIRWAVES

Our radio station protects Queensland

The streets and people of Brisbane had changed—all energy was directed towards the war effort. The atmosphere was one of subdued concern as people went about their daily lives.

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Passenger: How often do planes crash?
Hostie: Just once!



Some of the amusements and info stations provided by Redlands City Council. The old Willards farm-house can be seen in the background.



The [Redlands Museum](#) had a display with a marquee selling the most delicious Devonshire tea scones. We had to try a couple - in the interests of science of course and they got our thumbs up. They also had the cut-out statue in which kids can pose and have their photo taken. The delightful lady from the museum conned a big kid to pose too.



A couple of hundred metres or so from the receivers is where some of the rhombic antennas used to be erected, long gone now of course, but blocks of cement can still be found which were footings for the antenna masts. Council provided the little train for those wishing to see the site. Rumour has it that this was the site where the Ozzies taught the Yanks how to play cricket.



One antenna array still remains, the masts can be seen from the Receiver Station and these have also been heritage registered. The shed housed the generator which provided power to the receivers.

My kids say they want a cat for Christmas.
Normally I do a turkey but hey, if it'll make them happy!



Council also has plans to renovate the old Willards farm house and surrounding buildings. The farm, which was established in 1986, was the first in the Redlands area and is now heritage listed. The property is currently in a sad state and is fenced off but once restored could be made available for weddings and other celebrations and anniversaries. You can see further info [HERE](#)



The old dairy, part of the Willard farm. This building was in operation until the 1920s. The milking shed and smaller accompanying sheds were constructed using materials and techniques consistent with the Willard brothers' bush carpentry skills. Both of those early out-buildings were constructed from a timber slab, with adzed (ancient cutting tool) top and bottom plates. Tie beams and structural posts combined substantial square-adzed and rough-hewn timbers, and the

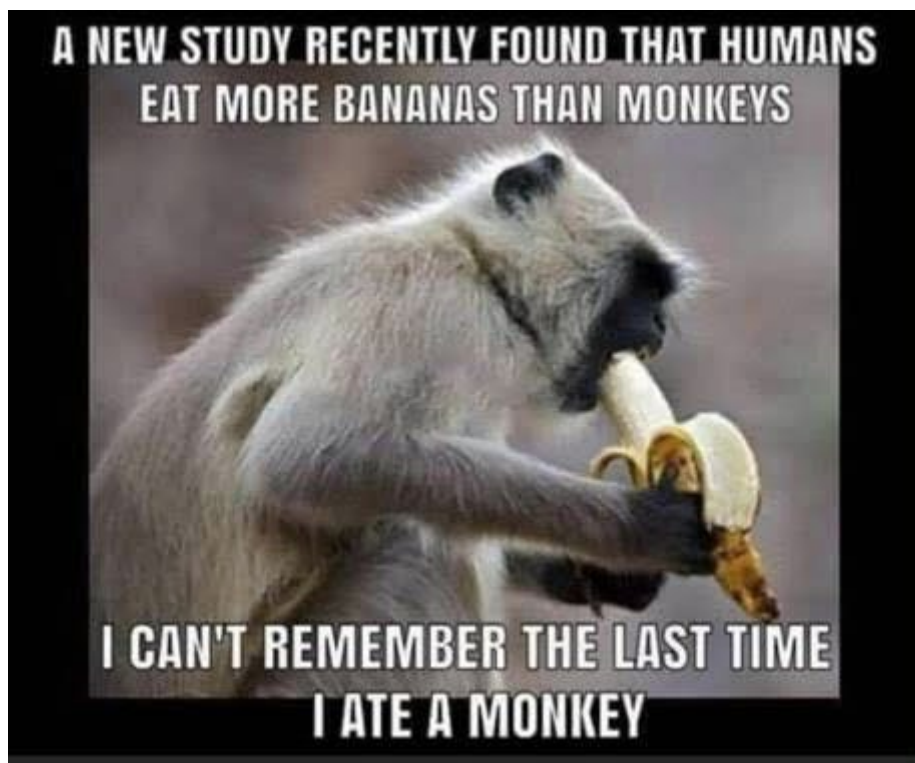


longevity of these structures reflects their solid construction. Looking at the dairy shed, the workmanship of the structure is still evident today.

There is more information [HERE](#)



Also on display - on the left, a Chrysler 66, from 1930 and on the right a 1929 Whippet.





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THE RAM

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



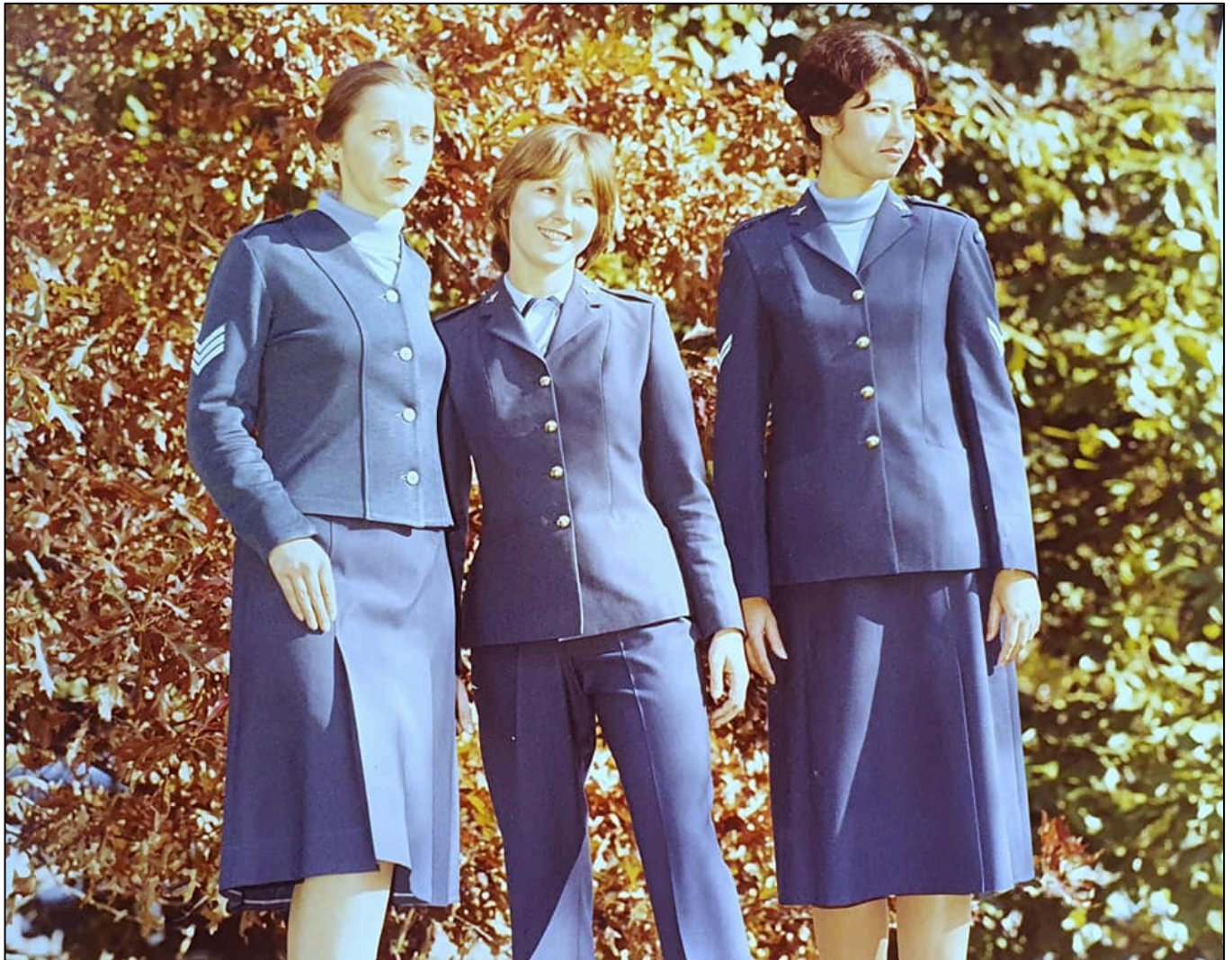
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WRAAF News



Uniforms from the past.





Heads up on women's caps

IN RESPONSE to feedback from an AFHQ on-line survey regarding issues with the female uniform, CAF AIRMSHL Mark Binskin has ordered a change in dress policy regarding women's headwear.

Of the more than 1000 participants in the survey, 88 per cent made it clear that female RAAF members would prefer to wear the female service dress (SD) cap with the SD uniform rather than the current cap worn by both sexes.

As a result, from July 1, 2011, the female cap SD will be designated the basic form of headwear for females wearing the SD uniform.

Accordingly, female members will be required to wear this cap with all forms of ceremonial dress. The other SD cap, garrison cap and slouch hat will remain optional items for females on non-ceremonial occasions.

Serving female personnel not in possession of the female SD cap will be required to purchase this item by the designated change-over date.



SQLDR Fleur James, the service women's adviser on non-combat uniforms, said she was very happy with the change.

"It was great that so many women participated in the survey, and even greater that their opinions were considered and changes made so promptly," she said. "We're working on a few other initiatives, but this is a good first step."

During the transition period, while there may be an unavoidable mixture of both caps, it is hoped that these will be minimal.

However, this will be accepted as a normal consequence of the change-over process.

Clothing scales for new female entrants have been changed to provide for the compulsory issue of at least one female SD cap during initial knitting.

HATS OFF: LACW Zoe Keam and ACW Laura Meys with the current service-dress cap, left, and the female service-dress cap, right. Either cap may be worn by females on ceremonial occasions until July 1, 2011. Photo: FSGT John Carroll

Click the pic at right to be able to read it.



Lyn Mitchell (nee Kyte).



On the tarmac at East Sale, mid 1960's – with her "Donald Duck" hat.



Lyn, on rookies, with her Pill Box hat - [1965](#)



D



Roll Call – early one morning in 1964. Williamstown.





Swimming togs from the past. Long may they stay there too!!



Denise Flett – getting in practice for Scootaville?



F



Willytown girls, about 1964



Standing L-R: Don't know, Anne Forrest, Judith Liddell. **Seated:** Don't know.



A night in the Willytown boozer?



WRAAF reunion – 1980. Held at Laverton Golf Club.





WRAAF Course 38



Base Sqn Orderly Room, Willytown 1963/64



L-R: Lorraine Gundry, Pamela Thomson



A new Uniform.

Eamon Hamilton



A new uniform has been presented to 103-year-old Air Force veteran Iris Terry, which she will proudly wear on her first Anzac Day march in Sydney. Presented on the 20th April 2021 by current-serving aviators from RAAF Base Glenbrook, the blue service dress uniform consists of pants, a shirt, a cardigan, and a women's cap.

The uniform was tailored by Ventia staff at RAAF Base Glenbrook's clothing store.

Fittingly, Iris served as a tailor in the Women's Auxiliary Australian Air Force (WAAAF) during the World War II. Fay Poulter is her close friend and carer and said Iris would proudly wear the uniform on Anzac Day when she leads a contingent of current-serving and veteran Air Force women. "This year will be the first year she'll march," Ms Poulter said. "Iris never used to march on Anzac Day, because nobody asked her, and she didn't know to apply.

"She used to go and watch it, but she just didn't know that she was allowed to march with everyone as well."

Born Iris Pfitzner in 1917, she grew up in Griffith, NSW, and was already a talented seamstress before she joined the WAAAF in April 1944. In an interview with Legacy Australia last year, Mrs Terry said she made her choice because, "I loved the Air Force and their uniforms were better".



Mrs Terry joined a team of tailors at RAAF Base Richmond who sewed the uniforms for personnel on their way to the war. In December 1945, she discharged from the WAAAF at the rank of leading aircraftwoman. She met Army veteran Emerson Terry and married him a year later. She continued working as a tailor in Sydney, sewing gowns for judges and barristers, and suits for clients who included Prime Minister Paul Keating.

Despite COVID-19 restrictions, Iris has still maintained social connections that led to the request for an Air Force uniform, according to Squadron Leader Del Gaudry. "The request came from June and Ken Young, who are Iris' Legatees with Legacy Australia, They wrote to Air Commodore Ian Scott, a reservist at RAAF Base Glenbrook, whom they knew through Rotary Australia. Air Commodore Scott then approached me asking about whether it was possible to obtain a uniform for Iris, because she really wanted to wear it for the march.



Options were considered to present her with an old uniform before a request was made to Warrant Officer of the Air Force Fee Grasby for Mrs Terry to be issued with a new uniform. It was then approved through Air Force Headquarters, and I took that approval to the clothing store on RAAF Base Glenbrook," Squadron Leader Gaudry said. The Ventia staff at our clothing store were wonderful in tailoring a service dress uniform for Iris to wear. It was a great honour for the Ventia team to tailor a uniform for a veteran who was a tailor herself and they felt very privileged to deliver this uniform for Iris before Anzac Day.

Annie Piert – A switchie at Wagga 1974.





East Sale – 1962



L-R: Cora Richards, Margaret Hill, Pamela Thompson, Daphne Smith.

Pamela Thompson.



L



Janice Brigg.



Janice at Laverton, 1969. Starting a Teleprinter Course.



1 WAAAF Training Depot formed in Melbourne



On the 6th May, 1941, No 1 Women's Auxiliary Australian Air Force (WAAAF) Training Depot was established at Mayfield Avenue, Malvern, Victoria.

First known as the WAAAF Training Depot, the depot was originally staffed by three officers, one nursing sister and 78 aircraftwomen who were responsible for training WAAAFs as teleprinter operators and in aircraft recognition as well as physical and recreational training. With the increase in the numbers of students and courses, the Depot moved to St Catherine's School, Toorak on 24 March 1942.

In January 1943, the Depot was moved again, this time to Preston, where a physical and recreational wing was formed. The Depot also had staff working from 'Larundel' (right), which had been converted to a mental hospital for service personnel. The Depot was often visited by journalists from the local papers





and also war correspondents who took photos of the 116 women in training to boost morale and encourage recruitment.

On 19 October 1945 the Depot was disbanded, and 'Larundel' handed over to a medical training unit. A total of 9,854 women were trained at the Depot in its nearly 3.5 years of operation.





Patsy Hogan.

When the Korean War started in 1950 Patsy Hogan was working at a Melbourne bookbinding company. About 6 months later at the young age of 19 years, at a time when she was sitting at work and reflecting and in her words “everything seemed to be sitting on top of me”, she thought she might join the Air Force. Approximately six weeks later Patsy was on her first day at [Recruit Course](#) at Laverton.

Patsy had left school at 14 years of age and immediately gained a job at Dickies towelling factory. A needle through her finger in the first week shortened her career in the manchester field and Patsy left for greener pastures. Like all young women a job in a dress shop was a positive step until she realised it would be too many years before she would graduate from cleaning floors. She resigned. Mrs Holt from across the road was to be her salvation and knew somebody at Wilkies Printing. For 5 years Patsy learnt how to book bind, staple and all the complex stages of producing the books the Australian public love to read until that day in 1951 when the Korean War had pulled on her patriotic emotions.

Women’s role in society had been changed forever during the second World War. Women had been called to duty to allow men to fight overseas and the government realised the worth of women’s contribution to the work force, so it happened that Lois Pitman and 6 other women who had served in the War were asked to re - establish the women’s service. Two courses were commenced before Recruit Course No 3 was instigated at Laverton, Victoria.

Patsy’s Mum was not willing to sign her papers. In 1951 the legal age of consent was 21 years of age and it was difficult to convince mother’s to allow their children the freedom of choosing their own destiny. A privilege all too often perhaps taken for granted in a modern society. Eventually her father signed the papers and it is perhaps a mother’s reluctance is understandable when we consider this was 1951 and the War had only been 6 years past. Many men and women died. Patsy’s Uncles also served in that War and Australia was now fighting another in Korea.

After the application and interview it was a matter of waiting for the letter to arrive to signal her acceptance into the Women’s Royal Australia Air Force, which did arrive and so Patsy found herself at the Laverton Barracks on her 4 week Recruit Course. It was just a matter of taking a train to the RTO at Spencer Street where a bus transferred them to the Base. After recruit graduation it was on to Patsy’s Drill





Instructor's course. There were 12 WRAAF on the course. Patsy began to have doubts about her choice of mustering. The only choices available in that early year of 1951 were either, Driver, General Hand, Stewardess, Clerk or Drill Instructor. She wasn't keen on the others so Drill Instructor became her default by elimination. A 'perk' of this mustering was you started WRAAF life as a Corporal, even in those days a few cents more and probably a room to yourself. Asked if she liked telling people what to do, Patsy's emphatic 'NO' is testament to her caring disposition which shows to the world she would rather be part of the party than circling the room watching it.

Patsy was posted to Point Cook for a few months before being sent to East Sale to prepare for the first lot of women to enter the base. The new huts were nearly completed and her mission was to help the Officer I/C prepare for these women. She ate at the Officer's Mess and slept at the Medical Section.

Eventually the WRAAF arrived. At the time there were only a few bases staffed by WRAAF. The girls Patsy trained at East Sale were all older than herself and Patsy, being of short stature felt the job was not for her. She says "They didn't want to take notice of a chick like me" and she really didn't like it so she consulted with the 'Madam' and remustered to an Equip Assistant. She was posted to Tottenham, but lost her Corporal stripes and eventually ended up at Pt Cook in L Group. L Group at Point Cook was down that long winding road at Point Cook along-side School of Languages and near the beach and tiger snakes!



She was then sent to Canberra to work in [P Group](#) and really enjoyed that time. Some friends of hers had a unit in Kirribilli in Sydney and though Patsy was only in her first year of the second sign on period of 6 years she realised that the time had come to part ways with the Air Force. Her Officer I/C supported her decision and despite the fact that she had re engaged they were able to find a way to effect a discharge. Patsy joined her friends and went to work for the



Government Printing Office. The good times of service days, such as camps and bivouacs, would now only be memories.

The year now was 1956 and she met Tom Ludwick who was currently serving in the Navy. Things moved rapidly and after a short engagement Tom and Patsy were married on 21st June 1958.

Marrying a man in the Navy for some can sometimes put a large amount of pressure on the relationship. There are long hours, days and weeks of separation if the partner is on sea duty. Tom's postings were from ship to ship and place to place and Patsy suggests maybe because of her own service career she was able to cope with the continuous change in their lives. By 1964 they were on attachment in America with their 3rd child Eric being born. Through those years Tom would be at sea and Patsy on land. He looking after his babies (ships) and Patsy looking after their babies. It didn't worry Patsy as she says "she just took everything in her stride".

They adored America. A green Pontiac station wagon carried the family around America. Arizona, Nevada, Wyoming, Utah, Illinois, New York, Michigan and much much more. Returning to Australia in 1965 the Ludwick family bought a house in Chelsea and finally a few roots of stability started to grow for them all. Tom 'paid off' in 1971 and found a job in electronics at Stansons (medical equipment company). Patsy started work at a child minding centre and as they often say in certain advertisements 'she liked it so much she bought it', finally selling it in 1986 to take their newly acquired bus around Australia. At the age of 58 she returned to work at the Post Office getting up early to sort mail.





By this time Patsy's life was full and busy. She was a dedicated WRAAF Branch committee member, belonged to the Chelsea Historical Society (Women of Chelsea), committed St Joseph parishoner, Volunteer at the Nursing Home where she also produced and directed stage productions, Bike Riding (rode the Great Victorian Bike Ride in 1985), Member of St Vincent de Paul's home counselling service, as well as being a wife, mother and grandmother. Tom retired in 1997 and Patsy in 1999.

These days after several major operations (new hip included) Patsy still gives time at church and the Nursing home and accompanies Tom to Legacy functions. Tom is President of the Mornington Legacy and travels around the state at times. Her son lives in Queensland and while they don't take their much loved Harley Bike and sidecar on the long trip they once did, they visit when they can. They do still have a ride on the bike on a weekend. Two big kids having fun.

Patsy's has always been there for her family. Through the Navy years she had to fill the shoes of two people while Tom was away, but not only that she took on her volunteer work and helped the people of her community. She gave heaps and left just a little for herself but is contented in her own conviction that that is what women do. With so many years and so much behind Patsy says strongly and passionately that the one thing she must impress is that she has "never regretted one day of her life"

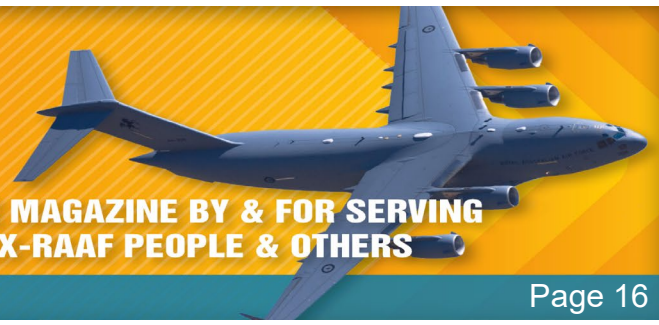
2021Update:

Patsy is soon to turn 90 and although her eyesight has been diminished by health problems, her amazing strength of character still gives her the ability to communicate with the community she has always served. Tom still is involved with the RSL but their loved bike is resting! Along with her husband of so many years they are truly role models for the youth of today.





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John Laming.

Aeroplanes and other stuff.

Sydney Gordon Gooding story.

John recounts Syd Gooding's story as it was told to him on how, when and why Syd became interested in flying and his amazing life thereafter.



Syd Gooding, John Laming.

"The first aeroplane I ever saw was when I was a kid of four in 1920 and my Dad was a blacksmith and worked at a place at Mount Pleasant in the Adelaide hills. We lived out of town a short way



and I was the youngest in the family but I always seemed to be able to occupy myself. One of the things of interest was that the local squatter had a car and it used to come past our place every day or two. Well, I don't know what it was, but as a car it had a fabric hood with straps holding the hood to the windscreen and they were attached on to the front of the mudguard. I can remember big brass lights, probably acetylene lights and also the big brass radiator. I was always alerted to its approach by the sound of the motor.

On this particular day I was messing around as kids will do and heard the sound of the motor. I looked up the road but couldn't see the car, looked again then all of a sudden over the back of the hill was an aeroplane. Evidently the pilot was having a beat-up. Well, years later I recognised it in a magazine and it was a Bristol monoplane fighter which came into production late in the 1914 war, and oddly enough about ten years later when I visited Parafield, Adelaide aerodrome I spotted this thing and they had refitted the engine and replaced the old rotary with a Gypsy Major, and blow me down if it didn't win the Pylon race.



Anyway, back to Mount Pleasant. The Old Man never seemed to be out of a job, but to keep up with his occupation of blacksmithing, we shortly went to a place called Sedan which is in the Mallee country. Mallee is rather a short multi branch eucalypt and when the land is cleared it appears to be a very good farming country for wheat. We didn't stay at Sedan very long. There wasn't any aircraft in the vicinity but from there the Old Man went to Berri, a Soldier Settlement on the Murray up near the Victorian border and I spent about eight years there going to school and again my interest was aroused by the mail planes going from Renmark to Adelaide. They used to go over Berri and I watched them until they were out of sight. There was a Fokker Universal and a DH 50, the same type that Cobham flew to South Africa on the occasion when an Arab took a pot shot and hit his engineer.



And that then was about the end of the aeroplanes, except that one day a Captain Francis in a Gypsy Moth came and landed on our football field. We were let out from school and ran down a half mile to see this wonder. An interesting thing was the old Captain wanted to refuel and he asked the crowd to push the aeroplane across the road to be refuelled at the local garage and then he took off and went down to the Common below the town where there was much more room to conduct his 5 bob joy flights. So away went the kids again and in those days, five shillings was a fortune which I didn't have, but I sat and watched every movement that an aeroplane made on a take-off run.

This brought the association with aeroplanes at Berri to a halt. The Old Man went out of business, so we found ourselves shifting once again. We went to Nuriootpa in the Barossa Valley, only about forty miles from Adelaide. The Barossa Valley is famous for its wines and this little place, Nuriootpa, put me in range of Parafield where I went and saw that little old monoplane which won the pylon race. Now it was at Nuriootpa where I was able to get my first flight. I used to read magazines and there was a competition for a flying model, the prize being one 2 hour's flight over Adelaide. I made the model, took it down to the aero club where they had collected the entrance models and about a month later I got a letter to say I had won the competition. Now this was a



doubtful honour as I was the only kid in Australia*that had made it, and because I was the only kid that had made it they could not give me the outright, but they gave me a consolation flight of twenty minutes.

So when Dad was going to Adelaide he dropped me off at Parafield and I hung round and round and eventually the pilot who was to fly the machine came out. I remember him quite distinctly. He was a huge fellow and his name was Rice Oxley. Anyhow he took off, climbed but all he did to excite me was to stall the plane – and I thought I had lost my stomach on my first experience of stalling an aeroplane.

After that back to Nuriootpa and because we were not far from Adelaide, one day I lumbered a DH 9 and landed on one of the farms there and this day I had another mile walk and by this time I had a few bob in my pocket and I went out and joy rides were again five shillings. The old DH 9 had two seats in front of the pilot and another one behind and again it was a great experience to waft up in the air amongst the birds.



Not long after this, the Old Man became restless again and decided to take the family off to north Queensland. We set off for north Queensland and after trekking for three weeks we had covered 2,100 miles. Our destination was a place called Ayr, which was sixty miles south of Townsville and it was the most extraordinary place regarding leisure activities. There was surfing, boating in the Burdekin delta where there was an ever supply of crabs, fish, prawns etc for the taking. North of Ayre there was the Hawton river offering again those succulent sea foods. There was hunting on the timbered grass land where we shot kangaroos, snakes, crocodiles and pigs. Socially I engaged in skating, field games and dancing and I indulged in the lot.

Fortune smiled on one of the local blokes when he won six thousand pounds in the State lottery. Shortly after he bought himself a Gipsy Moth. I believe it was for three hundred and fifty pounds.



I used to trundle out to the landing field and watch him with great envy as he practised circuits and bumps. Shortly after that he sold the machine and then bought a Puss Moth. At this time I was saving a little bit of money so that I could get back to Adelaide for a holiday at last. I accrued something like thirty quid which I kept in a tobacco tin and I thought this bloke might teach me to fly, but when I approached him he a little reluctantly said Yes, Yes, he'd see. I didn't press the matter but a couple of nights later I went to the picture show and there was the advertisement saying Fly with S.K. Howard of the Queensland Aero Club! God strike me pink, this is what I want I thought and changed my intention of flying with the local bloke.

The morning the aircraft was due I went out early and met the instructor and immediately arranged a test flight. I dipped into my savings of thirty pounds and took a few quid and spoke to Steve Howard and said I would like half an hour flying instruction to see how I go. If I felt I was doing something right, I would continue with flying instructions. So away we went. On taking over the controls I could move the plane gently this way and that. And I was hooked! I went solo at 6.40 hours and on completion of the initial training I did my A. licence test. This was just an authority to take the aeroplane without a pre-flight check.

There was an advanced flying course which took you into emergency landings, cross country short circuits with climbing turns turning off the deck and side slipping etc. I was about half way through this course when the Old Man's restlessness urged him to go somewhere else and we finished up going to Taree on the Manning river which is about one hundred miles north of Newcastle.



When I got there I was that poor I could hardly scratch myself. At Taree there was a militia unit which I joined and on our first camp at near Newcastle the weekend pay we got for the camp gave me a few extra bob, so on my day off I sneaked into the aero club and had the most extraordinary experience of flying a [B.A. Swallow](#) which is the British version of the Klem Swallow of German design. A most extraordinary thing - you couldn't spin it, you couldn't overbank it or stall it. It was fitted with a Pobjoy engine, a little radial of seven cylinders, high revving, weighed seventy-five pounds and produced about seventy-five horse power. Because of the high revs it



was a geared engine to reduce the prop to the appropriate speed, probably one of the first geared prop engines to be ever put into an aircraft. Incidentally the type was on the Comper Swift which Arthur Butler flew from England and broke the record of that time. It was later fitted with a Gypsy Major engine and won many of the King's Cup races which the aero clubs of England used to hold.

The next journey aloft was when the militia camp in the Liverpool area spent a long weekend and I went to the aero club and spotted a Ryan sports trainer, a beaut little aeroplane and the most well-proportioned one I have ever seen- a low wing, wire braced monoplane and it cruised at 135 miles per hour against 75 of the Gypsies. The only thing that was a bug was the engine and in those days it used to pop the push rods. But to fly, it was beautifully manoeuvrable and an absolute delight to look at. That ended my flying for a couple of years. About twelve months after this I realised it was about time for me to flit the nest. Things were getting a bit strained between the Old Man and myself, so I took off this time and went to Sydney and I had the opportunity of learning a trade under subsidised apprentice training scheme. I got a job with an engineering firm and when I settled into the routine, I decided that I would go to the aero club, joined up and I started flying again.



We had an interesting few aeroplanes – a Gypsy Moth which I was familiar with; we had a Tiger Moth, Hornet Moth and a Moth Minor which was a monoplane preceding the Chipmonk which became so famous at a later stage.



With such an opportunity to learn a trade I decided to teach myself to study, so I gave the militia away and the other times I danced, skated, surfed and generally had a good time. I had been in the job about two years and suddenly the war burst upon us. I hadn't thought about that. I was living on the high side. Anyhow I decided to finish the trade and then eventually couldn't resist



having a go for the Air Force. So, I went down to the recruiting centre, passed the Medical and then came to the final question "What is your occupation?!! I was too honest and said, "Trainee apprentice". They dragged out a great stamp, went bang on the paper "Reserved Occupation", and here I was, a soldier in peace time and reserved occupation. Of course, I was embarrassed. Anyhow I went back to the job. About this time I got promoted to Charge Hand and two quid rise, so I said - Wow, I can get some more flying, so as from then on I averaged about nearly an hour a week, my totals were creeping up. Anyhow, also about that time or perhaps a bit later, a great friend who learnt to fly the same time as I did turned up in Air Force uniform and this was really rubbing salt in the wounds. But the Boss eventually found out I could fly and he was very interested in aeroplanes as I found out, and when he assured himself that I really could fly and wasn't kidding he took me down the back of the shop and showed me a helicopter he had made way back many years before. It was powered with a little compressed air motor. Anyway, he used to come down and offer ideas about engines and ask me questions about aeroplanes and quite a friendship sprang up which wasn't quite the norm for a Fitting and Turning shop in those days. But I was a country lad and didn't care less what city boys thought and I could talk to the boss and I liked him very much.

However, this association proved particularly good because when I had finished my time the Boss came down and dear old Boss said, "Don't come in work clothes on Monday. Wear walking out clothes. I'll take you down and sign your release", which he did and six weeks later I was in the Air Force.

You couldn't believe my relief. We went over to Bradfield Park, one of the suburbs where they had one of the reception centres and also initial training schools and here we were Air Force bods, in blue berets, blue overalls, marching round in queues from hut to hut learning all ground subjects to make us good airmen. Most wanted to be pilots. I felt rather smug because I had sixty hours solo and thirty hours dual. I thought that it would ensure that I could get in as a pilot. But I didn't count my chickens. I hoped and hoped and hoped and finally went up before the Selection Board. Now the old Head of the Selection Board said "Why do you want to be a pilot?" Then I said "I have got sixty hours flying solo and about thirty dual". But he said, "When you get out to our training units, don't think you know everything." And I still didn't believe it until I saw my name on the list for pilot training.



Of we went out to Narrandera on the Murrumbidgee river, about 200 miles west of Sydney in the flat, open country and when my instructor came up and said "You are flying with me: I believe you have some flying experience" and I could see what he was getting at, I said "Sir, that is civil flying; I want Air Force flying". "Thank Christ for that" he said, "Most blokes put in about five hours and they think they know everything." Anyhow I completed the old Tiger Moth elementary flying course and was posted to Point Cook. So down we went to Point Cook, which is the original Australian Flying Corps' Base, and were flying Oxford aircraft, the same as the British Oxford. By the time we had completed our course, which would have entailed two or three hours a day at the most, we realised that we had better get used to long periods of flight, so we clobbered up with a mate and we were detailed to fly four hours in the morning, sharing that time between us, then four hours in the afternoon and I remember getting home and thinking these aeroplanes must cost more than three quid an hour, so I put four times the amount as their cost to run. I

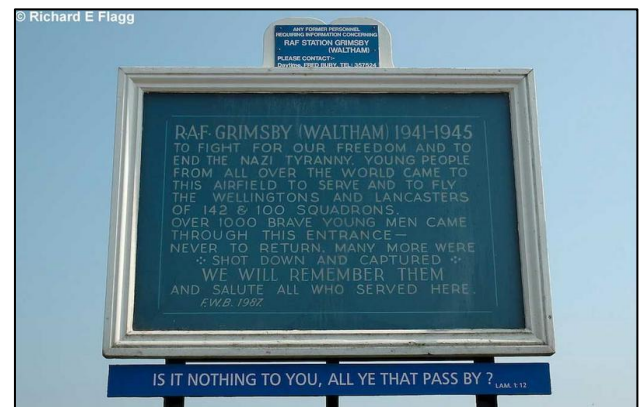


thought that $3 \times 4 = 12$. I lay down and was that damn tired I went to sleep and next thing I had missed my tea. I finished the sum when I woke up, eight hours at twelve, that is ninety-six quids' flying I have done in one day. I thought that was really good and I couldn't care less about tea. When I completed the course, parades, Sergeant's stripes, a spot of leave and up came postings. I was posted overseas and of course that meant England and our Group had the good fortune to be posted onto a little passenger freighter which carried 63 of us on board. Well, talk about a Cook's Tour. We had cabin boys, stewards and Crossing the Line ceremony and swimming pools erected for us on the sports deck.

The first port of call was Wellington, New Zealand where we had a fortnight. We up anchored and next port of call was New Plymouth on the west coast of New Zealand where frozen mutton was loaded for the United Kingdom, then down to Christchurch on the east coast to take on coal for the Pacific crossing. We were three weeks crossing the Pacific, pulled in at Panama late afternoon, through the next day, then we were held up in Colon awaiting a small convoy. Leaving there we steamed through the Caribbean which was known as 'Submarine Alley' and the ship's crew used to remind us that there had been seven-hundred ships sunk in the area up to that stage of the war. So we were a bit itchy. Anyhow we finished up in New York, had about $3\frac{1}{2}$ days on shore, then we put to sea in a convoy of 120 ships.

Now the speed of the convoy is the fastest speed of the slowest ship, which in our case was eight knots. We went north into higher latitudes to get away from the subs. The faster ships were having a hard time because their rudders weren't effective at 8 knots. The Commander split the convoy into two and luckily our ship was fast enough to join the leading group. We sailed on and finished up in Cardiff. There some of the Cardiff boys were a bit rough and enjoyed belting up the service men, so we weren't allowed ashore that night. Next morning we entrained and went to London and then the following day went down to Brighton, our Reception Centre. We were informed there was a bottle neck in training due to weather and we were holed up there for some time. It was during this time that I got into the Ministry of Information Tour and finished up in Grantham and later Grimsby and realised there were such places on earth.

Anyhow finally the bottlenecks cleared and the authorities said "You blokes haven't flown for nearly six months, thirteen weeks on the trip over to England, three months in Brighton, so we shall give you a refresher course. So next thing we were posted to Bibury in the Cotswolds and the good old Aussies, Canadians and Poms were posted out to satellites, which of course were Nissen huts and the weather was atrocious. The heating device was a little tiny coal stove which was only warm enough for those sitting on it. The rest of us slept in flying boots and flying overalls. Anyhow the weather was atrocious, fog, rain and we spent a lot of time digging trenches trying to drain the water off the aerodrome. Anyhow we subsequently completed our refresher course in early spring and were all set to go to our new unit which was Litchfields. It was an all Australian unit set aside for operational training and that is when we met our crew. Up till then we had all been individually trained. The selection of a crew was quite a circus. All categories were put into a big hanger and told to walk around and find out the blokes you thought you would like best. And then of course were the qualifications. There would be people looking furtively, and when you caught their eyes they would dodge away





because they weren't too sure, and I was highly amused at the procedure, but it soon worked out that we eventually all got into crews that we got along with.

The course was split into two, one half staying at Litchfield and the other going out to the Satellite and Nissen huts again. I was in this group. Anyhow when we got there, we started our flying and this was where we pilots came under a certain amount of scrutiny, sometimes severe because up to this stage the other categories had done their training with experienced and highly trained Staff Pilots, and now they had sprog pilots who had not flown Wellingtons before. Our training commenced with circuits and bumps both day and night and we soon reassured them their sprog pilots were not so sprog after all. When circuits and bumps were completed, we started on high altitude navigation exercises, both day and night and high altitude bombing and all the other facets of operation flying and eventually completed the course and awaited to go to conversion on four-engine bombers.

Before I leave RAF Church Broughton, which was a satellite station of RAF Lichfield, I would like to mention that Rolls Royce experimental aircraft were stationed at Church Broughton and one of them was the Glouster Company's test jet aircraft, a small single engine jet which operated off our airfield and to see this little aircraft was utterly amazing. The rate of climb was incredible, far beyond anything conceived.



Another aircraft there was the Whitley fitted with Rolls Royce engines, with a jet up the tail in place of the rear turret. I never saw it fly but the rumour went around that one pilot was stooging along and the rear gunner reported that there was a Whitley coming up fast astern. As it got near enough they saw that it had two props feathered. They couldn't believe their eyes and then wondered what the hell was going on. It overtook them and then zoomed away. They then saw the jet in the tail. What experiments they were doing I don't know but it was a very interesting looking aircraft.

We made for Lincolnshire and this time went to a place of class called Sandtoft only for a week until someone knew where we were going, then we went to Boston Park for another week and



finished up at Blyton. Here we had the old obsolete Halifaxes. They were powered with Merlin engines, silly, peculiar looking things from my point of view. They didn't seem to have the lusty roar which the Lancasters had. They seemed to wheeze down the runway and I always felt that they wouldn't get airborne. One little thing that used to irritate me about the Halifax was the tiny little control wheel which was in the shape of a bow tie and it seemed so inadequate that I disliked it intensely.



Anyhow the brake levers were inside the bowtie like wheel and the locking device on this appalled me. As a Fitter and Turner I thought surely to God they can get something better than this. You simply applied the brake levers to get the required pressure to hold the aircraft, then the locking device looked like two nails forming a U held by a little strap of metal to hold the two nails together and to lock this huge aircraft you slipped it up against the spring, did a half turn and dropped one rusty nail through a little pin hole. Now this was the parking brake to hold a huge aircraft of over 100 feet wing span and I still haven't got over it.

Heavy Conversion Unit was the same type of flying as we had done at O.T.U. only that we were operating four engine aircraft. After a period of time, it was completed and then we were waiting posting to our squadron. I had hoped like hell that I would get posted to a Lancaster Group and sure enough I was posted to NO. 1. Group and to their Lancaster finishing school at Hemswell. This was interesting because we arrived late one evening and next day we did day circuits and next day we did night conversion and following day were up for posting. Conversion simply consisted of familiarisation flights with eight landings on one day then eight landings at night. The day we were called up for posting I had hoped to go to 460. In fact I had made a check if I could make an application. It was an all Australian squadron. I had been assured that as it was an all Australian squadron there was no need to lodge an application because we were an all Australian crew. So when I was called up I said '460?' They said "No. Leave for Ludford Magna", I said "Where the hell is that?" and they said "Next to Ludford Tarva." I had a blank look on my face and didn't have a clue and I said "Where the hell is that?" They said "You'll find out when you get



there". So we were trundled into an old truck with a canvas cover on the back and we couldn't see where we were going, except out the back and we arrived at Ludford Magna.

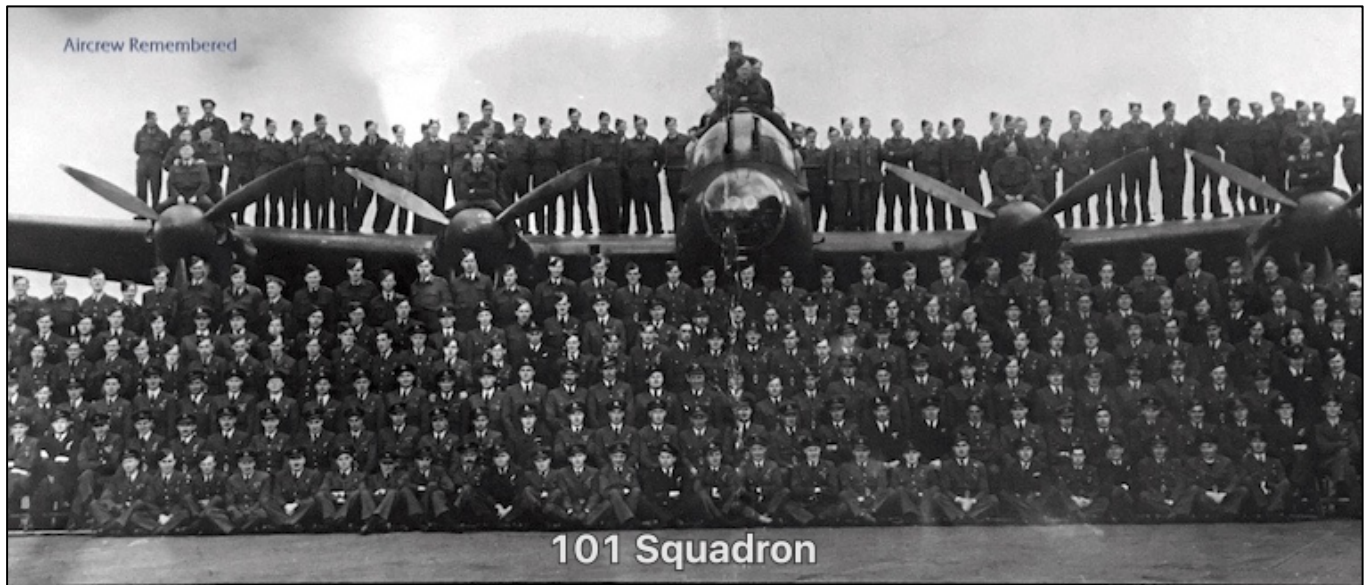


Later we found it was between Market Raisen and Louth. Again it was a Nissen hut unit and the billets were on one side of the road and the hangars and the airfield on the other. The main buildings of the little village were a church, a school and a little general store and a bowser on the curbside. Anyhow we reported to the Adjutant who had rather a far-away look in his eye when we approached him and announced that we were a new crew and he said "We are pretty well off for crews although we lost three last night, so you had better take a week's leave. Now we were astonished as we were itching to get stuck into this Lancaster squadron. So away we went on leave. When we came back, lo and behold at the end of the runway were two Lancs on their bellies, arising from an abortive show on Calais where the crews were ordered to bring their bombs home, rather than stirring the fish up a lot. Two pilots, although experienced didn't follow the Handbook. Instead of following the Handbook and approaching five M.P.H. faster they came in at fifteen M.P.H. faster and they floated like Tiger Moths half way down the runway and then it was too late to go around. So they put the brakes on and they pulled the wheels up and left them sitting there like lame ducks.

So you can imagine our thoughts - three the day we arrived, two when we got back from leave. we wondered what our chances would be. At this stage we had no engineer and on arrival at 101 Squadron there was no picking and choosing this time. We were allotted an engineer whose name was James Killan and he came from Geordie Land and he used to talk about driving buses down banks and we thought – hell, he went over the side, but later we found that the bank was just a steep grade on the road. We were also issued with a special operator. His position in the aircraft was down behind the main wing spars in the bowels of the aircraft where he operated the radio sets searching for Gerry transmissions to their fighter squadrons and when one was



located, he was able to throw a switch and jam out the transmission. It was supposed to be a protection against fighter interception of the main stream.



Now back to our arrival at 101 Squadron. We had to do some further flights so that our standards could be assessed and finally when complete, we were announced operational. Then finally came the wait. The hooter would go letting us know there was an op on. We would trudge up to the Flight - have a look - no we were not on - no next time! And that happened perhaps for a week then finally there was an all-out effort called by Bomber Command and I rushed up and the look on my face when I wasn't on must have got to the heart of the Flight Commander and he said, 'Listen Gooding, there is a spare aircraft on A Flight. It has only got .303's but if you are prepared to fly that you can go tonight'".

Well, were we wrapped. We would have flown on broomsticks to get on Ops because we had been in this Squadron at least a fortnight and hadn't been blooded. Incidentally, about a fortnight later there was a photograph in the paper with a Lancaster dropping its load of cookies about six feet below the bomb doors and a shower of incendiaries around it, and believe it or not it was S.R.BAKER. We weren't flying it on that particular occasion when the photograph was taken, however I was able to get a copy from the paper and I have a good souvenir of the aircraft that I first took on ops.

I am ahead of myself again. I should have mentioned that before you go operational you had to go with an experienced crew on one operation. I feel I was unlucky because the whole trip was only 3 hours 10 minutes. The target was an Army Co-op aerodrome . We bombed at 10,000 feet. All I saw was a speckle of flack on the way in, then the bomb doors opened, there was a ruddy great glow of the markers underneath, bombs gone, bomb doors closed and on the way home I saw a glow in the air which the skipper said was a fighter flare. Three hours ten minutes - I thought 'My God, how experienced I am. I will be able to give the crew every confidence in my experience.'

I will switch off the Gooding story for a moment to give you the complete contrast entailed between new pilots experiences as told by a new pilot, a friend who flew at Kelstron. The Captain was a Canadian and this pilot was allotted to him for an orientation flight. Everything was routine



so they stooged down across the Channel. But not long after they passed the French coast an engine failure took place and the new pilot looked towards the Captain who said "Feather". That duly done he explained that they could fly on three and probably make 16,000 feet for the bombing. However on the run into the target area they got the second engine shot out, whereupon the new pilot's eyebrows were considerably higher than they were in the first instance. With this enquiring look the Captain said, 'We will bomb on two and lose some height, but once we have lost the bombs we will be able to maintain level flight on two. This was executed, but they got down to 12,000 feet and the light flack got stuck into them, shooting out the third engine. I believe the new pilot's eyebrows were much higher than when he had been warned. When he looked at the skipper, the skipper said, 'We'll lose height gradually but we'll make France', which they did and landed in a potato field with wheels up, all surviving that episode. How would you like to be on a trip such as this?

Whilst on operational experience of new pilots I eventually got to the stage where I was allotted a bloke who happened to be a fellow Australian. This particular op was a 1,000 bomber daylight raid on Duisberg. This bloke had seen quite a few aeroplanes around coming in or taking off but as we homed in on the Group's rendezvous there were about 300 planes around us and he dutifully reported Aircraft up 300 two o'clock and he was reporting all the time, but when we came into Reading which was the rendezvous for the whole bomber stream he forgot his position report and said, "Holy hell, look at the buggers".

He just couldn't believe it. Well it was the first 1,000 daylight raid I had been on and it was an absolutely incredible sight. You looked and you saw Lancasters here, Lancasters there like streaks on your windscreen fading away to mere dots, the nearest ones no more than 200 yards away.



Well no one likes to be Tailarse Charlie because this is what Gerry would get stuck into, and no one likes to be up in the front because Gerry gets itchy and shoots at the first coming in, but there were so many up in front and I thought I was Tailarse Charlie. When I looked around there were just as many behind me. Well I was equally stunned along with the new pilot. But I often think that when we went out at night 800 strong there were just as many aeroplanes with you but you couldn't see the damn things. Now on this particular raid we took off at 6 o'clock, bombed at nine, back home again at twelve. We were told to get as much rest as possible as there might be something else on that night and sure enough they put another 1,000 bombers on and took off at 6 p.m., bombing at nine and home by midnight. Unfortunately we missed out as the rear gunner got dyspepsia and at that stage they couldn't split crews. I would like to be honest because the crews reported they could see the fires burning 100 miles out.

I don't know if you can imagine what ground work went on refuelling, re-bombing, servicing engines, radios and anything else that might be U.S., Also to be considered the administration side, co-ordinating dozens of squadrons to their respective target, target times, and then of course a force of 7,000 air crew to be fed, briefed, then jockeyed out to their respective aircraft.



Before I get back to the Gooding crew with one operation to our credit, I will tell you about the weather. The 1944/45 winter was most severe. England was blanketed entirely with snow right down to the Channel and to keep aircraft operating in such conditions we had snow ploughs to clear the main runways and the Perri track, but the track into the dispersal bays had to be cleared by air crew and ground crew together. We had a good ground crew and after clearing the track we would usually have a darn good snow fight, and then we would go down with the ground crew to their Bludge Hut, a little shelter behind the aircraft where we would brew up a cup of tea and we would swap yarns. Snow in itself wasn't a hazard but it made a hell of a lot of extra work. The biggest hazard was fog. You could get off the ground by doing instrument take off, but to get back on the ground in fog was one of the big problems and many of the operations were timed so that we could get back in clear weather.

However to overcome this hazard of fog Ludford was equipped with the system called F.I.D.O. I am not sure of the correct terminology but we used to call it Fog Intense Dispersal Of and that was its purpose. It consisted of loops of one-inch piping stretched regularly down either side of the runway, with little holes drilled in it, through which they pumped petrol and I believe they used to burn 60,000 gallons an hour when operating it. But it virtually cut a hole in the fog, a great big orange tunnel. I have never landed using it, but I have done a couple of take-offs and when you bore down this orange-coloured tunnel and then suddenly go bang into the fog at the end at about fifty feet height, it brought out the best qualities of instrument flying.

We had two or three trips a week and finally completed the Tour with thirty trips to our credit. Now the last trip was a little disappointing and uneventful. We churned into cloud as we crossed the Channel and didn't get out of it until we returned to England. We had to bomb on our H2S radar which scans downwards and presented a map of the town on our visual indicator. Bags of jubilation that night after our debriefing and sipping our cups of cocoa and rum which was provided by the Senior WAF Officer. She met every crew after debriefing and was always there



with a cheery 'Hullo' to crews and a bottle of rum. My wireless operator didn't drink rum so I used to get his ration. By the time we went down to the Ops meal we were really jubilant.

But the next morning I felt unwanted. The hooter went and instinctively I went to get out of bed and found that I had nothing to do. Now everybody else was bustling around and sort of not interested in anything else but their own concerns. If someone had said there is a spare aircraft I would have gone and jumped in. But this feeling was quite unpleasant. So we took our Ops leave almost immediately. I was down in London for a couple of days when I bumped into this mate from Kelston and proudly announced that I had finished a Tour. He had finished about a month previously and I said "What the hell are you doing?" He said "Flying Spitfires" and I said "How did you get onto those?" He pointed out that the pilots of fighter groups manned the Fighter Affiliation Units until D. Day was opened, then they were all dragged out for fighter duties in France and that left the F.A. Units a little bit short and they called on interested ex-bomber pilots to come and fly, and he said, "Come up and have a yarn; you might get a job".

So I went back early and in at Scampton, located the Flight Commander of the Spits and pointed out that I had flown light aircraft, the Tiger moth and a few others of the same type and what I lacked in experience I could make up in other things. Anyhow he seemed quite interested and said, "Well, I will let you know". When I got back to Ludford I went up to see if I had been posted and the Adjutant said "Yes; you are on Dakotas". I said "Strike me pink. How about holding it up a couple of days because I think I can get onto Spits". He was a good sport and put my posting on the bottom of his pile and then a couple of days later it was announced that I was posted to the Affiliation Unit at Scampton. Well, oh boy, was I rapped.

Before I leave Ludford I would like to tell you about my operations flying in a Stream, so that you will appreciate a couple of little experiences that I had and in which you might be interested. Before four-engine aircraft were available Wimpeys, Whitleys, Whitney and other twin engine bombers made up the force and with the limited range they had to fly the direct route to the target and back home again. Now the old Gerry was a resourceful foe and he very soon picked up the intended target and he would have time to rally his defences and these poor buggers fought their way into the target through search lights, barrages and anti aircraft and fighters, and then they turned around and they fought their way back home again, and they had a hell of a time. But I was lucky to have four engines making up the force. We had increased range and were able to use a tactic to cause Gerry to disperse his defences. Now the idea was, we would head for a possible target and just out of fighter range we would dog-leg onto another possible target and perhaps even a third or fourth time. we would repeat this and Gerry was never sure of the target until we actually struck.



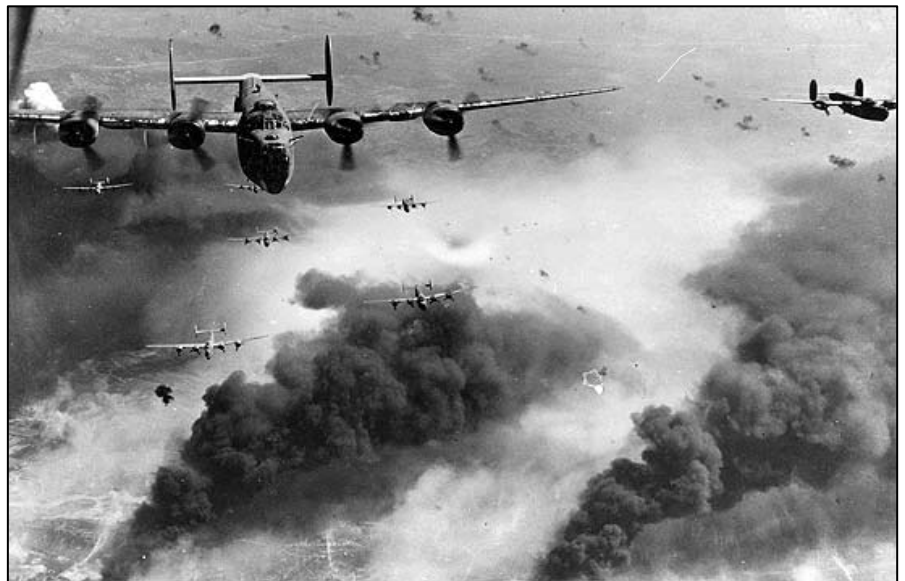
Now this lessened the opposition to our attack, but it introduced another hazard, and that was a collision on the turning point. The Stream was usually up to four miles wide and some blokes might be turning early and some late and some on time, but it turned the aircraft into a crossing situation. On this particular occasion I am not sure whether we had turned or were coming up to turn, but were stooging along with a perfectly clear windscreen when suddenly a blur swept across in front of me and immediately after the blur slipped by I crashed through the four slip streams of the other aircraft. It shook the old aircraft like a jeep going over gutters at sixty miles



per hour. Had we been a second faster or he a second slower we would have been minced up into one almighty heap. This happened to two of our aircraft on a previous sortie. They found the two aircraft tangled together on the turning point, so you can see it was quite a hazard and an interesting experience. The bomb aimer nearest to the incident leaped backwards from his couch and landed almost back into the cockpit. Years later he called to see me on his way to Melbourne and I asked him if he could recall that incident when a bloke swept across our bows. He said "Indeed I do: only the laundry man and I knew my total reaction".

The next interesting experience was on our 25th. trip, stooging into the target on a Cloudless, dark night and we had about twenty minutes flight to the target when the engineer pointed to an aircraft exactly parallel to us, same height and pacing us perfectly, like two cars on a dual highway. Normally aircraft drift forward or backward from each other, but this bloke just stuck there, apart from slowly converging towards us. I said to the nav I think I will go down 200 feet because there is a bloke crowding me on the starboard, so I went down to get out of his way. Well I dropped down the second hundred and I was just fiddling about with 'George' when the engineer slapped me on the shoulder. I looked up and here was this aircraft hurtling down, doing what we call the first stage of Corkscrew Evasion Tactics. Well my only instinct was to go with him and try to match his rate of descent and I did that at what is possibly the last possible moment. I finished up in shadow formation. I was underneath and I feared our props would tangle like gear wheels and I stuck with him and somehow either he slipped in or I skidded out. As we parted we raked him right across from the port inner engine, bomb bays and the two starboard motors. We lost the entire wing tip which is about eight feet because it had no spars in it. But as we departed we found later his starboard outer had sliced about six feet off our leading edge as well.

Well: talk about an exciting experience. I rolled the old bus onto level flight and as she reacted alright we did our little jaunt over the target and got back home. On de-briefing the Top Brass said I was a clever bugger. But it was the old engineer who saved us. If he hadn't spotted that aircraft when he did there would have been two more airplanes tangled up. I think the Old Grim Reaper had messed up his computer somewhere because it was only a matter of a split



second between survival and disaster. The next morning news filtered through about the other aircraft. It came from Henswell and as we had the day off we went out and had a look at the aircraft that nearly swiped us off. The pilot explained that he was evading a fighter attack and he never saw us and thought he had been hit by flack. Of course when he got back home he realised that he had our mark on his under wing and bomb bay. I believe the poor bloke was on his fifteenth, but I don't think he survived the tour. Just one more interesting experience.

We were operating in a huge bank of cloud which extended from over England to the target area and we were briefed to bomb at 18,000 feet. As we approached the French coast on return we



received a message to descend to 1,500 over the Channel as icing conditions had deteriorated to severe and we were to proceed to Base at that height, which meant that if we had gone back at 18,000 as briefed, at that height we could have iced up to such an extent that the aircraft could have been uncontrollable, however we obeyed the instructions and we were still in cloud at 1,500 feet which is the normal height to carry out a circuit in the landing pattern of every aircraft. Anyway I realised that 300 other bods on the raid were in cloud stooging along, all on instruments making up towards Lincolnshire and I must admit I felt a bit twitchy. I consoled myself and thought, well the other 299 pilots would be twitching too. However we all arrived back safe to Base.

After all that, I had better get you over to Scampton, the Fighter Base. I arrived there about mid-day and after lunch found my way up to the Flight and shortly after the Flight Commander said "Just come up and have a look at the aircraft." He stuck me in a Hurricane and said "Get your cockpit drill off pat and I will check you out tomorrow". Anyhow I went through all the old Hatches, Harness, Hydraulics, Trim, Mixture, Pitch, Fuel, Flaps, Instruments and had that pretty well off. Next morning the Flight Commander said "Bring your parachute up and I will check you out." I started on the cockpit drill and he said "Yes, that is OK. but the thing you have to watch is the lock on the undercarriage lever. You can't get it up unless you trip that when you take off". Then he said "You have been starting four engines for the last six months. This is the same, kick her over and go for a flight. Don't do any circuits, just get the feel of the aircraft".



Well, I couldn't believe it. Back home here we would have done a full fighter conversion course and here we were, a fortnight out of Lancasters and here he was saying "Jump in and have a go". The thing I like about the Poms is that if one is a pilot you can fly. For some unknown reason they make an aeroplane to be flown with the right hand and put the undercarriage and flap control on the right hand which necessitates taking your hands off the stick and changing to the left hand and selecting the undercarriage "up". Both the Spits and Hurricanes have this peculiarity. Despite this it wasn't conducive to safety, because just at the critical point of take off you have to change over to the left hand and fumble for the undercarriage lever and this is just what I did. I lined up, opened the throttle and before I knew it I was airborne and I started to fumble for the undercarriage lever and forget about the lock. I porpoised about the sky up to about 1,000 feet before I remembered the lock on the undercarriage lever.



When I located that I climbed up through the clouds, charged them and had one glorious hour. I looped and I barrel rolled. On return I tucked into what I thought was a tight circuit, landed and was absolutely elated. A boyhood dream had come true. On return to the Flight, the Flight Commander had a sneaky look at my circuit and said "You bloody bomber pilots that take up half the country. Tomorrow go and do circuits and bumps in the Hurricane, but tuck in close. Do steep climbing turns off the deck and a steep approach to the landing." So next morning out I go and I had another wizard of a time. Instead of a four mile circuit I was doing it within about half a mile or even a quarter of a mile. It was another dream come true. After a couple of hours in the Hurricane the Flight Commander said "How would you like to have a go at this Spit?" and sure enough, next thing I am taxiing out in the Spitfire and the undercarriage incident caused rather an ungainly take off and I virtually flapped my way down the runway and shot into the air. I couldn't find the undercarriage lever but once again that was soon overcome.



Now with the Spits you don't do circuits and bumps because in the hot weather so-called flaps would drop down behind the radiator, restricting the flow and if you didn't get your temperature down the Spit was prone to boiling on the run into the hangar. If this occurred the drill was to cut your motors and sit there and get towed back to the Flight. I got caught out a couple of times.

After a couple of months we moved to Helmsville. To me it was like being in an aero club with Spits as our personal steeds and not having to pay a penny to fly these glorious machines here, there, and everywhere. From my point of view the Spitfire was the most perfect aircraft to fly. It was light, sensitive and became an extension of oneself. If I thought of a manoeuvre, I would find myself halfway through it. It seemed to respond to thought rather than manipulation with the controls. Many of our pilots were not much better than bus drivers, they could hardly bank the aeroplane. Whenever I got airborne I seldom flew straight and level. I used to take off all over the sky and I sit back sometimes and reminisce about this wonderful aircraft.

Alas, all good things come to an end and when the war finished I said a sad farewell to Spits.



I was posted back to Brighton and re-embarkation. When the due processes were completed three thousand of us were entrained for Liverpool where we boarded a 27,000 ton ship, the Andes, for the journey home. We choofed out into the Atlantic and steamed across to Panama and back across the Pacific to Wellington New Zealand, and then to Sydney town.



The only welcome we got was a splash in the paper next day "Three thousand men packed home to wage war against the Japs". But it so happened that whilst we were on Home Leave the Jap war finished and we were surplus to requirements and I thought that this is the end of my three glorious years in the Air Force. But fortune intervened and that bloke that introduced me to Spits lived in Sydney and invited me to a party. On the way home he ran into a telephone post. He must have been a pretty crook driver. I sustained bad facial injuries that put me in hospital and when my discharge papers came through I was still not fit and good old Air Force said "We will discharge you in the same physical condition as you came in". So I was languishing away in hospital recuperating when lo and behold, up came a notice for applications to go to Japan flying Mustangs. I of course applied – and was accepted.

After being discharged from hospital I was subsequently posted to Williamstown and went through the official flight conversion course and on completion was posted to the S.S. Manoora with only about fifty other people and we had a leisurely trip of three weeks heading for Japan. Our base was a place called Bofu, ex Japanese training airfield and we spent about nine months there and later went to Iwakuni where we spent another nine months. Our job was to patrol Prefectures and see if there was an uprising, and fortunately there was none whatsoever. But in so doing we swept all of the south-west of the main island and became familiar with it. Our activities were to liaise with the Yanks. We would take up thirty-six aircraft like a flock of pigeons, fly to their 'drome and be entertained by them for any occasion they thought worth while. To return the compliments we had many visits from their squadron. They, by the way, had a lot of bombers, but their fighter force was all Mustangs, so we had a great liaison with their fighter pilots.



Now the Mustang is a beautiful aircraft, sturdy, and incidentally the undercarriage lever was on the left and you didn't have to change hands at take-off. Our social life was limited because we were confined to our camp. On official leave, of which there was plenty, we visited many areas which are now the main tourist areas of Japan. It was a bit embarrassing that we used to take leave about every two months, but we put up with such hardships. Anyhow, after the eighteen months there I was posted back to Australia, with no specific job. But while I was on leave I got posted to the City of Sydney squadron, just out of Sydney, to a place called Schofield. I had the doubtful honour of being the Commanding Officer because the two previous officers were killed a fortnight earlier. Here I was C.O. of the squadron and it had Wirraways, Tiger Moths and Mustangs to fly.

When the permanent C.O. was posted in I wasn't particularly happy. I had known him in Japan. He had his own aircraft. He had been there about three years and had about five hours a year flying in it and people who don't fly aeroplanes are not friends of mine. I applied for a posting and finished up at ARDU in Melbourne. I had no specific research qualifications apart from being able to fly a number of different aircraft. My job finished up at a place called Mallala, a dirt strip north of Adelaide and the job there was to carry experimental bombs which were fitted with special fins for high altitude flying work and we weren't really equipped for the job. We had old Lincolns which we dragged up to 32,000 feet dropping these new stores and photographing the effect of the fins on missiles. So I had a great time there.



One day I would fly a Lincoln and next be second pilot. We had a Mustang with a horizontally-mounted camera which would formate with the Lincoln just about to drop and photograph the vertical oscillations of the bomb. Then the third day we would fly the Mustang, and the variations of flying a fighter and a bomber kept you really on the ball. I can remember one perfectly clear day when I had completed the last sortie and pointed for home I could see the entire coast of South Australia with its gulfs and at the top of Spencer Gulf, a town called Port Augusta. I knew that our range was about one hundred miles from there, so I thought I will see how quickly I can get to Port Augusta. I pointed the nose down about twenty degrees at Port Augusta and just let the old Mustang churn along. I was there in a quarter of an hour. Talk about speed, and it was the fastest I think I had ever travelled in a Lincoln



I really enjoyed flying but unfortunately I developed Chokes when flying second dickie in a Lincoln. It is similar to the Bends in a diver. It causes vomiting and I thought it was just a passing phase, but when it occurred the second time I realised that anyone in that condition should make preparations for moving on. I was limited then to 25,000 feet in unpressurised aircraft. As I was surplus to requirement, when posting came it was to our bomber base at Amberley. They were forming crews to relieve the NO. 1. Squadron crews which were then supporting the British bombing action against the insurgent bandits in the jungle in Malaya. I was eventually detailed to take my aircraft up and had the pleasure of flying from Amberly, across to Darwin and then across the Timor Seas to Indonesia and into Singapore. I was there for eight months during which time I knocked up sixty eight sorties.

After what we did in Europe it really was just playing around having a lot of fun dropping bombs. There was no opposition whatsoever. On return to Australia, I applied for a Flying Instructor's course and was posted to East Sale, No. 10. Central Flying School. Having completed that I was then posted to Point Cook, our Central Flying School and completed the course which was already operating. Then we went to a place called Uranquinty, an area of absolutely flat country adjacent to the town of Wagga Wagga and proceeded to train pilots from initial flying to advanced flying and finally to Wings standard. Tiger Moths were the initial flying aircraft and then they converted to Wirraways which were very much like the Miles Master which were used for the same purpose in England.

After two courses the chief boffins from the Headquarters wanted a pilot instructor to fly Mustangs, Lincolns, Wirraways and Dakotas and I found myself posted to NO. 10. Maritime Reconnaissance Squadron



Squadron which was based at Townsville. Our job was Maritime reconnaissance along with Search and Rescue. This entailed flying to Darwin, staying there a month patrolling such areas of the sea, particularly when the Japanese pearling fleets were there in big numbers. Maritime reconnaissance required flying at eight hundred feet, the best height for observing dinghies or subs or whatever.

As I look back as an instructor I was checking a bloke out on a brand new Lincoln, only sixteen hours on the Log Book and I pranged it. The aircraft was virtually ripped apart, the nose wrenched off, the engines scatted like dice, half a wing broken off, the tail also broken off The four of us got out with only minor injuries. The Court of inquiry found that the accident was due to pilot error, an acceptable excuse.

After the accident I continued flying there for about six months but as I was approaching the age of retirement, I started to think about transferring to Engineering and applied for a review of my qualifications for such. I found that engineers weren't! engineers, they were administrators and I was not enthusiastic and subsequently wasn't accepted. So, I was hanging around the place and my last posting was to a little place called Rathmines, on the big lake Macquarie west of Newcastle. It used to be a Catalina flying base and at this time being used for N.C.O. and Officer training courses. I was down there as one of the staff and one of the duties was to fly a small



Auster airplane and I was communication pilot and used to stooge around and at times just took a test flight around this beautiful lake. I continued there until I reached the age of retirement and my Air Force career comes to an end.

I had three months long service leave, built a caravan and decided to stooge around the State for three months until I really found out what I wanted to do. However, I called on my Sister-in-law and her husband who knew that I had a Fitting and Turning background and they said, Have you ever thought of teaching? I thought My God: I haven't. He told me that the Secondary Schools wanted tradesmen to teach craft and the more I thought about it, the better it seemed, holidays at the same time as the kids and plenty of them, work from 0900 to 1600. When I applied and said I would like a central country school the old Head of the Department said, Sign here: the average teacher wants to go to the city. After a time, I was asked if I would accept a position at [Numurkah](#) (near Shepperton) High School. I said - Yes. So we skipped down there, slept in the caravan until we got a school house and I spent twenty years teaching kids Fitting and Turning, sheet metal work, mechanical drawing etc, and after twenty-one years I took the second retirement and by that time we had become well established in the small country town of about 2,500 people.



It is a pleasant little spot-with a creek rumming through the place and this is our water supply. It has a fifty-four acre lake for water recreation, fishing, boating, tennis, football, cricket, hockey, squash, swimming, basketball and quite a few others I haven't mentioned. So, if you would like to retire to a good spot, hop into your car and come along to Numurkah and have a look at it. At the moment it is stinking hot, forty degrees and I am thinking of going out to the kitchen where we have a cooling device to refresh myself.

I thought I would take you back to the situation I found myself in after the Lincoln prang. Now on this particular flight I didn't zip up the pocket in which I carried my wallet and during the prang of course it slipped out and was lost. Now my concern personally was that I had twenty-five quid in it, which I just carried for emergencies. And despite the fact that I had written off the 125,000 pounds worth of aircraft, I became a bit obsessed about losing a weeks' pay and I fear I was becoming a proper bore, every opportunity bringing conversation around to my twenty-five quid. A cobbler did me a great favour when he said ""For Christ's sake shut up: you wouldn't get a ride like that at Luna Park for one-hundred quid". Such is mateship and I was most grateful to him for pulling me into line.



Finally, in a town of our size one hears of things said about oneself. I have heard it said that if Syd Gooding is asked about aeroplanes he will bash your ears for two hours solid. I will leave it to you to judge.

Syd Gooding DFC died on 19th January, 2007 at Nurmurka hospital, Victoria. He was 91.





Where are they now?

Chris Freeman AM

I was on number 9 Radmech/tech in 1967. I worked on Tacan and ATC and a few other things at Laverton and Amberley. I was commissioned in supply branch but left in 1972. I lost all my service records/photos in the 1974 Brisbane flood.



I wondered if anyone would have anything from my course?

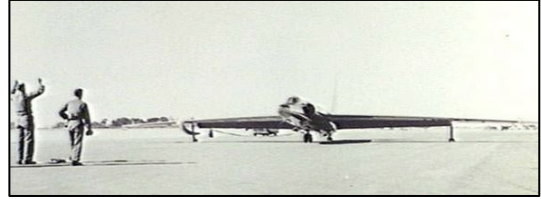
If you can help, let us know and we'll pass on the info to Chris. - tb



East Sale's U2

Kev Carroll, ASM, got in touch, he says: A relly of mine is seeking any info/pics on the U2 deployment at East sale, mid sixties. I can't help as I left ESale in the late 50's. Would you kindly put the word out.

If anyone can help, let us know and we'll pass on the info to Kev. tb



Damn it's cold outside



35 Sqn, Townsville. 1982.





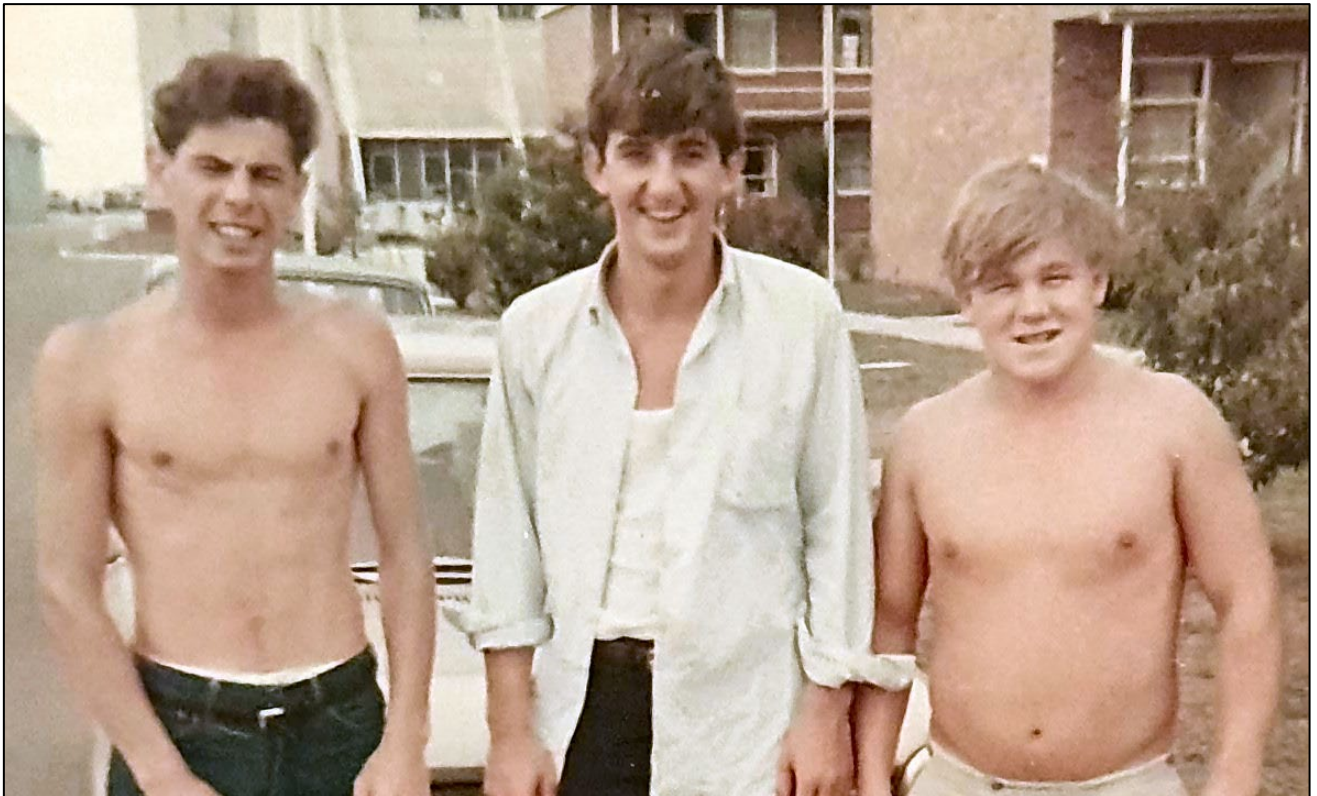
35 Sqn unit photo, taken at Townsville in 1982.

In 1976, after returning from Vietnam, 35 Squadron was relocated north to Townsville, where it operated in support of Army units based in Northern Australia. In early 1977 the squadron's role was expanded when it was equipped with four UH-1 Iroquois helicopters as well as its Caribous, making it the only RAAF squadron to ever be simultaneously equipped with rotary and fixed-wing aircraft. These aircraft were employed in a multitude of roles including support to the local community in the form of flood relief, medevac and search and rescue operations. 35 Squadron's role was further expanded in November 1986 when it was issued with gunship variants of the UH-1, which it received when 9 Squadron converted to flying the Sikorsky UH-60 Black Hawk.

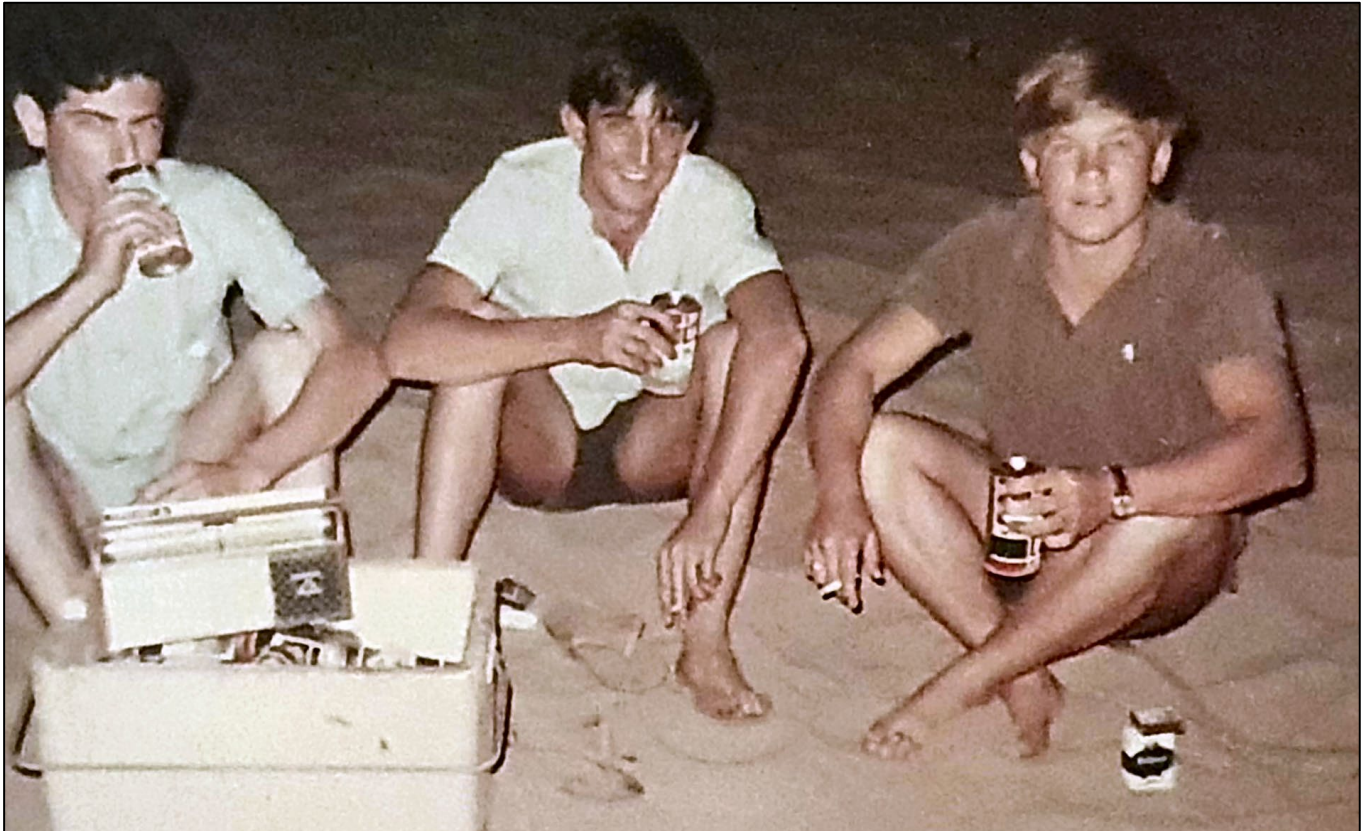
In November 1989, 35 Squadron reverted to a purely fixed-wing role when responsibility for flying the Iroquois helicopters was transferred to the Australian Army. Operating eight Caribous, the squadron continued to provide tactical transport to Army units based in Northern Australia until 2000, when it was reduced to "paper only" status and its aircraft transferred to No. 38 Squadron.

Depot Doggies.

The three blokes below were at 2AD in 1966 – all 3 were Elecos.



Kev Trimmer, John Boyne, Ray Zieba.



After a hard day in the Pentad hangar, it was obvious thing to do was fill the esky with cold Flags, grab the tranny and head for the sand at the Richmond River – with of course the obligatory pack of Rothmans.



Ray Zieba today.



41 Elec Fitters Course. August 1967.

Ray's forgotten a few names, can you help?



Back row L-R: Cecil Willey, don't know, Daryl Kable, Ed Witty, John Van Den Broek, Robert Carey, Steve Vidakovic.

Middle Row L-R: Ron Quiney, Ray Holmes, Scott Stratford, Bob Norris, Brian Summers, Ron Krebs.

Front Row L-R: Greg Brecknell, don't know, Ken Holms, Ray Zieba, Garney Sempf, Mal Logan, ? Badcock.

The Winjeel.

In 1948, the RAAF issued a specification for a new training aircraft to replace both the Tiger Moth and Wirraway. The new trainer was to seat three and was to be of simple but robust construction. Economy of operation and ease of maintenance were other requirements and, above all, it was to have safe handling characteristics.



The CAC answer to meet this specification was the CA-22, for which the Aboriginal word for "young eagle" was selected, Winjeel.



The first production CA-25 Winjeel trainer, A85-401, flew on 23 February 1955, and on 16 September 1955, the CAC Managing Director, Sir Lawrence Wackett, officially handed over the log-books of this aircraft to Air Marshal Sir John McCauley. During this ceremony, Flight Lieutenant L. Evans of the RAAF's Aircraft Research and Development Unit (ARDU) gave a spirited demonstration of the Winjeel's capabilities. The last Winjeel, A85-462, was delivered to the RAAF early in 1958.

The trainers operated with No 1 Basic Flying Training School (later renamed No 1 Flying Training School) at Uranquinty until the unit was transferred to Point Cook in December 1958. The Winjeel was eventually replaced at No 1 Flying Training School in 1975 by the CT-4 Airtrainer. The aircraft also served in the forward air control training role with No 4 Flight, later as part of No 76 Squadron, until these aircraft were replaced by the PC-9/A in 1994.



9 Sqn Vung Tau. 1969

Sumpies all!



L-R: Fred Mascord, KenCantle, Merv Wright.



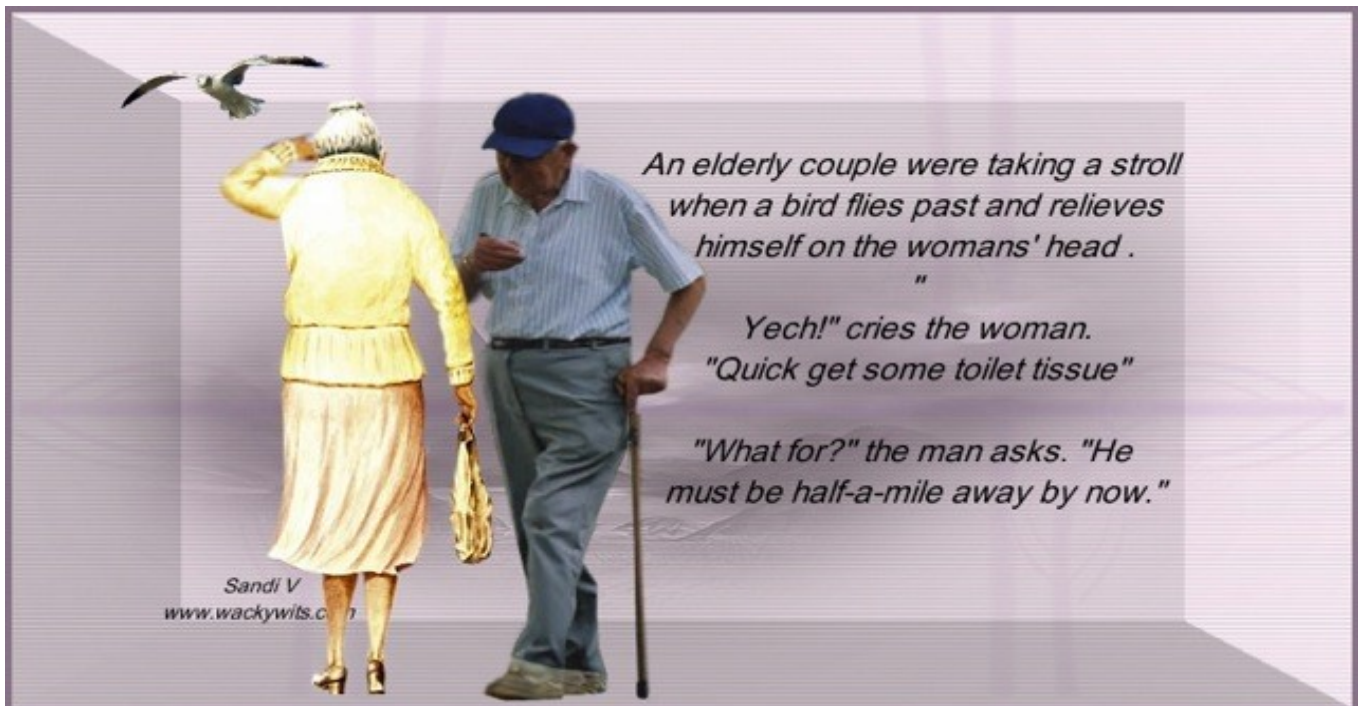
Sign reminding everyone to take their malaria pills. Vun Tau.

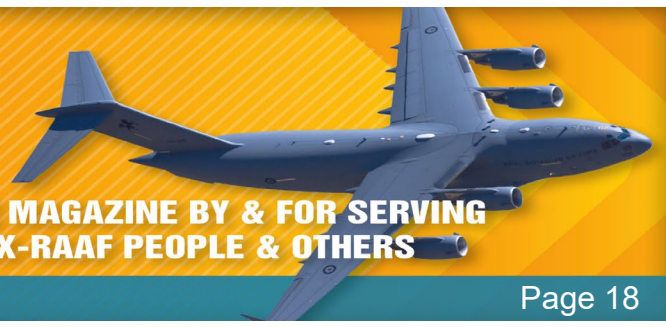


AUSTRALIAN WAR MEMORIAL

P05104.007

Fred Heuke – pilot with 35 sqn. Fred served in Vung Tau from Oct 1968 to Oct 1969.





DVA Issues

Official Commemoration in Australia's War Graves.

You could be eligible for an official Commemorative Plaque in one of Australia's War Graves.



Australian servicemen and women who have died in conflict are buried in war graves (as above) which are situated in 83 different countries.

Service men and women who have died sometime after the conflict and whose death can be contributed to the conflict are eligible for an official commemoration in the form of a memorial plaque.



Australia's War Graves are administered by the Office of Australian War Graves (OAWG) which is part of the department of Veterans' Affairs (DVA). Initially a stand-alone agency, in 1980 it became part of the DVA. It has three distinct roles:

1. To maintain war cemeteries and individual war graves within Australia and the region, as agents of the Commonwealth War Graves Commission.
2. To officially commemorate eligible veterans who have died post-war and whose deaths are accepted as being caused by war service; and
3. To provide and maintain national memorials overseas.

The Government is committed to remembering the service of eligible veterans through the provision of official commemoration.



Official commemoration consists of the provision of an official memorial at either the site of interment or by placement of a plaque only in an official OAWG Garden of Remembrance. Not both. The memorial is provided and maintained in perpetuity by the OAWG for veterans of the Australian armed forces who die in war or conflict, or for eligible veterans who die after a war or conflict of causes related to their service in that war or conflict. In this context war or conflict means service in a World War or Operational, Peacekeeping, 'Warlike' or 'Non-Warlike' service after World War II.

Who is eligible?

The following groups of Australian veterans are eligible for official commemoration:

- A member of the Australian Defence Force who died whilst on War Service, Operational Service, Peacekeeping Service or 'Warlike' or 'Non-Warlike' Service
- A veteran whose death has been accepted by the Repatriation Commission or the Military Rehabilitation and Compensation Commission as being due to service in war or conflict
- A veteran in receipt of a Special Rate (T&PI) Pension, an Extreme Disablement Adjustment (EDA), a Temporary Special Rate Pension (TSR or T&TI) or an Intermediate



Rate Pension (INT) at the time of death and where the veteran has seen service in a war or conflict

- A veteran who is a multiple amputee as defined in Section 27.1 of the Veterans' Entitlements Act 1986 (VEA) on maximum pension rate where service in a war or conflict has been proven.
- An ex-prisoner of war; or
- A Victoria Cross recipient.

Upon the death of a veteran, DVA will notify OAWG about their eligibility. Once this information has been provided, OAWG will send the nominated contact information and an application form for official commemoration .

How do I find out about eligibility?

Eligibility is determined by the Department of Veterans' Affairs and not by the OAWG. The section within each DVA office that processes bereavement payments notifies the OAWG of a veteran's eligibility. If a veteran is not automatically eligible, but you believe that the death is attributable to their war service, an application can be made by writing to the Deputy Commissioner, DVA, at GPO Box 9998 Brisbane QLD 4001 or email primary.claims@dva.gov.au, requesting that the death be investigated as war related. Your request should include a death certificate and service record, such as a discharge certificate or statement of service. If the application is successful, the veteran will then become eligible for official commemoration.



What about ex-service personnel who are not eligible?



All veterans who served in the Royal Australian Navy, the Australian Army or the Royal Australian Air Force are entitled to have their Service emblem/badge inscribed on their private memorial. Veterans who served in the Merchant Navy are entitled to inscribe a Merchant Navy badge, however, for copyright reasons, permission to inscribe a badge must first be obtained from the Office of Australian War Graves (OAWG). Section 83 of the Defence Act 1903 (Cth) delegates authority to the Director of War Graves to approve the use of a Service emblem on privately erected memorials for individuals. While this is not an official commemoration, it does allow for all those who have served in the Australian Defence Forces to recognise their service through the incorporation of a relevant service badge/insignia on their private memorial.

A permission letter authorising the use of a service badge/insignia for veterans of the Second World War, Korean War and Vietnam War can be downloaded from the following DVA Nominal Rolls website - <https://nominal-rolls.dva.gov.au/>

Requests for permission for use of the service badge for veterans who served in conflicts other than those listed above should be directed to wargraves@dva.gov.au You should include a document that provides proof of service with your request.



Written requests for permission to use Australian badges or emblems other than those of the Navy, Army and Air Force, for example the badge of a particular Corps such as the Artillery, in any publication (including on a memorial) should be directed to the Department of Defence:

Defence Community Organisation (DCO)
DGPERS-A
R8-9-026
Russell Offices
CANBERRA ACT 2600

Permission to use emblems of foreign services should be sought from the relevant Embassy or High Commission.

Upon receipt of the letter of permission, it should be given to whoever is arranging the private memorial. All costs and arrangements associated with the private plaque/memorials are the responsibility of the next-of-kin or executor.

How is the official memorial obtained?

DVA must be notified when a veteran dies. If the veteran is eligible for a post-war official commemoration, DVA will contact OAWG. DVA will also contact the Office if, after a successful claim, the death of the veteran is accepted as being war related.



The OAWG will send a form to the next of kin asking which type of memorial they would like. The OAWG will then arrange for the memorial to be placed.

What types of memorials are available?

The OAWG provides standard memorials in a:

- Cemetery or lawn cemetery.
- Crematorium.
- Office of Australian War Graves Garden of Remembrance.

In order to ensure that all veterans are commemorated equally and uniformly, all memorials provided by the Office:

- Are uniform in design for each type of memorial and to the area of the particular cemetery where the memorial is to be placed.
- Remain the property of the OAWG.
- May not be altered or amended in any way.

Official Memorial in a cemetery.

In a general cemetery where the grave memorial must be a full monument as determined by the cemetery, OAWG will provide and maintain grave kerbing, infill and a headstone with a bronze plaque as illustrated. These memorials are constructed of concrete with a rendered finish.



The plaque may include an optional religious emblem and personal inscription.

Where a general cemetery will not permit the placement of kerbing, OAWG will provide a headstone and plaque in line with the individual cemetery's regulations. The OAWG may only provide a standard memorial. It should be noted that the grave must be completely bare of all monumental work such as kerbing, plaques, and headstones before the Office can provide an official memorial.

In a lawn cemetery, depending on cemetery regulations, a bronze plaque can usually be provided. The OAWG provides a single plaque only for the eligible veteran.

Bronze plaques for cemetery memorials are inscribed with the Service emblem, initials and surname, Service details, date of death, age of the veteran and an optional personal message and/or religious emblem.



Second Burials.

The grave of a veteran in a civil cemetery may be re-opened for the further burials, for example, widow, family member. Where a full grave cover has been provided, the OAWG will restore the grave to its original condition and the family may then place a plaque for the additional burial on the infill area, in the centre or towards the foot of the grave.



The cemetery is responsible for the restoration of the grave in lawn areas. An additional plaque may be placed if the lawn cemetery authorities permit. The veteran's plaque cannot be moved or changed in any way.

Memorial in a crematorium.

The OAWG will arrange for the placement of the ashes in a wall niche sealed with the official bronze plaque, or in a garden bed. If the ashes have been scattered or are to be retained by the family, an OAWG Garden of Remembrance memorial only is provided. Crematorium plaques do not contain a personal message or religious emblem.



Memorial in a Garden of Remembrance.

A Garden of Remembrance memorial is provided as an alternative commemoration when the OAWG is either unable or not requested to provide official commemoration at the place of burial or cremation. The Garden of Remembrance memorial is a bronze plaque placed on a wall in a garden setting. Garden of Remembrance plaques do not contain a personal message or religious emblem.





Gardens of Remembrance have been established in each State and Territory capital city, Townsville and Launceston. Many are located adjacent to a major war cemetery. For those who live some distance from a Garden of Remembrance, the OAWG will provide a photograph of the commemoration, upon request, free of charge.

A plaque in a Garden of Remembrance is an option, it is not in addition to an official memorial in a cemetery or crematorium, the OAWG will only provide one option. Should a veteran choose to have a wall plaque in a Garden of Remembrance, he/she can still have a bronze plaque on a grave site but it will be at his or her cost.

Tenure

In some States, tenure (lease of an interment site for a fixed period) may apply in cemeteries and crematoriums. It is the responsibility of the family or estate to renew the tenure of these sites when it becomes due. If the tenure is not renewed, and the site is resumed, the official commemoration will be transferred to an OAWG Garden of Remembrance.

Can an official memorial be placed upon a pre-purchased a plot?

Yes, but the plot must be completely bare of any structure including plaque, headstones or edging. If you would like to use a pre-purchased plot, you can send OAWG a photo, so they can check that it is possible to put in place a commemoration.

It is not possible for OAWG to place an official commemoration on an existing family grave.



How long will it take to arrange a memorial?

The length of time to arrange a memorial will depend on the type of memorial requested and the location in which the memorial is to be placed. On average, memorials are completed within the following timeframes, from the date the completed form is received by the OAWG:

Type of Memorial	Time Taken
Full grave cover	six months
Lawn Cemetery/Crematorium	four months
Garden of Remembrance	three months



Full grave covers may take longer due to individual cemetery regulations or the remote location of the cemetery.

Who maintains official memorials?

The OAWG maintains official memorials and have depots located in each State capital city, Townsville, Adelaide River near Darwin and at Launceston, Tasmania. In addition to maintaining post-war commemorations, the OAWG also maintains, on behalf of the Commonwealth War Graves Commission, 72 war cemeteries in Australia as well as three war cemeteries in Papua New Guinea. It also maintains individual war graves in civil cemeteries.

Maintenance of official memorials is undertaken as often as resources permit but at least once a year except for remote areas which are visited as frequently as possible.

Contact details.

The OAWG is available during normal office hours (9.00am to 5.00pm AEST/AEDT) to assist and advise on any matters affecting the commemoration of a veteran. Address all enquiries (from all over Australia) to:

Office of Australian War Graves
GPO Box 9998
Brisbane Qld 4001
wargraves@dva.gov.au

Phone 1800 555 254

KM Smith

If you live in the greater Brisbane area, including Ipswich, at a time of bereavement you need advice from a firm that is local, is one you can trust and is one that has a proven record over nearly 140 years. One such firm is KM Smith.

K.M.SMITH

FUNERAL DIRECTORS since 1883



Thinking straight at the time of the loss of a loved one is very difficult, emotions overcome rational thinking and at those times you need someone to lean on. KM Smith have been helping people get through this terrible time for many many years and their staff are caring, understanding of your grief and sensitive to your many wishes.

They have produced an informative booklet that you should download now and keep handy for when that terrible but inevitable time arrives. You don't have to live in Brisbane or have an association with KM Smith to get the book, it is just very useful and very informative and you would be very well advised to have it.

You can get a copy [HERE](#).

Royal Commission into veteran suicide will go ahead.

On the 19th April, 2021, Prime Minister Scott Morrison announced a Royal Commission into veteran suicide will go ahead.

The PM said "We will take the step of recommending to the Governor-General the establishment of a Royal Commission, following a period of consultation on draft Terms of Reference, with the relevant community and State and territory governments. The Royal Commission will complement the government's existing initiative to establish a permanent National Commission to proactively deal with future issues, including taking on recommendations of a Royal Commission."

A motion calling on the Morrison Government to establish a Royal Commission into the rate of suicide among current and former serving Australian Defence Force personnel passed unopposed through both houses of parliament on 22 March. This follows more than two years of passionate and dedicate campaigning by Julie-Ann Finney, mother of Petty Officer Dave Finney who lost his battle with 'the black dog' in February 2019.



Prime Minister Morrison, whose government very publicly resisted the campaign for two years, said "we have always recognised that the rate of suicide of Australian Defence Force members and veterans is unacceptably high. "In recognising the sacrifices made by our serving and former members and their families on behalf of the nation, we owe it to members, veterans and their families to continue to take action,"

Minister for Veterans' Affairs Darren Chester has been tasked to lead a public consultation process on the draft Terms of Reference and the Prime Minister will write to First Ministers inviting their contributions to the draft Terms of Reference with the view of a joint Commonwealth-State



Royal Commission. Minister Chester said the Royal Commission was another step in efforts to build confidence, trust and hope for current and future veterans and their families that they would be supported. “This will provide an opportunity for us all to reset, further increase our understanding of this issue, and unite the parliament, the exservice community, and the families who have been affected by suicide,” Minister Chester said.

“As a nation we take great pride in the men and women who have served our nation in uniform and, as a government, we have committed to help them with any mental or physical issues that are a result of that service.”

Prime Minister Morrison said the Royal Commission would not defer, delay or limit, in any way, any proposed or announced policy, legislation or regulation currently being implemented. “The government intends that the Royal Commission and the National Commissioner for Defence and Veteran Suicide Prevention will be established together and operate in a complementary way to achieve long-term change. “The Royal Commission



will look at past deaths by suicide – including suspected suicides and lived experience of suicide risks –from a systemic point of view, while the National Commissioner will have a forward-looking role, including overseeing the implementation of the Royal Commission’s recommendations.

“The National Commissioner Bill currently before the parliament will be amended to ensure their work complements the work of the Royal Commission and examines deaths by suicide in the defence and veteran community that occur after the Royal Commission has handed down their final report.” He said that, given the complex issues for consideration, and the importance of hearing from Australian Defence Force members, veterans and their families, the government envisaged three Commissioners will be needed to lead the inquiry, with consultation underway to appoint suitable candidates. The Attorney-General’s Department will provide administrative support to the Royal Commission.

How typical, the Government fights tooth and nail not to have a Royal Commission but when forced to have one it does a 180 and thumps its chest saying what great fellows we are – we’re going to have this commission and find out why ADF personnel are suiciding at an alarming rate. What a bunch of hypocrites. What about fixing the DFRDB fiasco you created and reinstate the TPI compensation to its rightful level too tb.

Service Pensions

A service pension provides a regular income for people with limited means. A service pension can be paid to veterans on the grounds of age or invalidity and to eligible partners, widows and



widowers. It is subject to an income and assets test. These pensions are paid earlier than the age pension paid by Centrelink and is in recognition of the intangible effects of war that may result in premature ageing of the veteran and/or loss of earning power. Invalidity service pension may be granted at any age up to the age pension age.

The service pension is paid fortnightly, based on daily entitlements and is adjusted twice-yearly, in March and September in line with movements in the cost of living and/or average wages.

Who is eligible?

A service pension is payable to eligible veterans, their partners and widows and widowers. For service pension purposes, a veteran is a person who has qualifying service. Eligible veterans include:

- Australian Veterans;
- Commonwealth Veterans;
- Allied Veterans;
- Australian Mariners;
- Allied Mariners; and
- Some Members, Former Members, Declared Members and former Declared Members covered under the [Military Rehabilitation and Compensation Act 2004 \(MRCA\)](#).



Eligibility for Veterans

You are eligible for the service pension if you are a veteran who:

- has qualifying service — generally, that is, has served in operations against the enemy while in danger from hostile forces of the enemy; and
- meets the residency requirements — that is, is a resident of Australia and is present in Australia at the time of lodging the claim for service pension (additionally, Commonwealth Veterans and allied Veterans and Mariners must have been an Australian resident for at least 10 years, although there can be some exemptions).

and you are either:

- of service pension age; or
- permanently incapacitated for work.

A service pension may not be payable because of your income and assets, even if you are eligible.

Eligibility for current partners.



Partner service pension may be paid to partners who are either: legally married to and living with a veteran living in a de facto relationship with a veteran and in both cases above, the veteran is receiving or is eligible to receive the service pension.

Partners are eligible if they are any of the following:

- they are qualifying age
- they have dependent children
- the veteran receives the special rate (Totally and Permanently Incapacitated) disability pension
- the veteran is receiving, or eligible to receive, a Special Rate Disability Pension under the MRCA
- they are 50 years of age or over and the veteran receives an above general rate (AGR) disability pension



For detailed information regarding qualifying age and eligibility for partner service pension, refer to [Partner Service Pension](#).

Eligibility for former partners.

Partner service pension may be paid to former partners who are separated from a veteran. Former partners are eligible if they meet the age or exemption criteria and the veteran is receiving, or is eligible to receive, the service pension.

Partner service pension can only be paid to a separated partner for 12 months from the date of separation unless:

- they have reached social security age pension age before they had been separated for 12 months; or
- special domestic circumstances apply.

Special domestic circumstances are where the veteran has a mental health condition recognised by DVA and there was an unsafe or abusive domestic environment prior to separation.

A former partner is not eligible to receive partner service pension if they enter into a de facto relationship with, or marry another person.

Eligibility for widows and widowers

If the widow, widower or former partner of a veteran was receiving partner service pension immediately before the veteran's death, he or she continues to be eligible for that pension. There are a number of other circumstances in which a widow or widower of a veteran who has rendered qualifying service is eligible for partner service pension. For more information refer to [Partner Service Pension](#).



What is pension age?

The pension age for a male or female veteran who has qualifying service and the qualifying age for a male or female partner is 60 years.

*Note: From 1 July 2017 age pension age (non-veteran) will increase by six months every two years until it reaches 67 on 1 July 2023. This will not affect people born before 1 July 1952.

Service pension and age pension

You cannot receive a service pension from DVA as well as an age pension or any other social security pension or benefit (except Family Tax Benefit).



How do I claim service pension?

If you are planning to claim a service pension, you should telephone DVA and advise of your intention to claim so that your pension may be granted from the earliest date possible. If you telephone DVA, enquiry staff will be able to assist you by:

- Recording your intent to claim;
- Providing information to assist you to create your own personalised MyAccount for managing all of your dealings with DVA, including lodging claims;
- Providing guidance on lodging an online claim; or
- Tailoring a hard copy claim pack to be posted to you for completion; or
- Arranging an appointment at a local Veterans' Information Service or Veterans' Access Network office where an officer can assist you to lodge your claim.

For more information on claiming service pension, please refer to the [How to Claim Service Pension](#).

When will my pension be payable from?

If you are planning to claim a service pension, you should telephone DVA and advise of your intention to claim. If you are eligible for service pension at the time of your phone call, it may be possible to backdate your pension to this date. If your claim is not received within 3 months of this telephone call, the earliest date of grant is the date of lodgement. If you decide to make a claim online and have not previously advised DVA of your intention to claim, your intention to claim date will be the date that you commenced your online application.

Rates of service pension

There are two different rates of service pension:



- a singles rate — payable to single pensioners, widows, widowers and former partners of veterans.
- a couples rate — payable to each member of a couple who are living together.

If only one member of a couple receives a service pension, the couples rate of pension is paid. If a couple separate because of ill-health or during a period of respite care, each member of the couple may be paid at the singles rate, however the couples rate of ordinary income free area and assets value limit applies. If you are a veteran and you also receive a war widow(er)'s pension, the maximum amount of service pension you are entitled to is limited to \$286.80 per fortnight.

Income and assets tests.

The amount of service pension you receive depends on your income and assets. The pension is calculated under two separate tests, the income test and the assets test. The test paying the lower rate of pension is the one that is applied. You can have a certain amount of income and assets, and still receive the maximum rate of pension. These limits are known as the ordinary income free area and the assets value limit.

There are two ordinary income free areas:

- the singles income free area; and
- the couples income free area.

There are four assets value limits:

- singles who own their home;
- singles who do not own their home;
- couples who own their home; and
- couples who do not own their home.



Income or assets above the ordinary income free area or assets value limit reduces the amount of service pension payable. The service pension ceases to be paid when income or assets exceed certain cut-off limits. If you are a member of a couple, you are both treated as if you each receive half your combined income and you each own half your combined assets, regardless of who actually receives the income or owns the assets. Therefore, you are both paid the same rate of pension.

*Note: For pension purposes, superannuation products are not counted as income producing or an asset until the person who owns the superannuation reaches pension age or makes a withdrawal from the investment. For more information about the assessment of superannuation, refer to [Managed Investments](#).

If you are considered to be blind, the service pension is paid free of the income and assets tests and at the maximum rate. For more information refer to [Financial help if you are blind](#).



What is the work bonus?

The [work bonus](#) is an incentive to encourage older pensioners who are able, to continue working. Under the work bonus rules, the first \$300 of work bonus income earned per fortnight is excluded from the income test.



Example: A work bonus eligible pensioner receives wages of \$600 per fortnight. When their income is calculated for the income test, the first \$300 is disregarded, so the assessable wages income is \$300.

Additionally a work bonus bank has been introduced to enable eligible pensioners to accrue any unused amounts of the \$300 fortnightly exemption to a maximum of \$7,800. Any credit in this 'bank' can then be used to offset employment income that would otherwise be assessable in the future. To be eligible you must be over qualifying age/pension age and working as an employee.

Giving away assets or income

You can give away assets up to:

- \$10,000 each financial year; but no more than
- \$30,000 over a rolling five-year period.

These limits apply to singles and couples. If you give away more than either limit, the excess amount will be counted as an asset under the assets test and will be deemed to be earning income under the income test for 5 years from when the assets were given away. If you give away assets above the limits in the 5 years before your service pension is granted, the excess amount will be counted as an asset and will be deemed to be earning income for up to 5 years from when the assets were given away.

These rules apply when:

- you give away money or property; or
- you transfer money or property to, for example, a family member.

However, these rules do not apply to the sale or use of assets to meet ordinary or extraordinary expenses such as ongoing living expenses, unusual medical expenses, a holiday, home improvements or a new car.

If you choose not to receive income (for instance, you choose not to receive a foreign pension to which you are entitled) in order to obtain a pension or a higher rate of pension, then we will still count that income as if you were actually receiving it.

What if I have too much income or too many assets?



- If you have a high level of income or assets that prevents you from receiving the service pension, you may be able to receive service pension through the [Pension Loans Scheme](#).
- If your income is within the limits that would allow you to receive payment of the service pension, but your assets exceed the cut-off limit, you may qualify under the [hardship provisions](#).
- If your income is within the limits that would allow you to receive payment of the service pension, but your assets exceed the cut-off limit, you may be eligible for the [Commonwealth Seniors Health Card](#).

Tax file number.

You need to provide your tax file number to DVA. If you do not have a tax file number and are not eligible for an exemption you will need to apply for a tax file number through the Australian Taxation Office.



Pension Supplement & Allowances

There are a number of allowances payable to eligible pensioners:

- [Pension supplement](#) — payable to all service pensioners, to help with the cost of prescriptions, rates, telephone and internet connections, energy, water and sewerage;
- [Rent assistance](#) — payable to service pensioners who pay private rent for their accommodation, subject to minimum rent limits; and
- [Remote area allowance](#) — payable to service pensioners who live in designated remote areas of Australia.

*Note: DVA does not pay Family Tax Benefit. If you have dependent children you should contact the Family Assistance Office for any enquires about the payment of Family Tax Benefit.

What happens when my claim is decided?

If you are a veteran, DVA will determine your qualifying service and other eligibility. If you and/or your partner are eligible, DVA will work out how much service pension you will be receiving, depending on your income and assets. When a decision has been made you will be notified by letter. This will include the date of grant and amount of service pension you will receive. You will also be notified of your obligations as a service pensioner. Your Pensioner Concession Card will be issued at the same time.

DVA will also tell you if you are eligible for a [Gold Veteran Card](#) for treatment. If you are eligible, the Gold Veteran Card will be posted separately 4–6 weeks later.

What if I am not happy with the decision?



If your claim for a service pension is not approved, or you are not happy with the rate of the service pension, you have the right to ask that we review the decision. You may apply to have the decision reviewed by a Review Officer. If you decide to apply for a review, you must do so within 3 months of receiving the letter notifying you of our decision. Your request for a review must set out in writing your reasons for seeking the review. You may also apply for a review through DVA online services or [MyAccount](#).

If you are dissatisfied with any aspect of the Review Officer's decision, you may apply in writing to the Administrative Appeals Tribunal for a review of that decision. Your application should set out the reasons for your appeal and should be lodged with the Tribunal within 3 months of the date you receive the Review Officer's decision.

Pensioner Concession Card

All service pensioners receive a [Pensioner Concession Card](#). This card entitles pensioners to a range of Australian Government, State and local government benefits and concessions. These concessions vary from State to State and are determined by the authorities providing the concessions. See [HERE](#).



*Note: If a person is participating in the Pension Loans Scheme to obtain a substitute for the pension and is not otherwise entitled to a rate of pension, they are not entitled to the additional benefits associated with receipt of a pension such as a Pensioner Concession Card.

Health care

DVA issues one of three health cards to eligible veterans and war widows and widowers, providing health care at the expense of the Department:

- The [Gold Veteran Card](#) — treatment and health services for all conditions;
- The [Veteran White Card](#) — treatment and health services for specific conditions only; and
- The [Orange Veteran Card](#) — pharmaceutical benefits for eligible Commonwealth and allied veterans and mariners.

Veterans who served with the Australian Defence Forces may be eligible for the Gold Veteran Card when granted the service pension if they:

- receive service pension only and have income and assets within certain treatment benefit limits; or
- receive any amount of service pension plus a disability pension of 50% or more of the general rate ; or
- are permanently blind; or



- have an impairment from one or more service related injuries or diseases that constitutes at least 30 impairment points under MRCA.

Some veterans are eligible for the Gold Veteran Card regardless of any service pension granted. Partners are not eligible for health care at the expense of the Department.

Is my service pension taxable?

Most service pensions are considered income for taxation purposes and are therefore taxable, however, a service pension granted on the grounds of invalidity is not a taxable pension until the person reaches social security age pension age. The partner service pension, received by the partner of an invalidity service pensioner, is also non-taxable until the veteran or the partner reaches age pension age. Partner service pension paid to a former partner is taxable.



If your pension is taxable, you will receive a Payment Summary (previously called a group certificate) from DVA at the end of each financial year. Generally speaking, if the service pension is the only income you receive, you will not have to lodge a tax return.

The following are not taxable:

- pension supplement (except for the basic amount);
- veterans supplement;
- service pension allowances;
- disability pension and allowances; and
- war widow(er)'s pension.

Your obligations

As a service pensioner you have a responsibility to keep us informed of changes that may affect the amount of pension you receive. These responsibilities are described in our letters to you as 'obligations'.

In order to meet your obligations, you need to tell DVA within 14 days (28 days if you live overseas or receive remote area allowance) if:

- your residential situation changes;
- your relationship status changes;
- you receive the maximum rate pension and your income exceeds the ordinary income free area and/or your assets exceed the assets value limit;
- you receive a reduced rate pension and your income and/or assets exceed the limits stated in our most recent letter to you about your service pension;



- you move or travel overseas; or
- there is any other change that would affect the rate of your service pension.

Fulfilling your obligations within the specified time period assists us in maintaining your correct rate of service pension.

Can I apply for an increase in my service pension?

Yes. If you receive a reduced rate of pension, you may apply for an increase in your rate of pension any time there is a change in your circumstances. You can do this by contacting us by phone, in writing, or in person. Please note that the earliest date your pension can be increased from is the date that you notify the Department of the change in your circumstances.

Financial information

We can provide information on how your particular financial circumstances, or future financial decisions, might affect your service pension. To arrange an appointment contact DVA.

Centrelink Financial Information Service

Centrelink runs a dedicated Financial Information Service (FIS) which is also free to DVA pensioners. This service provides confidential independent information about financial investments - for example, what is available, analysis of investment products, taxation implications and general information on financial planning. FIS Officers provide information to people over the telephone, at personal interviews, or through financial seminars. They do not recommend any particular type(s) of investment, prepare financial plans or give financial advice.



For more information you can call Centrelink FIS on 132 300.

Arranging your affairs

It is advisable to keep all your important papers, such as wills, birth certificates, and mortgage papers, in a safe place known to family and friends. A folder containing information to assist you in arranging your affairs, called Planning Ahead — A Guide to Putting Your Affairs in Order, is available from DVA, or ex-service organisations such as the R&SL or Legacy. You can download a copy from [HERE](#)



Freedom of information

Under the Freedom of Information Act 1982 you may seek access to information about yourself. This means that you can look at your personal files held by DVA and ask for copies of documents. You need to apply in writing and there is an application fee of \$30.00, however, the fee does not apply if the documents you need relate to claims for, or increases in, your pension.





DVA Expansion of face-to-face services.

RSL NSW has received advice from the Department of Veterans' Affairs (DVA) that its service delivery to veterans and their families has been expanded. Veterans and their families can now access face-to-face DVA services at 318 Services Australia service centres across Australia. You can find your closest centre by [following this link](#).

Services include:

- printing and lodgement of DVA forms and supporting documents.
- fielding general enquiries.
- connection with DVA subject matter experts and support services such as Open Arms; and,
- support to access online services.

All Services Australia staff will undertake mandatory training to ensure they can provide the support that veterans and their families are looking for.

The expanded service offering will not impact the services and support currently provided through the DVA's Veterans Access Network. Another welcome part of the service expansion is that Services Australia will actively recognise and promote significant national commemorations such as ANZAC Day and Remembrance Day.

It is intended that these changes will enable easier access to DVA services, in particular for those living in rural and regional areas and are an important expansion of the DVA footprint to reach the veteran community. Veterans and their families will be able to walk into any Services Australia shopfront and receive assistance.

Impact of COVID-19

Please bear in mind that depending on your location, the NSW Government's current COVID-19 restrictions may limit the availability of face-to-face services provided by Services Australia and DVA.

RSL DefenceCare

Did you know that our partner charity RSL DefenceCare provides free, specialist assistance with submitting claims to the Department of Veterans' Affairs or appealing rejected claims. RSL DefenceCare claims and advocacy specialists can help veterans to achieve the best possible result with their DVA claim including advocating on their behalf at the Veterans' Review Board.

Click here to find out more or call 02 8088 0388.

Comment:

Tony Horsington

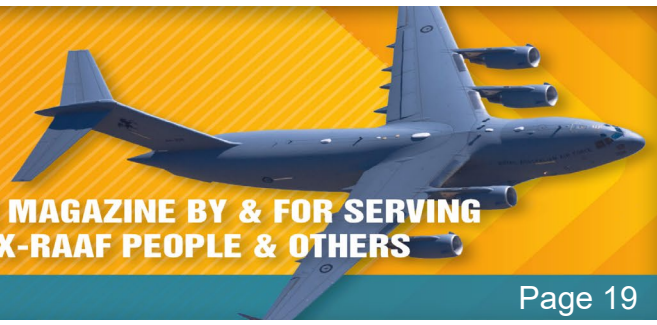


It is my opinion, and that of many Veterans, that this scenario - as published here by the RSL - is a scam and a con by the Government and their conduit the DVA. I can see Liz Cosson AM CSC getting a big fat bonus for delivering this for the Government. I have attached my recent comment on this, and that of our highly respected researcher Peter Thornton for your interest. Regards.

The TPI Federation has been prosecuting this Centrelink normalisation bullshit for some considerable time now and is convinced that this is just a further dilution and normalisation of services and entitlements with welfare recipients as a means of long-term service delivery divesture. We have already witnessed some of this BS with regards to the Hearing Services entitlements.

There exists a long tail of DVA slowly and surreptitiously extinguishing the traditional VAN office, with its outreach functions, in favour of a Centrelink model. It was all being done by stealth, but it appears from what Peter has said that the process is now in overdrive.

A classic example of this stealth was at Senate Estimates in March 2017 when former Secretary Simon Lewis said there would be no VAN closures/mergers. See [HERE](#).



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

Hands off our Ben Roberts-Smith VC MG

Dr Dan Mealey
Former Army doctor
Afghanistan Vet

Can I start by saying that the accusations of ADF personnel conducting themselves in a war zone with rude or crude acts, “misbehaving at a makeshift bar in Afghanistan,” or drinking beer from a prosthetic leg - none of this should ever have been shared with media and our media ought to have demonstrated discretion and decency in the dissemination of that imagery, out of respect for the contract we have with the soldiers we have sent to perform the most traumatising of all acts - to kill.



What we have done in Australia, is cognitively and decisively glorified our deceased veterans on ANZAC Day, on Remembrance Day and in media suicide stories (and only ever through the metaphor of maternal grief), whilst damning our living ADF members and veterans and forgetting their number one function (kill or be killed), is a function sanctioned by both Australia and Afghanistan, demanded of them by you the voters, to protect our national security and to stabilise international tensions.

The nation has decided that the full narrative surrounding veterans is one we must not look at. When was the last time you heard the term “terrorist?” Or “sharia law?” Or “Taliban?” All of these things still exist, little girls are still executed if found to be educated, little boys are still being trained to kill and little kids are still playing dress-ups with suicide vests and used as weapons. Yet, we as a nation have decided not to look at these things... we have allowed our Prime Minister and Chief of Defence Force to apologise to our enemies in Afghanistan, whilst hanging our heroes out to dry by a noose.



The problem with trauma, is that the human mind protects itself from annihilation by compartmentalising that trauma in a space in the mind's deepest recesses. In the absence of a compassionate society (by which I mean the absence of compassionate leadership, and compassionate therapy), this suppressed trauma brews like lava until either it is appropriately treated, or that volcano explodes in the form of aberrant behaviour, of mental illness, or suicide.

I can't help draw the ironic comparison, between Ben Roberts-Smith VC MG burying this trauma deep inside the mind and allegedly burying USB drives inside a pink plastic children's lunchbox, hiding them from both police and military investigations. In fact, this act is not simply an ironic symbolism, this is exactly what is happening inside the minds of our SASR soldiers. The information contained on those USB drives, is the exact same trauma that is stored deep inside their minds' recesses.

That evidence of war trauma, whether it's suppressed in the mind, in a pink plastic children's lunchbox, or buried 6ft under - it is trauma that is not only being suppressed and buried, it's being punished. Suicide attempts among ADF personnel are still - in 2021 - being met with a military charge of "prejudicial conduct" and ultimately a discharge from the ADF, sending a very strong message to everyone else to hide every crack and every evidence that a member is in the hurt locker.

When trauma is overwhelming, the mind often protects itself by disabling its ability to experience 'empathy' and our veteran space is over-burdened with an overwhelming number of both veterans and their family members, whose fractured sense of empathy has created a landscape that is fundamentally toxic, culminating in worsened trauma, increased homelessness, mental illness, suicides... and aberrant behaviours.

If Australia wants to make this kind of trauma worse, then by all means - keep prodding and provoking our most traumatised veterans with stigmatising, shaming and punitive national judgements... but keep in mind that every one of our 641,000 veterans in this country is trained to kill, their rage is rapidly building and like any volcano - it will eventually erupt unless an urgent, national refocus of compassion is directed at the problem.

Ben Roberts-Smith VC MG was awarded those post-nominals for killing the enemy with heroic degree of bravery ... the only thing that has changed since he was awarded those post-nominals is the increased magnitude of toxic envy of everyone around him .

Minister bans 'woke agenda' in Defence.

After giving the head-shed in defence a dressing down over 'twerking dancers' at a ship commissioning ceremony, Minister for defence Peter Dutton, has again spoken harsh words to his 'top brass' in the wake of this week's anti-homophobia day. The international day against homophobia, biphobia, interphobia and transphobia – IDAHOBIT – was celebrated in many communities and organisations around the country, including in defence, on Monday 17th May. (See [HERE](#).)





Chief of defence General Angus Campbell and Defence Secretary Greg Moriarty were forced to issue a defence-wide order, banning any and all gatherings, including morning teas, that encouraged ADF employees to 'wear particular clothes'.



“Our task is to build up the morale in the Australian Defence Force and these woke agendas don’t help.” the communique from General Campbell and Defence Secretary Moriarty said, among other things, that defence “must at all times be focused on our primary mission to protect Australia’s national security interests” and “we must not be putting effort into matters that distract from this”.

The communique also said that “changing language protocols” should cease – in an apparent reference to a recent memo that reportedly instructed defence staff not to use the term ‘husband’ or ‘wife’ because to do so assumed a heterosexual relationship, which could be offensive to LGBTQI people.

As the communique was signed by both CDF General Campbell and Defence Secretary Moriarty, the order applied equally to military members and Australian Public Service staff in Defence.



A petrol powered car, towing a diesel generator,
charging an electric car.
The future is stupid!



Critique on Australia's Defence Force.

The West Australian
15 June 2021

While our soldiers on the ground act with honour, the top brass have a lot to answer for. Would you honestly let your son or daughter join the Australian Defence Force today? How can an organisation that actually contains some of the finest, best trained and professional people in the country have such an appalling public image?

It is certainly not the fault of the dedicated men and women who serve in the Australian army, Navy and Air Force. They remain a credit to the uniform they proudly wear and continue to have the support of the Australian people. The problem lies with the military top brass who have disgracefully abandoned those beneath them and run for cover once the criticism starts.

This is the same bunch of so-called leaders who ran the operation in Afghanistan from the comfort and safety of a completely different country — the Joint Taskforce headquarters at the Al Minhad



Airbase in the United Arab Emirates. Like First World War Generals, they sat back while those under their command were fighting in the dirt.

For years, the bungling military leadership has suppressed the stories of heroism and sacrifice our warriors have made on our behalf. Difficult word that, warriors, but I will come back to it.

When media organisations requested access to embed with our troops in Afghanistan, the top brass refused, denying Australians the chance to hear and see just what our soldiers were doing there. In Britain, the media ran regular reports of soldiers fighting in the desert. It is hard to believe Prince Harry managed to blow the enormous public love and support he won from the coverage of his exploits with the British Army in Afghanistan. When the coffins came home with the British flag draped over them, they were welcomed back by proud Brits literally lining the streets to thank them for their sacrifice.

In Australia, the politicians were worried that flag-draped coffins would cost them votes. Particularly in a war where the nervous generals would not allow any details of the heroic actions our soldiers were taking part in to be told. The answer was to send the SAS back on high rotation, many of them flying out to Tarin Kowt with a psychiatric waiver in their kit bag for the trauma they suffered and had not dealt with from the last tour.

Barrister Bruce McClintock, in the opening address of his client Ben Roberts-Smith's defamation case against Nine and three of its journalists last week, said the Victoria Cross winner and his colleagues were sent to Afghanistan to kill insurgents. "If people have a quarrel with that, it should be with the government that sent the soldiers to war and not the soldiers themselves."



This was a war, like Vietnam, where the enemy blended seamlessly with the general population. And they were killers.

In its latest annual report, Amnesty International said: "In May, a maternity hospital in the Dasht-e-Barchi neighbourhood in the west of the capital, Kabul, was attacked by gunmen. They killed 24 people, including newborn babies, pregnant women and health workers." That is the calibre of people our Australian soldiers were fighting.

But that is not the story our military top brass chose to tell the Australian people. When they finally allowed a journalist access, they chose Gold Walkley winner Chris Masters, who was writing a book.



He latched onto the gripes of envy and bitching in an exhausted cohort and produced an expose. The military leaders then hired “feminist civilian” sociologist Dr Samantha Cromptvoets, who they have so far paid more than \$6.5m, (while SAS got \$169.77 a day) to look at cultural change. Last week she doubled down on her woke agenda without understanding that she is actually alienating the majority of the rank-and-file in the military.

She was given access to the SAS and after a short time with them came out with uncorroborated stories of war crimes, which, if true, would be terrible. But where was her evidence?

Next, we got the Brereton inquiry, which was “not bound by the rules of evidence” and came up with 25 elite soldiers who were involved in unlawfully killing 39 Afghan men and adolescent males. No one has been charged but careers have been ruined without trial as Defence issues soldiers with “show cause” notices as to why they should not be sacked.



What a shemozzle.

New Defence Minister Peter Dutton took the correct decision in staring down the baying mob and reinstating the medal for all those who served in Afghanistan. Retrospective history is ugly. Those soldiers cannot go back in history and decide not to put their lives on the line for their country. It takes months and years for Defence to break a civilian down and turn them into a soldier. But at the other end, for far too long our veterans have been spat out with no effort put into preparing and rebuilding them for civilian life. Thank you for your service.

When The Daily Telegraph joined the mothers of veterans who had taken their own lives in calling for a royal commission into veteran suicide, the response from the military top brass was a deafening silence. They wanted it to go away. Fortunately, there are some with greater fortitude and a stronger moral compass than those sitting behind big desks in Defence and jostling for a crack at being the next governor-general .

In April, Prime Minister Scott Morrison announced a long overdue royal commission into the issue.

So, we return to the word warrior. It seems we ask our soldiers to be warriors and then complain when they are. The split-second, life-or-death decision made in the dust of Afghanistan is easily judged from the couch of a lounge room in Sydney. No one is endorsing war crimes, and if there is evidence it should be brought forward. But the majority of our brave men and women in the Australian armed forces are good moral people making a far greater sacrifice than the rest of us in standing up for our country.

They deserve our support and that of their commanders.



Unfortunately, Defence leadership is a disgrace, its self-serving leaders have betrayed the men and women they are supposed to lead. Mr Dutton has a huge job on his hands to change the insipid rainbow culture that has been foisted on our armed forces.

He needs to take a broom through the place and the best place to start is at the top.

AND!

Justin Huggett
The Courier Mail.
3rd May

If you spend a long enough time as an enlisted soldier, you start picking up common themes that are shared within the enlisted ranks. One of the most common is the notion that the higher the rank an officer achieves, the further they lurch away from being a soldier and the closer they become to being a hoop-jumping, wannabe politician. It's hard to say at exactly what rank the transition from soldier to "suit" begins, but by the time you're high enough up that chain of command, your uniform is now just a costume and you're impersonating a soldier.

Let's call a spade a shovel, this political correctness rot started with then Chief of the Army David Morrison and his holier-than-thou "standards" speech after the Knights of the Jedi Council email incident, which saw six army members sacked for sharing emails about sexual exploits. This speech and other actions later taken by Morrison sent troops the message that they should show no loyalty, no faith or trust in subordinates and declare them guilty before any proof is presented. This kind of morale-sapping political correctness from military men has potentially damaged the army to the point it may never recover.

The decision by Defence Force chief Angus Campbell to strip all Meritorious Unit Citations from about 3000 special forces soldiers who served in Afghanistan as "collective punishment" for alleged crimes uncovered by the Brereton inquiry is another example of this outrageous political correctness. If the army is to recover though, it's going to be because of hard-nosed men like Defence Minister Peter Dutton, Herbert MP Phillip Thompson and Assistant Defence Minister Andrew Hastie. In the last few weeks, these three men have taken it upon themselves to address our troops and reconfirm their mission; you are our country's defenders and you are trained to kill our enemies and we have your back.



The embarrassing thing is this didn't come from our current serving chiefs. It comes from two former soldiers and a tough old copper. I got into my fair share of trouble as a young Digger and even as a non-commissioned officer. When that happens, you end up on the Command Sergeant Major or Regimental Sergeant Major's "mat" with your heels together. For the uninitiated, that's army speak for you're about to get a good ripping that will leave you with your ears ringing. Last



month, Mr Dutton had a general standing fast on his mat, heels pressed together, and binned his abhorrent decision to strip our hero operators of citations and medals they bravely earned in Afghanistan. In the veteran and military space, Peter Dutton just won best and fairest.

Why and how did it even get this far?

How do officers end up in positions where they can make these woefully inept, morale- evaporating decisions? How is a high-ranking officer, the man in charge of the whole show, so weak of mind that he buckles to public pressure and the bleaters on the left? Even worse he is more than willing to judge everyone by the alleged actions of a few. I'll say that again, alleged.

Nothing proven in a court.

Disbanding one of the country's most elite fighting squadrons and blanket punishing thousands of war-fighting soldiers that have held the frontline for the last 12 years. Disgraceful! Thank God Mr Dutton had the spine to do what his hopeless predecessor didn't. And can you believe it, it's taken a politician with no military background to fix a monumental military screw up. It's difficult to judge the true leadership abilities of commanders when bullets aren't zipping past your face and the fear, confusion and fog of war is not assaulting and overwhelming all your senses. But when the basic concept of presuming one's innocence until guilt is proven can't be respected, it must call into question the competence of any leader.

I genuinely hope and pray the brilliant officers I know and served under can make it into positions of power to properly correct this ship's course. Mr Dutton, the enlisted men and women of the Australian Defence Force are the engine room. They do the sweating, they do the bleeding and they do the majority of the dying. Keep them happy and you'll have a formidable fighting force.

Finally, Mr Dutton, I need to ask it. Can you give the Diggers back their skulls, their cross bones and their reapers, give them back their phantom flag? The wearing of these symbols was banned in 2018, but they are not "arrogant death symbols". It's just PC generals at work again.

In April 2018, Australia's Chief of Army, Lieutenant General Angus Campbell issued a directive prohibiting the wearing of 'death' symbols. Campbell said the practice was arrogant, ill-considered and that it eroded the ethos of the Army.



Justin Huggett is a former infantry platoon sergeant and a Medal for Gallantry recipient

How to stop time: Kiss. How to travel in time: Read. How to escape time: Music.



Begone, Covid dictators

Warren Mundine.

The Corona virus is bad enough, but bureaucratic tyranny is turning Australians against Australians, I've had enough of them shutting down livelihoods, putting us under house arrest, closing schools, keeping families apart and banning free travel across this country. We are one country, not eight.

Chief health officers are revered because they are scientists, supposedly basing decisions on some higher truth. I very much doubt that, given their increasingly bizarre edicts.

I thought we'd reached peak stupidity when South Australian CHO Nicola Spurrier, warned football fans to duck if the ball came near them in case Collingwood players had brought Covid from Victoria. (*Collingwood?? She had a point there – tb*)



And then Queensland CHO Jeannette Young gave the anti-vaxxer movement its greatest boost since the [Wakefield fraud](#). She

opposed allowing all age groups to have the AstraZeneca vaccine if they wished to, declaring "I don't want an 18 year old in Queensland dying from a clotting illness who, if they got Covid, probably wouldn't die".

The risk of dying from a TTS blood clot following an AstraZeneca vaccination is one in two million, about the same as dying from a lightning strike. The risk of dying in a car accident is 56 times higher. Will Young ban 18 year-olds from car travel? Not too fast: the risk of dying as a pedestrian is 16 times higher.

And if Queensland's CHO thinks the risk to young people is so low, why did she shut schools?

NSW's CHO, Kerry Chant, advises that 75 to 80 percent of the population needs to be vaccinated before normality can return, even though few countries in the world have yet achieved this. Why the entire population, why include young people when Queensland's CHO says they have Buckley's chance of death?



Do these bureaucrats think we're all fools?

- Where's the science in closing gyms but not construction sites.



- Where's the science in allowing thousands to a football match but not a few hundred to church?
- Where's the science in saying a man can go to a brothel but can't dance with his wife.
- Where's the science in allowing drinking sitting down but not standing up? Is it because it may lead to dancing?

These examples are farcical, others are cruel.

- Where's the science in changing border restrictions while people are mid-air? Recently Queenslanders on a flight from Sydney landed in Brisbane to dozens of Police Officers informing them they were off to two weeks hotel quarantine at a cost of around \$4,000 each. Many burst into tears. Bureaucrats with secure employment, remote working and generous leave entitlements may think an unexpected hotel stint is no big deal. Try it when you run a small business, need to work on-site or have used up all your annual leave minding kids during school holidays
- Where's the science in denying someone a last visit with their dying father. Are health bureaucrats worried a man with days to live might get sick?
- Where's the science in forcing grieving Victorians to Zoom into funerals but allowing Victoria's CHO Brett Sutton, to travel to Canberra for a conference.



Border closures have literally killed babies. Last year a Ballina woman, denied entry to Queensland, lost one of her twins after waiting 16 hours for a care flight to Sydney. Queensland's Premier, Annastacia Palaszczuk declared "People living in NSW, they have NSW hospitals. In Queensland we have Queensland hospitals for our people".

Four babies died because South Australia has no paediatric cardiac facilities and the usual emergency transfers to Melbourne were denied. It's common sense that babies should be permitted to be transported interstate, even in a pandemic, rather than be left to die. And! While state bureaucrats and politicians lock us up, shut down businesses, put people out of work and literally allowed babies to die, many have pocketed huge pay rises.

It's disgusting!

We've learned a lot about Covid in 18 months. We know many early fears and predictions were unfounded and exaggerated. We've seen health officials and scientists, globally, contradict themselves, act out of politics and self-interest, dismiss a hypothesis about Covid's origins, now regarded as the most credible, as a "conspiracy theory."

Health officials aren't infallible. And they're certainly not saints. The Quiet Australians are sick and tired of it.

- Sick of the politics between states and the Commonwealth.
- Sick of the chopping and changing



- Sick of the fearmongering.
- Sick of border closures, lockdowns and disruptions to our work, businesses, families, education, health and lives.
- And we're sick of the self-righteousness

People will forgive mistakes. They won't forgive continuing to make the same ones.

AND

Brig Adrian D'Hage (Ret'd)

So - after nearly 18 months, we have A PLAN! Forced into producing one and written in a desperate hurry on the back of a fag packet, we're in Phase 1 - we "vaccinate, prepare and pilot". Catchy marketing spin (which is about the extent of Morrison's vision), but the elephant in the room? We don't have the vaccines. And until we do, we won't get to Phase 2 which is - wait for it - "Post Vaccination". Who would have thought.

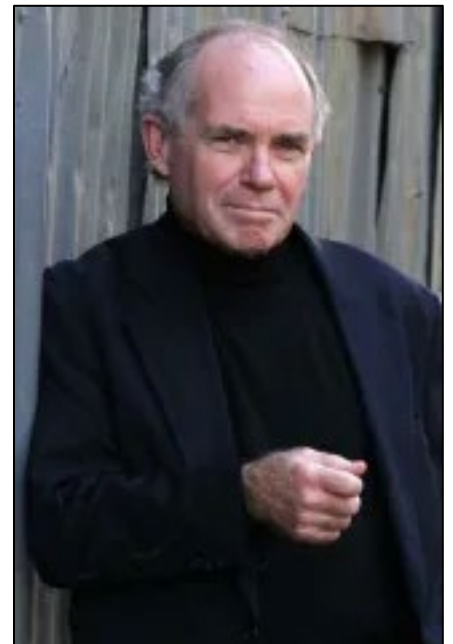
That only occurs when enough of us have been able to get a jab. When? Who knows. What number is enough? We don't know. But according to our esteemed "leader" - "we could possibly enter this phase next year." Comforting stuff.

Phases 3 - Covid is like the flu - and 4 - "A kind of normal" are somewhere on the far horizon.

This "plan" should have been produced over 12 months ago, as should the construction of quarantine facilities in every state, to focus on just one of many failures. The States have all made mistakes, but the Federal Government is ultimately responsible for providing national leadership. And that's not hindsight. 4 years out from the Olympics when I was thrown the hospital pass of providing the hard defence, we put ourselves in the shoes of a terrorist and planned for every possible attack - from chemical and biological (we didn't have a capability, so we raised a regiment and sent them over to Canada to train on live pathogens, just in case) all the way up to the missing Russian nuclear suitcases.

Hope for the best and plan for the worst - what if the virus mutates? They all do - so not rocket science. What if it becomes airborne? Ditto - a distinct possibility. But like most other areas - be it energy, climate change, water ... - this government doesn't do policy and planning - it just reacts, and in the case of Covid, millions of Australians and tens of thousands of businesses are feeling the pain, and will do so for many months to come.

The plan you have when you don't actually have a plan.





A reflection on our engagement in Afghanistan Echoes of Vietnam;

Gavin O'Brien

As Australian troops pull out of their twenty year engagement in Afghanistan, I find myself reflecting on the similarities of the outcome of this conflict and the war that I served in Vietnam, half a century ago.

In the 1960's the Australian Government made a decision to deploy a specialized team, the AATTV, to assist the South Vietnamese Government in what we now know was a civil war. The decision was made as part of the policy of assisting our 'great and powerful friend', the United States, in its campaign to contain Communism. This grew at its peak to a task force of three Battalions and support personal.

I was a National Serviceman who served as a Medic at 8th Field Ambulance, Nui Dat, [1970/71](#) during the 'wind down' and final withdrawal of our troops from Nui Dat in October 1971.



Following "9/11", the Bush administration embarked on a military campaign to topple the Taliban in Afghanistan on the pretext they were harbouring Osama Ben Laden, blamed for the attack on the World Trade Centre. Prime Minister, John Howard, who happened to be in Washington at the time, immediately committed our military to the U.S. invasion of Afghanistan. Ben Laden was subsequently captured and killed, not in Afghanistan, but in Pakistan, an U.S. ally.

Compared to Vietnam, our commitment was small. The Government knew that a National Service type scheme to increase Army manpower would be electorally unpalatable. Unlike Vietnam, Regular Army and Support personal were deployed on a rotational basis. As a result, many Afghanistan Veterans completed multiple tours. Vietnam Veterans rarely completed more than one 12 month 'tour'. In view of my experience and its impact on my mental and physical health, the rotation of troops to Afghanistan on such a recurring basis over the twenty years of the conflict may prove to be unwise in terms of these veterans' health issues in future years.



The collapse of South Vietnam in the closing days of April, 1975 is etched indelibly on my memory, as is the shock, trauma and disbelief that I experienced during that period. The images on the nightly news of Vietnamese scrambling to escape and being beaten back by Embassy guards; the final scene of people boarding a helicopter on the roof of a Saigon high-rise building, are as vivid to me today as they were then.



The unholy haste of our troops departing Afghanistan, as America realizes that the two decade long war is lost, is a stark reminder of our final days in Vietnam. No doubt many Vietnam Veterans are feeling again, as I am the regrets of today's soldiers as they depart from another conflict with an outcome; Mission failed. It would be traumatic for today's 'veterans to discover, as we did, that political considerations are paramount.

Finally, my heart goes out to the people of Afghanistan who have endured at least a century or more of war. First the British, then the Russians, lastly, we and others, who have invaded, then left this war torn country in ruins. Following the Communist victory in Vietnam, I spent years wondering about the fate of Vietnamese who backed the wrong horse, particularly those with whom I worked and came to know as friends? The fate of those who backed the wrong horse in Afghanistan remains unknown, however if the pronouncements of the Taliban are correct, their future is bleak indeed. Leaving our Afghanistan co-workers to their fate at the hands of the Taliban fills me with dread. Our departure from Vietnam was chillingly similar.



Looking to the future; once the Taliban takes power there will be terrible retribution, as was the case in Vietnam, however as the Vietnamese government discovered, such policies are counterproductive. While Iran with its strict Islamic rulers is yet to discover its hard-line policies have been a disaster for their people, one hopes that the Taliban will realise that rapprochement with the West will be necessary for the war-torn country's recovery. That realization may take years.

In the meantime, as happened after 1975, when many Vietnamese became the 'boat people'; many Afghans, unable or unwilling to live under brutal 'sharia law', will flee Afghanistan for the West. We will once more be faced with a flood of refugees. I fear for their future, unless this Government, like the Frazer Government, shows some compassion for the people crisis it helped to generate.

Gavin O'Brien served as a National Serviceman. He was a Medical Assistant, Royal Australian Army Medical Corps. He was posted to 8th Field Ambulance, 1st Australian Task Force (1ATF) at Nui Dat, Phuoc Tuy, (South) Vietnam from November 11th 1970 to October 23rd 1971. He was with the last Australians to depart Nui Dat early in early October, 1971.



And

Tony Horsington

The Special Air Service Regiment seeks out and destroys Australia's most dangerous enemies. It targets the leaders of terror organisations who are shielded by suicidal, heavily armed Jihadis embedded amongst co-operative "civilians".



Our enemies don't like us and they do their best to kill us with no moral restraint and complete impunity. The Mujahideen don't have much use for a Human Rights Commission. The SAS cannot fight enemies like that by adhering to normal Western moral standards. If we did, it would be leveraged as a weakness by the enemy. We have to keep them guessing about our limits. I wouldn't deploy if I was working with blokes who operated like predictable Mr Nice Guys.

The ADF is currently conducting a full-blown enquiry into "rumours of possible breaches of the laws of armed conflict" by Australian special forces in Afghanistan. We are alleged to have operated with "disregard for human life and dignity". Fair enough. I don't know one bloke I served with who has a high regard for the lives of terrorists. There's nothing dignified about IEDs and their fighting methods either.



We are not sent out to deliver a personal dignity entitlement to our enemies. We go out to kill them. Right now the Chief of Defence Force is doing immense damage to our troops deployed in Afghanistan. Australian taxpayers are paying for ads in the Afghani press encouraging Afghans to dob in Australian troops for war crimes. How idiotic is that? What a propaganda gold mine; and you can be certain the enemy will be using it against us.



The Australian enquiry will receive heaps of responses from the enemy, let's face it they are embedded among the local Afghans. And what will it achieve? How do you think Australian troops will respond to allegations against them from the enemy? This might be difficult for outsiders to hear, but even if boundaries have been overstepped, unless the entire patrol turned on each other there will be little chance of any evidence to support any claims made by the enemy or Afghan civilians.

SAS troops obey orders. We go where we're ordered to go and act as we're ordered to act. There's no allegations that I know of that say SAS troops have failed to obey orders. Whatever's been done has been the work of a highly disciplined team of professional, accountable soldiers operating within their own internal chain of command - and that goes all the way to the top.

Smiling politicians are always on hand to get their photo taken and congratulate us on our results. Well God help any ADF leadership that tries to hang a few young troopers out to dry.

So what are we stuck with?

- A bombardment of allegations that will ALL have to be investigated at taxpayer expense.
- SAS unit members taken away from their duties to "help" the investigation and for interviews with investigators.
- The usual bags of tax payers money given to the enemy in compensation for alleged wrongdoing by us - even if unproven
- SAS tactics and operational security compromised by our own Government and Defence force due to a call for an open investigation and for transparency from left wing journalists to mention a few.
- Resentments amongst the SAS members and as is common practice much more secrecy, which is a certainty at the grass root levels.

The ADF's investigation into the rumours has already been leaked to Fairfax and the ABC who've made the leaked material public. As a result of Fairfax and the ABC's reports, the Russians have now joined in to make life more difficult for us in the field. As a result, the Russian Foreign Ministry issued a statement about "The crimes committed by Australian troops in Afghanistan".

Using the ABC and Fairfax's reports, the Russian statement said Australians have engaged in "systematic, unauthorized and groundless use of weapons, particularly against civilians." It quotes the ABC as the source for "shocking facts about cold-blooded murders committed by Australian soldiers in Afghanistan".

Total bullshit, created by our taxpayer funded broadcaster to be used by our enemies against us. The ABC is always going on about Russia and scandals. Looks like they've made one of their own.

There are plenty of problems in Australian society. There is definitely a problem in the ADF, but it's not the war fighters. It's our leadership and the tone they set - from the PM down.



The “stupid” Dr Allan Orr, a supposed “*expert*” in counter-insurgency who served as a consultant to the Coalition Counter-Insurgency Academy in Iraq during the war says “the entire Special Air Service regiment must be disbanded”.



Why do people listen to this bloke, he’s the one who should be disbanded - tb

RAAF replaces 'airmen' with 'aviators'

Members of Australia's Air Force will no longer be referred to as 'airmen', with the service adopting the term 'aviators'.

Air Force Chief Mel Hupfeld announced the change at a recent Air Force dinner, declaring it would bring about a stronger sense of identity.

The service has long-struggled with describing who it is, compared to what it does, he said. "We are all aviators," Air Marshal Hupfeld said. "As an Air Force, we are born of the air and space. It is our home, and the place from which we serve our nation. Our trade is aviation. "In everything that we do, we are aviators first and foremost. All of us, by virtue of what we do and what we believe. It is what binds us together."

The decision was revealed in a statement from the Department of Defence.

Germany bids farewell to Angela Merkel

With six minutes of warm applause, on the streets, balconies, windows, the whole country applauded for six minutes – spectacular example of leadership and defence of humanity.

The Germans elected her to lead them and she led 80 million Germans for 18 years with competence, skill, dedication and sincerity. She did not utter nonsense. She did not appear in the alleys of Berlin to be photographed. She was dubbed “The Lady of the World” and who was described as ‘the equivalent of six million men.

‘During these 18 years of her leadership of the authority in her country, no transgressions were recorded against her. She did not assign any of her relatives to a government post. She did not claim that she was the maker of glories. She did not get millions in payment, nor did anyone cheer her performance, she did not receive charters and pledges, she did not fight those who preceded her.

On the 19th July, Merkel left the party leadership position and handed it over to Armin Laschet and Germany and its German people are in the best condition ever.



Angela Merkel

The reaction of the Germans was unprecedented in the history of the country. The entire population went out to their balconies of their houses and clapped for her spontaneously for six continuous minutes. A standing ovation nationwide. Germany stood as one body bidding farewell to their leader, a chemical physicist who was not tempted by the fashion or the lights and did not buy real estate, cars, yachts and private planes, knowing that she is from former East Germany.

She left her post after leaving Germany at the top. She left and her relatives did not claim advantage. Eighteen years and she never changed her wardrobe. God be upon this silent leader. At a press conference, a female journalist asked Merkel: "We notice that you're wearing the same suit, don't you have any other? She replied: "I am a government employee and not a model" At another press conference, they asked her: Do you have housemaids who clean your house, prepare your meals and so on? Her answer was: "No, I do not have servants and I do not need them. My husband and I do this work at home every day.

Then another journalist asked: "Who is washing the clothes, you or your husband? Her answer: "I arrange the clothes, and my husband is the one who operates the washing machine, and it is usually at night because electricity is available and there is no pressure on it, and the most important thing is to take into account the possible inconvenience for the neighbours, thankfully the wall separating our apartment from the neighbours is thick. She said to them, "I expected you to ask me about the successes and failures in our work in the government?"



“Mrs. Merkel lives in a normal apartment like any other citizen. She lived in this apartment before being elected Chancellor of Germany. She did not leave it and does not own a villa, servants, swimming pools or gardens. Merkel, now the former Chancellor of Germany, hands over to her successor the strongest economy in Europe.



Joachim Sauer (born 19 April 1949) is a German quantum chemist and professor emeritus of physical and theoretical chemistry at the Humboldt University of Berlin. He is the husband of the former chancellor of Germany, Angela Merkel.

Merkel attended the University of Leipzig, where she studied physics from 1973 to 1978, earning her doctorate in 1978. She was awarded a doctorate for her thesis on quantum chemistry in 1986.

An exemplary leader who quit when it was time.

The best part about getting older is.....Nothing!
Getting older sucks!

Climate Change.

I think by now, most people would have picked up the idea that I’m a climate change sceptic. I don’t dispute the fact that the climate is changing, anyone and everyone can see that it is, what I can’t accept is that we’re the cause of it.

I do accept the fact that we’re polluting the planet, that’s a given, but I’m not presumptuous enough to think we have the power to alter its climate.

Unfortunately, when it comes to climate change, emotions have been allowed to outdo science. The pony-tails, who lead the march, are now joined by the media, which for reasons unknown, are promoting only one side of the argument. There is plenty of evidence promoting the other side, but who would know?

If you stand back and look at it clinically, climate change is now a major business, there is an awful lot of money involved and perhaps this could be the reason we only hear from the red corner.

It will all come out one day and perhaps I’ll have egg on my face – perhaps.



Until then, [HERE](#)'s a bit from the blue corner.



Veteran's Health Week – 16 October to 24 October, 2021.

Get Moving (physical activity) will be the key focus for this year's Veterans' Health Week to be held from 16 October to 24 October 2021. Events can be held two weeks before and two weeks after these dates. DVA has provided some hints as to sort of event you could hold, you can see that [HERE](#) but this is not exclusive, if you can think of another physical activity, then apply for it.

Maximum funding for each event is \$750 – but you can apply for funds for more than one event.

Applications for VHW funding are now open, they will close 10 September 2021.

With COVID restrictions still a possibility, organisations are asked to consider the advice from their local State and Territory health departments regarding what restrictions apply for people getting together. Organisers are encouraged to avoid activities that require people to gather in close proximity, like bus or boat trips.



Eligible organisations.

Ex-service organisations (ESOs) or community organisations with established links to the veteran community are eligible to apply for VHW funding or to register an event on the VHW website, including unfunded events.

If your association wishes to hold an event, you can make an application for funding [HERE](#). So that you fill in the form correctly, there are guidelines [HERE](#).

The application form is in PDF format, you fill it in on-line. If it doesn't seem to work (Apple users might have trouble) download the Acrobat Reader from [HERE](#) then try again.

As you can imagine, there are a few requirements but they are not onerous.

- You must show the VHW Logo on all your promotional material – see [HERE](#). You can get a copy of the logo [HERE](#).
- If you take photos or video of your event, DVA would like copies. Before sending any media to DVA, you will need to get people included in the media to sign a consent form which you can get [HERE](#).
- Once you have received and used the funds, you must complete a Statutory Declaration funding acquittal form, you get that [HERE](#).

If you need further info, depending on where you are, contact DVA:

NSW/ACT: (02) 9213 7224



NT: (08) 8935 1426
QLD: (07) 3815 9505
SA: (08) 8290 0478
TAS: (03) 6221 6654
VIC: (03) 9284 6285
WA: (08) 9366 8591

Or you can email them here vhw@dva.gov.au

AVALON Airshow deferred a week - let's hope it's not cancelled as was the F1 Grand Prix

The Australian International Air Show at Avalon, Victoria, has been deferred for a week because of the rescheduled but now cancelled Melbourne Formula 1. (Click the pic below for a better look.)



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 could have been 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."

If you've never been to one, this one would be the one to go to. This one will celebrate the 100th anniversary of the Air Force and will be a colossus, you will see and be able to get up close and



personal to some magnificent aircraft. Tickets will be on sale soon, keep an eye on the Airshow's web site. As well as being a spectator, the Airshow offers you the opportunity of being directly involved. The Airshow usually has spots for about 500 volunteers, there are a myriad of different 'jobs' available from Aircraft Ground Operations, tarmac duty, car parking, admin to visitor information. Volunteer registration is now open, the spots are limited in number, so if you want to be selected, get in now.

You can find more information on the Airshow web site [HERE](#).


Vietnam Vets Day, 18 August, 2021

The Vietnam Vets Association, Sunshine Coast Branch, is holding its annual ceremony at the Cotton Tree (Maroochydore) RSL Cenotaph on the 18th August.

Assembly is at 10.45am followed by a short march along the river to the Cenotaph. The service will start at 11.00am and finishes around midday, after which there will be a luncheon with some entertainment at the Maroochydore RSL Club. If you're a Vet, this event is very well organized and definitely worth attending - see [HERE](#) - and anyway a day on the Sunshine Coast is not to be sneezed at.

RDOCE 1 - Monthly Newsletter of Vietnam Veterans Association of Australia Sunshine Coast, J&K 7/2021

UPDATE FOR VIETNAM VETERANS DAY WEDNESDAY 18 AUGUST 2021 COTTON TREE CENOTAPH



Lunch tickets are now available from the Drop-In-Centre. Please get in early. This will assist in advising the Maroochy RSL of projected numbers. Names, email addresses and phone numbers are required for each person (COVID).

It is now possible to book a table of 10 instead of the limited number of 8 as mentioned in this space in the June edition of RDOCE.

To book your table of 10 please notify John Cunningham on 54932513 (0413275969) or email hookin1947@gmail.com and arrange the bookings with him after you have purchased your tickets. Please note that free seating is also available.

Main Commemoration Ceremony

Assembly, 1045 hours at the swimming pool complex. The Eagleade, Cotton Tree. The short march to the Cotton Tree RSL Cenotaph commences at 1055 hours.

Service: 11.00 hours—1200 hours.

Luncheon: Maroochy RSL following the service. Welcome to guests at 1230 hours. Event to finish no later than 1600 hours (4 p.m.).

Cost: \$40.00 for members and partners. Non-members price is \$50.00 per head. These prices represent the total amount for seats and reflect the increased costs of hosting a function of this size. Lunch includes a *supper-style* three course meal, some subsidised beer and wine, entertainment and raffle draws.

Transport: A bus will be provided to transport guests to and from the Caloundra RSL. Pick-up time will be 1000 hours. The bus will leave the Maroochy RSL at 1630 hours. Guests in the Maroochy area can avail themselves of the Maroochy RSL courtesy bus.

Special dietary requirements: Leave a message with the duty officer at the Drop-In-Centre or contact John Cunningham on 54932513, or email hookin1947@gmail.com

Vietnam Veterans Day Raffle: Raffle tickets have been sent out. Please rush back your ticket stubs and money ASAP. The proceeds from the raffle assist in subsidising the costs of the luncheon.

NOTE: The annual service at the National Dog Memorial, Alexandra Headland, to start Vietnam Veterans' Day commemorations is not being held this year because of council works in the area.

OUR MISSION To assist all veterans and their dependants in all matters relating to their health, welfare and not being

Numbers, which are filling rapidly, are limited by the number that will fit into the RSL conference room, so if you would like to come, we suggest you get in early. Click the pic at right for further information. If you can't get to the Coast to get tickets, you can ring and transfer funds via the inter-web.

Costs are: Members and their partners \$40.00 Non-Members \$50.00 which includes your lunch, subsidized beer and wine, entertainment and entry into a few raffles.

If you live in the southern area of the Sunshine Coast, there will be a bus provided which you can catch at the Caloundra RSL. It will leave at 10.00am

New Minister for Veterans' Affairs.

On the 2nd July 2021, the Hon Andrew Gee MP was sworn in as the Minister for Veterans' Affairs. Minister Gee has held previous roles as the Assistant Minister to the Deputy Prime Minister from 25 January 2019 to 6 February 2020; Minister for Decentralisation and Regional Education from 6 February 2020 to 2 July 2021 and Minister Assisting the Minister for Trade and Investment from 6 February 2020 to 2 July 2021.





Minister Gee is the Member for Calare in New South Wales (Dubbo, Orange, Bathurst etc) and was first elected to Federal Parliament in 2016 and re-elected in 2019.

Since September 2013, when Tony Abbot and the LNP won office from the Rudd Labor Government, there have been 6 different Ministers for Vet Affairs, that's an average of a bit less than one every 1½ years. They were:

Michael Ronaldson	Sept 2013 – Sept 2015	733 days
Stuart Robert	Sept 2015 – Feb 2016	150 days
Dan Tehan	Feb 2016 – Dec 2017	670 days
Michael McCormack	Dec 2017 – Mar 2018	68 days
Darren Chester	Mar 2018 – July 2021	1214 days
Andrew Gee	July 2021 –	

No wonder it's a bloody shambles.

