



Vol 75

October 2021

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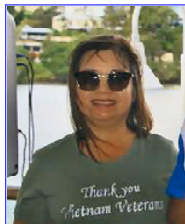
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New Menu

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.

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

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Scootaville.

There is now one big change to the event - it will now be a fund raiser for Legacy.

Covid seems to have settled down and as most States are opening up, by Christmas those with the double jab should be able to come and go as they please. Let's hope so anyway.

We're firming up our plans for 2022 and are now leaving sometime in April/May, we'll confirm dates soon. We initially thought we could get away on the 30th April but that would conflict with show dates in Kingaroy and Longreach so we're looking for a suitable date around that time. We don't want to move too far from the end of April as that is the best time weather wise. Any earlier and it would be too hot, any later and it will be too cold. As we're staying in Council show-grounds we have to fit in with the local shows. Trouble is, Easter next year falls on the dates 15th April - 18th April, and school holidays (Qld) are from 1st April to 19th April, so it's a bit of a juggling act.

We also found ADF security precautions made it near impossible to leave from RAAF Amberley, which put us in a bit of a spot for a while but thankfully the Ipswich City Council very generously came to our rescue and offered us the Corporate Centre (below) in which to stay for two nights, to assemble, get to know each other, the scooters, the route, how, when and why we plan to do things and from where to leave on the Saturday morning.





We plan now to all meet here on the Thursday before we actually leave on Saturday (dates soon), this will be when you'll make friends with your transport for the next two weeks, get to know your fellow travellers and get to like (or hate) your sleeping facilities. We will set up in the large area below. We'll dine that night (at cost) at the nearby CSI Club then enjoy breakfast next morning and every morning thereafter for 2 weeks as provided by our resident cook. Thursday afternoon or Friday morning, Motorcycling Qld will hold classes for all riders, showing how to care for and ride the scooters so we get to Townsville in one piece.



We'll make application to the RAAF to see if we can get the hot air balloon tethered on the oval next to the Corporate Centre (below). As the event will now be a fund raiser for Liberty, Council is going to promote it and we hope to have quite a number of Ipswichians come and meet us. We'll make an event of the Friday and hopefully the RAAF can give young kids a ride in the balloon.



If you're thinking of joining us, there are only a few slots left. We're limited to the number we can take due to the size of some of the pavilions in which we'll overnight so it's a good idea to get your name in now. The max we can take is 40 riders. The cost to ride is \$850 per person but we don't need that until sometime in January. Even if you're not sure of your plans but think you'd like to be part of this fun event, get your name in, you won't be committed until January and you can always pull out. And - it's open to both men and women, at the moment we have 13 women riding which is great but we can always fit a few more in.

You find info on the event here (www.radschool.org.au/scootaville) and there is also a link to where you can sign on.



Incorporation.

Our incorporation has finally come through, we're now known as the "Radschool Association Inc" - we couldn't continue using the RAAF initials in our name, even though we had done so for 21 years. That caused a few problems, our Charity classification under the old name had to be cancelled and we had to apply again under the incorporated name, we haven't got that yet. Also, bank accounts had to be cancelled and new ones opened, that is being done now too.

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

**A blonde and a
brunette are in a car
and the brunette
mentions that
Christmas falls on a
Friday this year.
The blond says
"i hope its not the
13th!"**



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 many 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 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.



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.

RAM thought for the day.

Yes, I could start my day without coffee
but I like being able to remember things like how to speak words and put on my pants.

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:	<div><div></div></div>
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 312 pages 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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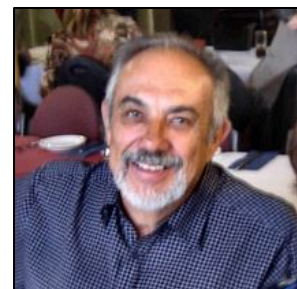
IN MEMORY OF



Stuart “Sadie” Linton.

John Cridland advises the passing of Sadie on the 31st July 2021. Sadie was a regular at the Djinnang reunions for many years but never seemed to have got over the death of his wife, ex-WRAAF Kathy Williams.

Sorry, no further details.





Kevin “Woody” Hurman.

Arthur Rennick advises the passing of former WOD Kevin Hurman on the 26th July, aged 85. Kevin served with 2 Sqn in Phan Rang from Jan 1970 to Jan 1971 as the Sqn’s WOD. He was the President of the Kawana Waters RSL Sub-Branch (Qld) and was awarded the Medal of the Order of Australia in September 2020 for service to Veterans and their families.

Kevin was laid to rest on the 2nd August 2021.



Ken Wootten.

We’ve recently learned that a bloke we got to know well while working on PNG in the 1970s, Ken Wootten, had passed away on the 18th July 2006. Ken was on [44 Pilot’s course](#) back in 1961 and had quite a colourful career in the RAAF, first at Richmond flying Hercs then down at Sale flying the DC3. After his departure from the RAAF he joined the then DCA, was posted to PNG and was given the Department’s Piper Aztec to play with.



We had many a trip with Ken and the then Airport Inspector when they would survey the many small strips in the Madang FIA. Ken could handle the Aztec like it was an extension of his right arm which was just as well as terrain and weather conditions in PNG can make VFR flying quite interesting, especially in the afternoons.



After PNG, Ken returned to Queensland and lived in the West End area of Brisbane but sadly fell on bad times.



He was laid to rest at the Mr Cotton (Qld) cemetery on the 21st July 2006. He was only 67.

Reg Ward.

Paul Bamford advises the passing of Reg Ward on the 25th July 2021. Reg, who lived in Coffs harbour, was an Framie and ended his career as a WOE. He was only 75 but had endured many years suffering [oesophageal](#), stomach and lung cancers. His main postings were Williamtown, Butterworth, Amberley and Support Command.



AVM Alan Reed (Ret'd).

We have been advised that Air Vice-Marshal Alan Raymond Reed AO, DFC (US) (RET'D), who graduated on [13 Pilot's Course](#), passed away on Saturday 24th July 2021. He was 87 years old. AVM Reed was a former Air Officer Commanding Support Command and Air Officer Commanding Logistic Command. He retired from service in November 1990 following a career extending over 37 Years, including operational service in Vietnam, (May 1968 – 20 Nov 1968) where, as a SqnLdr, he completed over 100 operational missions flying the RF4C Phantom on exchange with the US Air Force.



During his distinguished career, Alan Reed was awarded the Queen's Commendation for Valuable Service in the Air, the US Distinguished Flying Cross with Oak Leaf Cluster and was made an Officer of the Order of Australia for his service as Air Officer Commanding Support Command.

Alan was a long-term member of AFA-Vic and a great supporter of Vietnam Veterans - he will be remembered as such and surely missed.

A service funeral was held at the Point Cook Trinity Chapel at RAAF Williams for Alan at 1100 hours on Thursday 19th August 2021. Due to Victorian COVID-19 restrictions for funerals, attendance was limited to family, close friends and invited guests. The funeral service was live-streamed through the link: [Air Vice-Marshal Reed's Funeral](#)

Alan Reed was born in Albany Western Australia in December 1933. He grew up in East Fremantle and attended Fremantle Boys High School. He was interviewed for his first job as an Accountants' clerk by Sir Charles Court and he worked with accounting firm Hendry, Rae and Court until he was called up for national service training in the RAAF in June 1952. Having "become airborne" for the first time in a Dakota (DC3) he decided that a flying career was more exciting and suited him better than auditing and getting purple ink on his fingers and he applied for pilot training in the RAAF.

He was selected for No 13 Pilots Course which began training at Archerfield in Queensland on Tiger Moths in May 1953 and he was one of the thirteen (out of 26 who started) who was awarded



his wings in July 1954. As a brand new Sergeant Pilot, Alan was posted to the maritime role flying long nose Lincoln aircraft with No 10 Squadron in Townsville. Whilst there he was commissioned, assessed as "above average" and made Captain of his own crew. In 1958, jets called and after a jet conversion on Vampires, he began a long and very satisfying period flying the beautiful "lady of the sky" the Canberra bomber, firstly in No 1 Squadron at Amberley. Highlights included becoming with his navigator, the first A category crew in the Wing and participating in several overseas deployments including flying one of three Canberras around the world to participate in the Nigerian Independence celebrations in October 1960.

He was then selected for an exchange tour on Canberras in the Royal Air Force but shortly before planned departure (and marriage to his Scottish sweetheart Aileen) the posting was cancelled and he returned to Amberley and later to Malaya still flying Canberras. A tour as a flight commander at the RAAF Academy followed and after completing [Staff College](#) in 1966, he was promoted to squadron leader and selected for the first pick up of the F111. During refresher training, he was advised that he had been selected for exchange with the US Air Force to fly the then top fighter aircraft in the world, the Phantom RF4C. He was very lucky as the F111 was delayed for several years. At that time, the Phantom held most aviation records including, altitude, speed and time to altitude. It was a major leap from a Canberra and on arriving at Shaw Air Force Base, beginning training on the Phantom and realizing that his job was to train US pilots and navigators to fight in Vietnam, he decided that he needed to get some combat experience himself to give him experience in reconnaissance and credibility in his job. He approached the senior USAF officer at Shaw as well as the Australian Embassy in Washington and put in process, gaining approval from both governments to do an assignment flying Phantoms in Vietnam.

After several months, approval was finally granted and he was assigned to the 12th Tactical Reconnaissance Squadron at Tan Son Nhut base (Saigon) to fly for six months temporary duty as the only Australian pilot in the entire wing of five squadrons. As the USAF could not order him as a foreign national to Vietnam, they issued "Invitational Orders" with the Secretary of the Air Force inviting him to proceed on operational duty to Vietnam. He thus claims to be one of the few people to be ["invited to attend a war!"](#)



The USAF was not going to let him go to a war zone unless he was well prepared and he completed the USAF Survival Course which included snow survival, the Sea Survival course and the Jungle Survival course in the Philippines before arriving for his tour of operational duty in Vietnam. What followed was excellent experience flying low level reconnaissance missions in all of South Vietnam and as the RAAF had advised USAF that the only constraint on him was not to fly into Cambodia, the USAF assigned him to "out country" missions including North Vietnam and Laos. After returning to Shaw with this excellent experience, he quickly became a training flight commander and had an enjoyable and rewarding time as an instructor.

For his service with the USAF in Vietnam, he was awarded the US Forces Distinguished Flying Cross with Oak Leaf Cluster. On return to Australia, he paid his dues as Staff Officer for the F111



followed by command of No 6 Squadron which by then was equipped with Phantoms to fill the gap left by the delayed F111I. He was selected as a student on Joint Service Staff College and this was followed by a tour as an instructor at the College. A tour in charge of flying training in the RAAF followed promotion to group captain and then selection as the senior officer flying the F-111 at Amberley was the real and very satisfying end of his operational flying of high performance aircraft.

On completion of this marvellous tour, he was promoted to Air Commodore and posted as Commandant of the RAAF Academy at Point Cook. A most enjoyable tour as Air Attache in Washington came on completion of this assignment. After three years in Washington, his final posting on promotion to Air Vice Marshal was as Air Officer Commanding Support Command in Melbourne. Alan was appointed as an Officer in the Order of Australia in 1989.

He retired from the RAAF in November 1990 and established his own consultancy business. Alan considers he had a wonderful career flying the most advanced aircraft of their time. He believes the RAAF is a vastly different service to the one he joined nearly 60 years ago and he had the best of it. Having started his career on Tiger Moths he got a big kick out of flying his restored Tiger which he recently donated to the Temora Air Museum. His philosophy was that if you don't have a F111, a Tiger Moth is the next best thing.



Alan was married to Aileen Purvis. They had recently celebrated 60 years of marriage. There are two sons and five gorgeous granddaughters.

Alex Taylor.

Peter Gilvarry advises the passing of SqnLdr Alex Taylor on the 2nd September. Alex was an AEO who served a long time in the maritime world. He was on number [2 AEO Course](#) in 1967, back in the days when their initial training was conducted at Radschool. Later after Gough reduced the number of crews flying the P-3, Alex instructed at Radschool.

In the early 80s he was detachment commander for the 92WG operations at RMAF Butterworth. He was also an avid ham radio operator.



He passed away in Kerang, Vic, after a long illness.



Tom Green.

Ken Hillebrand advises us that Tom Green has passed away. Sorry, no further details.

Col Ely.

Bob Bennett advises that Col Ely passed away on Saturday the 4th September. Col was on 3 Radio Appy and retired as a CpCapt. Sorry, no further details.

Brian Hammond.

Arthur Rennick advises the passing of Brian Hammond , aged 84 on the 25th August 2021. Brian flew Caribous with RTFV in Vung Tau from Aug 1964 to May 1965 then back again with 2 Sqn from Oct 1969 to Jun 1970.



Brian Patten.

Andrew Turner, the Treasurer of the Vietnam Vets Association in Bendigo, advises the passing of Brian Patten on the 4th September 2021. Brian had an aggressive cancer that only a matter of weeks since diagnosis, claimed him. He was single and lived alone. His funeral will be held in Bendigo. Sorry, no further details.

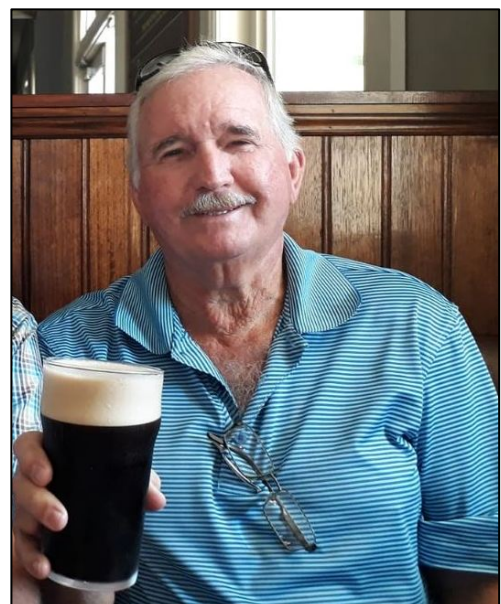
Noel Sullivan

We've been advised that Noel "Sully" Sullivan sadly passed away on Thursday the 16th September after a very short illness with cancer. He was only 75 years old.

His funeral was held on Thursday the 23rd September in Townsville.

A mere 12 weeks ago, Sully was diagnosed with cancer and sadly he succumbed very quickly. And old Mirage bloke, he will be sorely missed.

Sorry – but we have no further details.



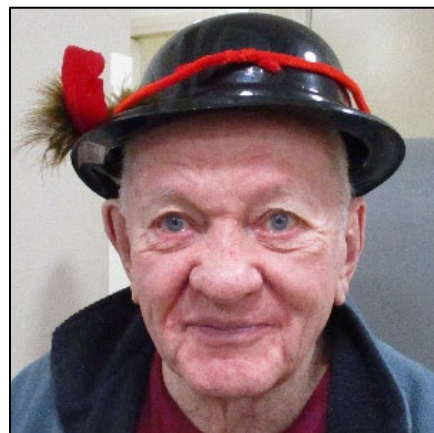


Malcolm “Bugs” Rose.

Bugs Rose passed away on the 12th September, 2021, he was 82 years old.

Bugs was a framie and became a loady on the Caribou early in his career. He was one of the first into Vietnam spending nearly 3 months in Vung Tau with RTFV in 1965/66, then went back again from Jul 1966 to April 1967.

Returning to Australia, he was posted to 36 Sqn which at that time operated the A model Herc and he had two further trips to Vietnam, one in Oct 1968 and again in Nov 1969.



Bugs had suffered with Alzheimers for some years and sadly it finally got the better of him. His funeral was held on Friday the 17th September and as is usual these days with Covid restrictions, his funeral was videoed and you can see it [HERE](#).

Calvan Evans.

Jan Jenkin advises the passing of Calvan Edward Hinkler Evans on the 17th September, aged 83 years. Calvan was a Motor Transport Fitter, Ex 2 SQN Vietnam from April 1967 to April 1968 and back again to 1 OCU from September 1970 to September 1971. His funeral was held at the Drayton and Toowoomba Cemetery on Thursday, 23rd September 2021.

Graham Dyke

Arthur Rennick advises the passing of Graham Dyke DFC on Saturday 25th September. He was 2 months shy of his 86th birthday. Graham was the Ops Officer of 2 Sqn in Phan Rang from Oct 1968 to Sept 1968 and on returning to Australia was the CO of 2 Sqn at Amberley in the 1970s.

AVM Dave Rogers was a friend, he says: “AIRCDRE Graham Dyke a great man and a great friend. He was a very popular and admired friend of many older RAAF folks but sadly he had been ill for some time but kept his sense of humour to the end! A former ATC cadet with a flying scholarship in Brisbane, he enlisted to join the RAAF College but then saw the light and joined [19 Pilots Course](#).



He flew Lincolns in Tengah during the Malayan Emergency, then did 12 months with the RAAF Antarctic Flight where he lost his Dakota as it was blown, relatively intact, eight miles away in an overnight blizzard! After this adventure, he flew Canberras at



Amberley before becoming a highly regarded flying instructor on Winjeels at Point Cook. During this tour he was a member of the short lived 'Yellow Streaks' Winjeel aerobatic team.

He returned to Canberras at 82WG Amberley and then completed another operational tour as a FLTCDR in Vietnam with 2SQN for which he was awarded the DFC. He was later CO2SQN, staff officer in AFO, Defence Attaché in NZ then OC RAAF East Sale. His final job before retirement was DG Personnel.

GD, as he was widely known, became a farmer in Sutton on the highway north of Canberra for 20 years then moved back to Gunghalin with his lovely wife Pam, whom he has now joined again today. Everyone from AC to AIRMSHL in his day knew GD and respected him, enjoyed his company and jovial personality, especially with his big grin. He was just a nice bloke!"

Roger "Hap" Pryor.

We've been advised that Hap Pryor, who just spent 3 days in Caloundra's Palliative Care Hospital had sadly passed away last Wednesday 13th October.

Hap was a very active member of the 3Sqn Association and always attended their get togethers.

He will be remembered at a ceremony at the Caloundra RSL's Memorial Gardens on Friday the 22nd October at 12.30pm.



Alfred John Green

Mike Matters advises the passing of Al Green on Thursday 7th October. He was 89 years old. Al was a navigator and served in Vietnam with 2 Sqn from Oct 1967 – Apr 1968.

His funeral will be held at the Garden Chapel at the Albany Creek Memorial Park, Bridgeman Downs, Qld, on Wednesday 20th October.

Page 3 Girl.

Our lovely page 3 girl this edition is Bichngoc Tran – known to everyone simply as Diamond. Diamond was born in Saigon in South Vietnam in 1959 and as a child knew nothing but war. The French Indochina War broke out in 1946 and ended in 1954 with the defeat of the French and the establishment of two Vietnams, north of latitude 17° being controlled by the Communist Party led by Ho Chi Minh and the south was under the authority of Bao Dai. National elections to decide the future of Vietnam were held in 1956.

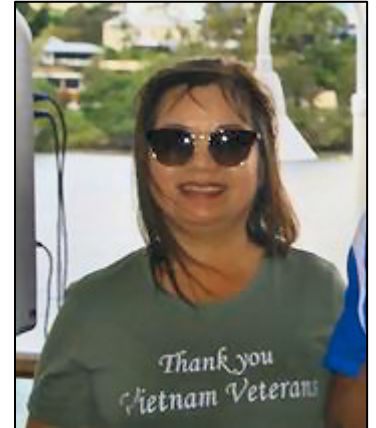
Ngo Dinh Diem was elected premier of the southern part of Vietnam in 1956 and with the support of the USA, under President at the time, Dwight D Eisenhower, had to fight of continuous opposition from the north. Unfortunately, Diem was a poor administrator and the country slowly slipped into one where many local officials engaged in extortion, bribery and the theft of government property.

With the south in disarray, in 1957 the northern communists, now called the Viet Cong, began a program of terrorism and assassination against government officials and the Viet Cong's ranks were soon swelled by many southerners who were alienated by the corruption and intimidation of local officials.

In 1959, the year of Diamond's birth, the Viet Cong began engaging the South Vietnamese Army in regular firefights and the North publicly declared their intention was to overthrow the Diem government.

The Vietnam war had begun.

Diamond grew up in those troubled times, going to school in Saigon and eventually graduated with a teacher's degree in 1981 and also being able to speak and read English. She had learned to play the piano and several other instruments from an early age and in her later school years had formed an all-girl band and started to perform publicly, but by this time, the North Vietnamese were in total control of all of Vietnam. After graduation, she was sent into the jungle area of the country to start her teaching career but was given no facilities, she was not even given or allocated a home in which to live, it was a case of fend for yourself. Life up till then had been very hard, now it was even harder and she, like a lot of her fellow country men and women found it intolerable.



*Diamond (arrowed) and
her family in Vietnam.*





Diamond was fortunate in that she had been born into a reasonably wealthy family and after discussing her insufferable working conditions with her family, her mother paid a bribe in the form of several gold bars, to a local fisherman, who owned a medium size boat and who was smuggling dis-enchanted people out of Vietnam. Late in 1981, along with 135 other people, she boarded this vessel and they headed off.

We cannot understand the degree of despair she must have felt in order to do this, just imagine yourself, a young pretty female, in the middle of night, at some remote shoreline, leaving EVERYTHING behind and climbing aboard this tiny dilapidated small boat with 135 other people, none of whom you knew, and not knowing where you were going or how you were going to get there and more importantly, what you were going to do when you got there. You were leaving your family, your life-long friends, your familiar surroundings, your home where you grew up and the only thing on your mind was to get away. It demonstrated the huge degree of despair she felt and needed a huge degree of courage.

As the waters around Vietnam were patrolled by the Communist navy, in order to make an escape, the vessel had to give the appearance of being a legitimate fishing vessel which meant all but a small number of men were allowed on deck, everyone else had to remain below. Here life would have taken a rapid turn for the worse, with no toilet facilities, barely any food or water, with most people sea-sick due to the overcrowding, the smell and conditions must have been overpowering. They endured this for 3 days and nights until they saw an oil drilling rig in the distance which they immediately headed for.



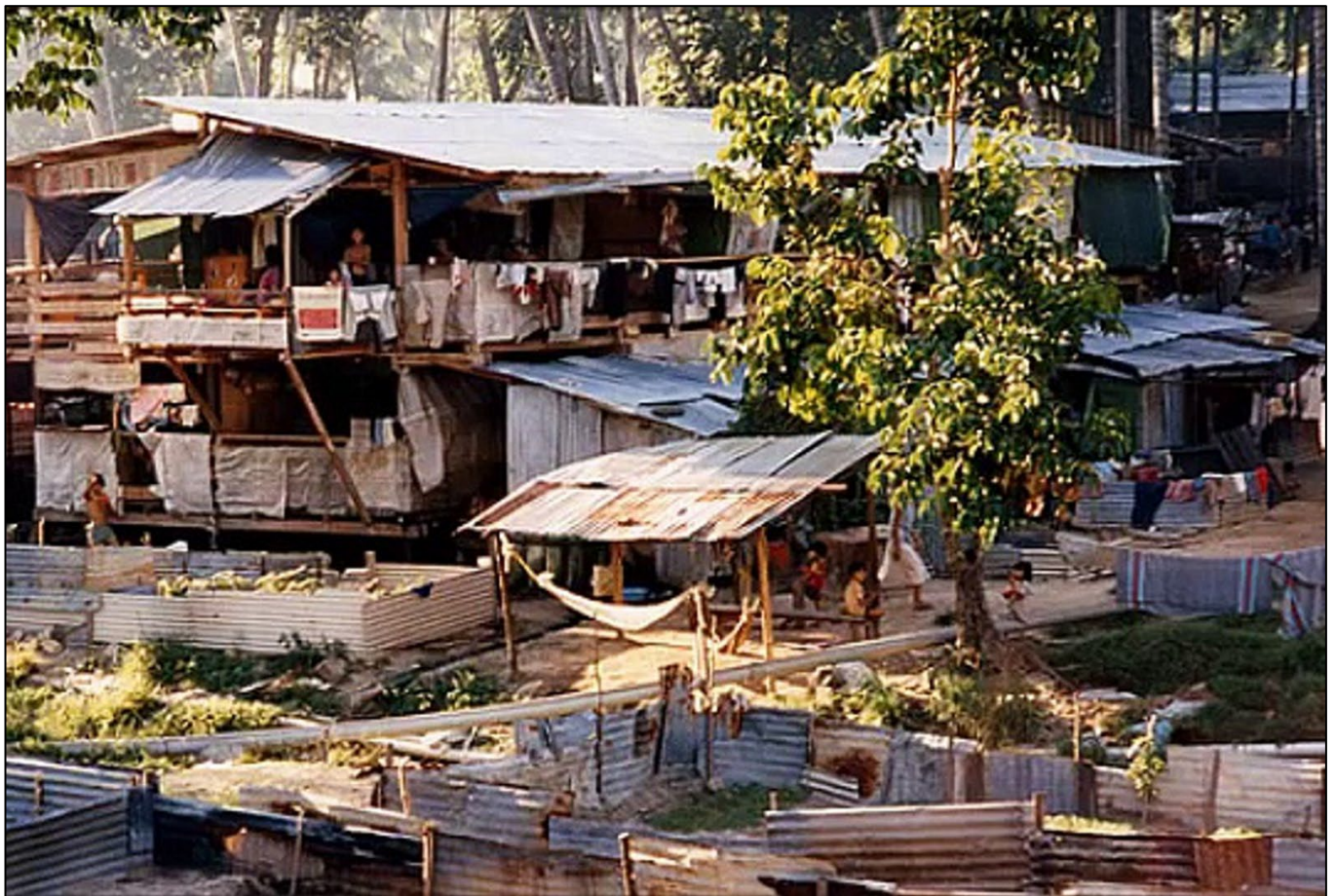
Pulling alongside, they were welcomed by the crew and were allowed to remain on a lower deck of the platform. The crew built a make-shift walled washing facility in which they could clean themselves and which offered a degree of privacy from those around but being open topped, was in full view of the crews above. Most girls washed fully clothed. While on the platform they were



well cared for, given good food and lodging and most were given a change of clothing which were donated by the crew. As the platform was an all metal construction and sitting under the tropical sun, its surfaces were always hot and being bare footed, Diamond was unable to walk around comfortably. She began to build a set of thongs from cardboard and string but when spotted by the crew above, before she'd finished, a hail of rubber thongs rained down from the crew above. She and her fellow countrymen and women had foot coverings.

Eventually after two nights on the platform, she and her fellows were put aboard the Pacific Pranger ship with nothing but the clothes they had on their backs and were taken to the refugee station in Pulau Bidong in Malaysia (see [HERE](#)). The fishing boat, in which they had left Vietnam, was towed a short distance from the oil platform, burnt and then sunk.

Upon reaching Palau Bidong island, Diamond was to find she shared it with about 7000 other people who were all desperate to leave their home country and find a new life elsewhere. Conditions on the island were, considering the huge number of people in such a small place, were reasonable. She lived in a bamboo hut, was provided with sufficient food which consisted of rice, noodles, fish and at times some meat and with toilet facilities which were rudimentary. These consisted of a hut suspended over the ocean with the waste being washed away with the tide.



Most people on the island had grown up knowing of the existence of the USA and that is where most wished to go but due to the huge number, there was at least a 2 year wait while they were processed. Diamond, being able to speak English, began working with an Australian aid worker



named Henry who was working with the UNHCR and was helping him with translation work. Henry suggested she should go to Australia as translators were needed there due to the influx of Vietnamese refugees now being processed in Melbourne. There was also an important alternate reason for his suggestion that Diamond should apply for Australia, at that time the male Vietnamese in Melbourne outnumbered the females by a factor of 10 : 1 and boys being boys, there was considerable unrest as they tried to win favours with the girls.

Having come this far she reasoned anything would be better than a further 2 years on Pulau so she applied for Australia and soon found herself with a group of other young girls on a ship bound for Melbourne. They were off loaded in Kuala Lumpur where they stayed for 3 weeks while being processed and being health checked then it was off to Melbourne where she arrived in December 1981.

The migrant centre was in Springvale, a south eastern suburb of Melbourne and in which many Vietnamese families still call home. She found conditions in Springvale to be excellent, there were about 80 girls in total, two girls shared a room, food was excellent and while there she enrolled for a two week course to further her use of English. This was pushed by the authorities who paid those enrolled \$50 for the two weeks, the idea being those with language skills would find it easier to get jobs and be able to leave the hostel, be productive and live in the community.



Eventually she found a job making life rafts and at night enrolled initially at the TAFE in Box Hill to study to become a social worker, finishing her course at the RMIT in Melbourne. Now with a certificate under her belt, she started to earn a good wage, which she supplemented by once again using her entertaining skills and performing for the Vietnamese community. Very soon she was sending money and goods back to Vietnam.

She began working with [VicSeg](#) helping Vietnamese refugee families cope with English and developed a series of small booklets to help small kids learn English from songs, songs such as Baa Baa Black Sheep etc.

After 10 years in Melbourne, by which time she had become an accomplished entertainer, she decided in order to advance her entertainer skills, she would need to move to the USA, so in 1991 she packed up and moved to California. Very soon after arriving in the USA, and through a lot of hard work, she had established herself a successful and very financially rewarding career in the local entertainment scene. It was here that she met [Thai Dang](#), also a Vietnamese refugee, Thai had emigrated to the USA, had studied and become a successful mechanical engineer. They married in Dec 2004.

As a couple, they decided as life had been good to them, they would try and help those refugees that had not been so lucky and also to help the many US Vietnam vets that were finding life very



tough in the USA. They went back to Vietnam several times helping those in need, especially those suffering from leprosy.

In 2018 they both retired and as Thai had two brothers who had emigrated to Australia many years ago and as Diamond had retained her Australian citizenship, they moved to Qld's Gold Coast. Not long after moving to Australia, Thai was diagnosed with Leukemia and things were touch and go there for quite a while, but after lots of chemotherapy, a bone marrow transplant, and lots of love and care from Diamond, he was back on his feet.

In April 2020, they sold up on the Gold Coast and moved to a southern suburb in Brisbane where they live happily now,

Australia is lucky to have people like them.



RAAF NEWS - May 1970.

These RAAF nursing sisters, pictured together for the first time wearing their working and walking-out uniforms, make a very attractive foursome! Two of the girls are showing off some recently introduced RAAF nursing attire. They are the new uniform for aero-medical evacuations (right) and the white cap of the "on duty" nursing sister which replaces the traditional white veil of hospital ward sisters (left).



This picture was taken at RAAF Laverton in front of an E model Hercules used in medical evacuation flights from Vietnam.

The nursing sisters are (from left). Sect Off C. J. Alford, Sect Off D. E. Banner, Sect Off H. G. Watson and Sqn Off B. A. F. Carroll.

The new aero-medical evacuation uniform of over-blouse, slacks and beret has replaced the shirt, slacks and forage cap outfit previously worn by the RAAF nurses.

Sqn Off Carroll has taken part in many medical evacuation flights from Vung Tau to Australia, and was the first RAAF nursing sister to be awarded the Vietnam Medal.



Truscott Club.

Gail McDermott sent us this pic, it was taken at the Truscott Club in Darwin in the 90s.



We don't have any names – can anyone help?



2SD Dubbo.

David Brown was in Dubbo a few years back, he took a few pics of where [2SD](#) used to be. He said the igloo hangars were still there at the time, other smaller less significant buildings have/are being demolished. He thought it was being turned into a conservation area. Helen Travers was there recently, she said the site has been redeveloped, but not into a conservation area, all outbuildings have been removed as has one of the igloo hangars. The bell hanger and 3 remaining igloo hangars will remain but the site has all been redeveloped for residential.

Here are some photos.





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



The sign at the right above says:

Significance.

The former RAAF Stores Depot at Dubbo, a complex of 1940s military storage buildings, is significant because:

- As a large and intact example of NSW's participation in the network of military bases that were erected in strategic locations around Australia during World War 2.



- Encompassing an area of approximately 38 hectares near the centre of Dubbo City, the former RAAF Stores Depot features thirty buildings including five huge Igloo stores buildings, two Belman hangars, a Rabaul Store and former Inflammable Liquids hangar, a [Sidney Williams Hut](#), and a large semi-underground PBX bunker as well as a road system, railway spur lines and a remnant of the State forest.
- This complex of substantial military structures in their original configuration and landscaping is the only extant, relatively intact example of its kind in Australia.
- It is unusual and probably unique in Australia to find five different types of 1940s prefabricated buildings remaining on the one site.
- The Igloo stores, still in pristine condition, were adapted from an American design but using Australian hardwood and corrugated iron and are five of the only six examples of this building type left standing in Australia. The prefabricated steel-framed Rabaul hangar is the only structure of its kind still existing in Australia.
- The site is a coherent 1940s cultural landscape that combines forestry remnants with the careful placement of the buildings to result in a site that was innovatively camouflaged to reduce the risk of aerial attack.
- As the only World War 2 stores depot to remain in Military service until the 1990s, the former RAAF Stores Depot is important for its historic association with the development of Australia's defence over 50 years.
- The site has heritage significance for its association with Aboriginal relics, previous forestry uses of the landscape, its use as a makeshift camp during the great depression and more recent community and recreational uses.

Woomera.



This is a photo of all the troops who were stationed at Woomera in 1965.



Butterworth and Penang, Jan 1970.

Penang Island



4 RAAF Hospital





4 RAAF Hospital.



1 TMT





Some pics from Vung Tau, Dec 1969

US Army Jolly Green Giant



US Army Jolly Green Giant





US Army Chinooks.



9 Sqn Bushranger.



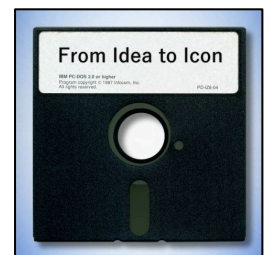


Computers and stuff.

Sam Houlston.

From idea to icon: 50 years of the floppy disk.

Fifty years ago, IBM introduced the first-ever floppy disk drive, the IBM 23FD, and the first floppy disks. Floppies made punched cards obsolete and its successors ruled software distribution for the next 20 years. Here's a look at how and why the floppy disk became an icon.



Origins of the Floppy Disk.

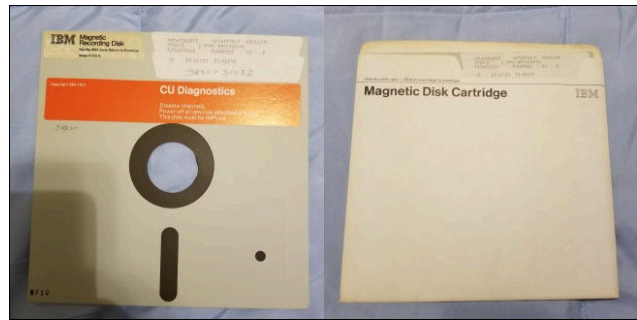
Throughout the 1960s, IBM shipped many mainframes with magnetic core memory which could retain its contents when powered off. As the mainframe computer industry began to use solid-state transistor memory that lost its contents when powered down, IBM found itself needing a way to quickly load system software into these new machines at bootup to get them going. The conventional solution required loading data from stacks of [punched cards](#) or spools of magnetic tape, which could be slow and bulky.

That led to a search, beginning in 1967, for a new removable storage medium that could retain information without power and could be transported easily to remote computer installation sites. Soon, an IBM engineering team led by David L. Noble came up with a rotating flexible plastic disc impregnated with iron oxide that could hold a magnetic charge similar to magnetic tape. To improve reliability, the team placed the disc inside a plastic sleeve surrounded by fabric that could sweep away dust as the disc rotated.

In 1971, IBM introduced the world's first commercial floppy disk drive, the 23FD Floppy Disk Drive System. It used 8" (20cm) square disks that held about 80 kilobytes. In a notable limitation, the drive could only read data, not write it. A special drive at IBM wrote the disks that would then be distributed to remote computer systems for loading system updates. Initially, IBM referred to its first floppy disk media as a "Magnetic Recording Disk" or a "Magnetic Disk Cartridge."



IBM called its new disk a “floppy disk” because it was flexible, unlike the rigid aluminium platter hard disks that came before it. The idea for a floppy rotating disk was so novel that ComputerWorld described a competing floppy diskette technology developed by Innovex as a “sheet of magnetic tape” in 1972.



In 1973, IBM released a refined version of the 8” floppy disk called the “IBM Diskette” (“Diskette” meaning a small disk—and also potentially referring to its secondary position relative to hard disks in a computer system.). With the IBM Diskette’s matching 33FD floppy drive, users could write data to the disk as well as read from it, so IBM hailed it as a new medium.

The new read-write IBM Diskette medium first found use in the IBM 3740 Data Entry System, which the firm designed to replace “keypunch” data entry systems in use at the time that would write data to stacks of paper-punched cards.

Increased efficiency reported with IBM’s new data entry system.



The IBM 3740 Data Entry System marked the first appearance of the “IBM Diskette.”



The floppy diskette represented a substantial breakthrough in computer data storage, with each diskette equivalent to about 3,000 punched cards in data capacity. Compared to huge stacks of punched cards, the floppy disk was small, portable, light, inexpensive, and re-writable.

Competing firms soon began creating 8" floppy drives that could read and write IBM's floppy disk format, and a new standard was born.

From Mainframes to PCs.

While initially used for mainframe computer systems, floppy disks quickly played a key part in the personal computer revolution of the mid-1970s. While initially, the high expense of 8" floppy drives and controllers made many early PC hobbyists stick to paper tape or cassette drives for storage, floppy technology kept pushing forward. In 1976, Shugart Associates invented the 5.25" floppy drive, which allowed for smaller, less expensive media and drives.

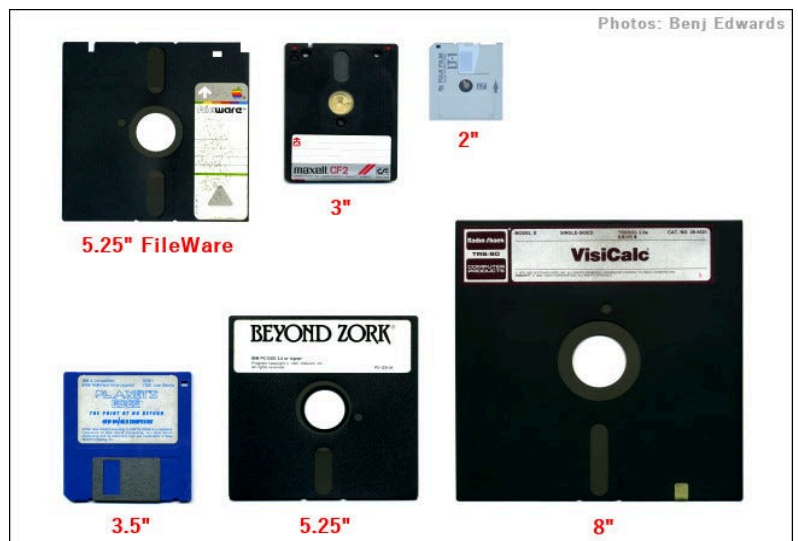
Consumer PC breakthroughs, such as Steve Wozniak's Disk II system for the Apple II, brought floppy disk storage to the masses in the late 1970s. Although some inexpensive home computers still regularly used cassette tape drives for storage until the mid-late 1980s, floppy drives became standard equipment for early business-oriented personal computers by the late 1970s. In 1981, the IBM PC 5150 shipped with bays for two 5.25" internal floppy drives, further cementing their use in the industry.



Interesting floppy formats through the years.

Over the course of four decades, dozens of manufacturers experimented with different floppy disk formats and densities. Here's a list of a few notable ones.

- **8-inch Magnetic Disk Cartridge (1971):** When introduced by IBM, the first 8" floppies held a mere 80 KB of data and weren't designed to be written by the user. But they set the template copied by later floppy disk formats.
- **8-inch IBM Diskette (1973):** The first read-write floppy diskette system from IBM launched with the IBM 3740 Data Entry System. Initial disks



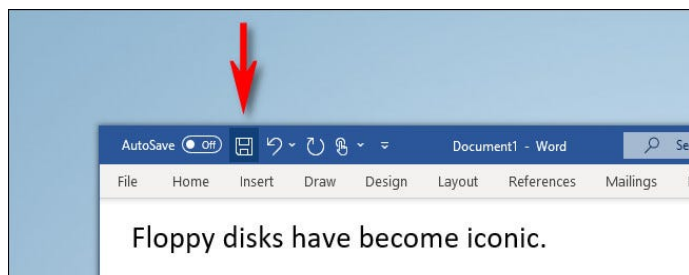


could hold about 250 KB. Later 8" diskette formats could hold up to 1.2 megabytes per disk.

- **5.25-inch (1976):** Invented by Shugart Associates, the initial 5.25" floppies could only hold about 88 KB. By 1982, a high-density 5.25" floppy could hold 1.2 MB.
- **3-inch (1982):** As a joint project between Maxell, Hitachi, and Matsushita, the 3-inch "Compact Floppy" shipped in a hard shell and initially held about 125 KB (single-sided format), but later expanded to 720 KB. It mostly found use in word processors and Amstrad computers, but never became widespread in the U.S.
- **5.25" Apple FileWare (1983):** This special 5.25" floppy format with two read-head windows used only in the Apple Lisa computer could hold about 871 KB of data. Apple soon discontinued its use in favour of 3.5" Sony drives in future models.
- **3.5-inch (1983):** Several companies shipped the first 3.5" floppy disks based on a Sony design that could hold 360 KB in its single-sided configuration, or 720 KB double-sided. Later versions could store up to 1.44 MB or 2 MB of data.
- **2-inch (1989):** In 1989, both Sony and Panasonic debuted 2" floppy drive formats that found use in Japanese word processors, still video cameras, and most notably, the Zenith Minisport laptop. Sony's format could hold 812K of data, and Panasonic's, 720K.
- **3.5" Floptical (1991):** Developed by Insite Peripherals, this obscure format used special disks similar to 3.5" floppies that could hold 21 MB each thanks to optical head-tracking technology that increased track density dramatically.
- **Zip Disk (1995):** Iomega's 100 MB Zip Disk became an alternative floppy disk standard in the late 1990s and early 2000s. Later models held up to 750 MB of data.
- **3.5" Imation SuperDisk (1996):** The 3.5" floppy format's last stand, as far as new densities were concerned, came in the form of this 120 MB magnetic disk that achieved its high-data densities thanks to laser-tracking techniques. In 2001, Imation released a 240 MB version of the disk. As a bonus, SuperDisk drives could read regular 3.5" floppies as well.

Floppy as Save Icon.

With so many people using floppy disks to store computer data on personal computers in the 1980s and 1990s, software programs in the GUI (Graphical user interface) era began to represent the act of saving data to disk with an icon of a physical floppy disk. Decades later, the trend persists in programs such as Microsoft Word and Microsoft Paint. This has led to some criticism due to the fact that many computer users today didn't grow up using floppy





disks, so they might not know what they are. For the past decade, there's been a joke going around on the internet where someone represents a real floppy as a 3D-printed "Save" icon.

[Skeuomorphism](#) is everywhere in interface design, with gears representing the inner workings (Settings) of a computer, SLR cameras representing a camera app and vintage telephone receivers often used as "call" buttons or phone app icons. While some younger people might not know what a floppy disk is today, they have probably already learned that it represents the "save" action, even if they don't know its origins.

Tech ancestry is in our language as well. A "dashboard" was originally a wooden panel at the front of a carriage designed to protect riders from mud kicked up by horses, but over time, the word gained new meanings as it began to represent different things, from car interiors to software interfaces. Will the floppy disk save icon end up that way, too? Only time will tell.

End of the Floppy.

After the introduction of the CD-ROM drive in the 1980s and its mass adoption in the 1990s, and then competition from Zip Disks, CD-Rs, USB thumb drives and beyond, the 1.44 MB 3.5" floppy format seemed doomed by the late 1990s, but the format held out far longer than anyone expected, regularly shipping in PCs up until the mid-2000s thanks to its traditional role of providing BIOS updates to PC motherboards and as a cheap way of distributing device drivers for PC peripherals.

Apple made a decisive move against the floppy disk in 1998 with the release of the iMac, which controversially omitted any kind of floppy drive for the first time in Macintosh history. By that time, Apple assumed that people could transfer files through LANs, CD-ROM and over the internet and the company was largely right. Without the legacy reliance on BIOS upgrades by floppy, the Mac was free to cut its floppy ties earlier than most.



While some people still used floppies for quick data transfers by the late 2000s, the floppy's commercial end had finally come. In 2010, Sony announced that it would cease production of floppy disks in March of 2011 due to dwindling demand and today, no one manufactures floppy disks or floppy drives. Still, legacy uses of floppies remain. As late as 2019, some United States nuclear weapons systems still relied on 8-inch floppies to operate properly, although they recently received a floppy-free upgrade. In August of 2020, The Register reported that Boeing 747 airplanes still receive critical software updates over 3.5" floppy disks. Why stick with them? Because they're a reliable, known technology, built into critical systems that aren't easy to just swap out without potentially endangering lives.

Today, many vintage computer hobbyists still use floppies for fun, But if you still have important data on floppies yourself, it's probably best to back it up to more modern formats (not CD-Rs!) because old floppy disks can lose data over time due to environmental damage or the loss of magnetic charge on the disk surface.

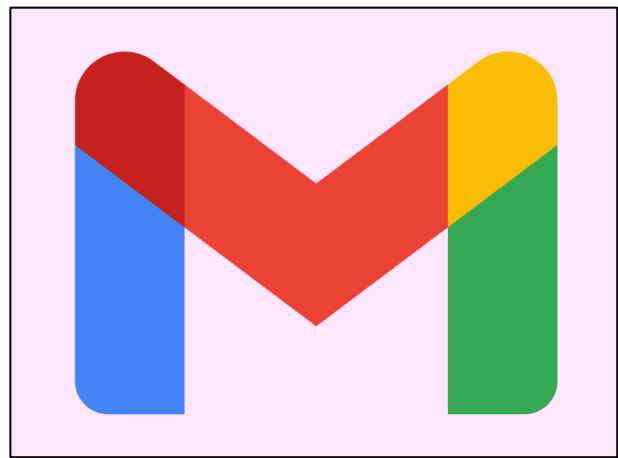


Either way, 50 years after the floppy disks' launch, it's amazing that the technology is still with us. I'd say that's a big success and IBM is rightfully proud of itself for initially inventing the medium. Happy birthday, floppy disks!

The golden rule of computers – If it ain't broke, update it!

How to fix Gmail when it's not receiving emails.

Gmail is something most of us use every day, most of the time without any problems. Unfortunately, some users run into the error of not receiving emails. There are multiple things you can try to start receiving your emails again, you can get this error on your phone, computer, or even your tablet, so here are solutions for all of these situations.



General Troubleshooting.

1. Check Google's Servers

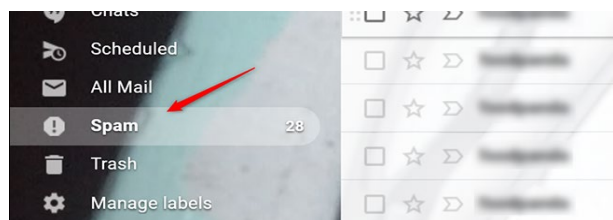
Although it's rare, Google servers do go down for maintenance or unplanned difficulties. You can check [Google's workspace status](#) and see if Gmail is currently down or was down recently. If Google's servers were temporarily down, then perhaps your email wasn't handled properly. In that case, ask your sender to resend the email back to you.

2. Send Yourself a Test Email

Another simple troubleshooting test you can do is by sending yourself an email. Try sending yourself two emails, one with a Gmail account and another one from another email service like Yahoo or Outlook. If you can receive emails from yourself, then chances are the emails you aren't receiving are an isolated case.

3. Check Your Spam Folder

Don't forget to check your spam folder! Google automatically filters some emails to spam, so the email you're expecting may be over there. It's on the left-side corner of your screen when you open the Gmail website or application. If your antivirus has an

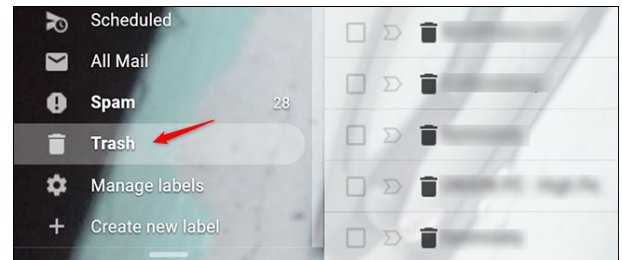




email filtering feature, then chances are the email you're expecting is either here or in the trash.

Check Your Trash

Similarly, you'll want to check your Trash. Perhaps you mis-clicked or accidentally deleted an email you were expecting. Again, this is especially common for antivirus software to delete emails that it thinks are viruses.



Go to All Mail

Finally, there's an All Mail option at the left side of your screen that shows all the emails related to your account. If you can't find the email you're expecting in the Trash or Spam, then perhaps the All Mail tab will have it. This is also where archived emails are stored. Since all it takes is a simple swipe left or right to archive your email, you may have accidentally sent it there.

On your computer.

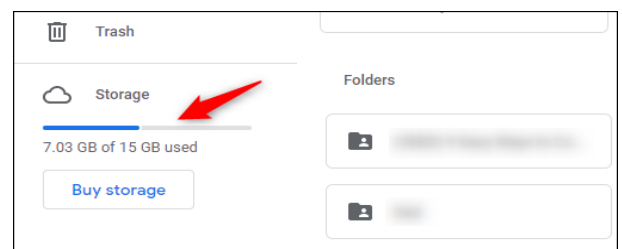
Unlike on your phone where your app may be outdated, your PC's browsers are always up to date. This makes it more reliable, especially for problems like this where a network or connectivity bug could be your problem.

Log Out and Back Into Your Account.

Logging out of your Gmail account and back into it can help troubleshoot the problem by forcefully syncing your Gmail to Google's servers. This should show any emails that were missing on your device.

Check Your Gmail Account Storage.

Unfortunately, unlimited storage isn't free. Gmail has a storage limit and once you hit it, you'll stop receiving messages. You can easily check your account storage by opening your [Google Drive](#). Your storage space (should be 15 GB by default for free users) will show on the left side of your screen, at the bottom of the menu. If your storage is full, you can buy more from Google, it's not expensive, (see [HERE](#)) or you'll have to [delete files](#) from your Google Drive or the emails in your Trash to clear this out.





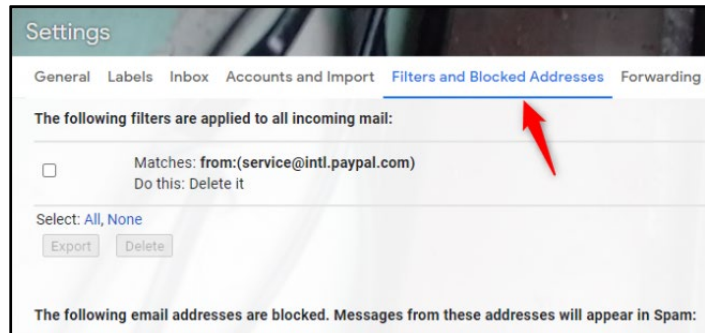
Gmail doesn't automatically delete your emails when you throw them in the Trash. Google keeps it for you for 30 days before deleting it themselves, however, it takes up space while it's in the Trash.

Double check your Gmail filter settings.

Filtering your emails is often a necessity, especially if you start receiving random spam emails from bots and advertisers, unfortunately, it's possible the email you're expecting to receive has been filtered as well. The Gmail mobile app's settings are limited, so you're better off using your computer for this. If you don't have a PC, you can open Gmail on the browser app of your phone. Just make sure to tick on the "Show desktop version" option on your browser app.

On your PC:

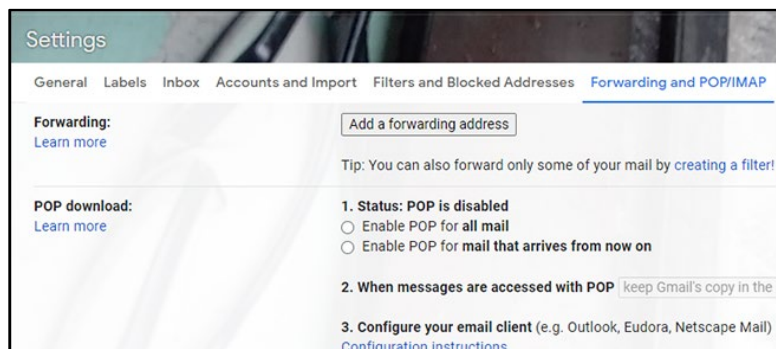
- Open your Gmail account and click on the gear icon at the top-right corner of your screen to go to your Settings.
- Look for and click on "See all settings".
- Go to "Filters and Blocked Addresses".
- Look through the email addresses that you have blocked or created filters for. Unblock or un-filter the email address you want to receive emails from.
- If you unblocked or unfiltered any email address, then ask them to resend their email to you. Your Gmail account should now receive the email without a problem.



Disable Gmail Email Forwarding.

Email forwarding is a useful option for users who are switching to a different email address. This makes it so that emails sent to your email are forwarded to your new email. If this was turned on by some mistake, then your email won't be receiving anything new.

- Open the Gmail website and click on the gear icon to go to your settings.
- Click on "See all settings".
- Navigate to the "Forwarding and POP/IMAP" tab.
- Disable the forwarding option and save your changes before refreshing your Gmail.



If your forwarding option was enabled by some mistake, then you'll have to ask your sender to resend their email to you. Hopefully, that fixes your issue!



Disable Your Antivirus Program.

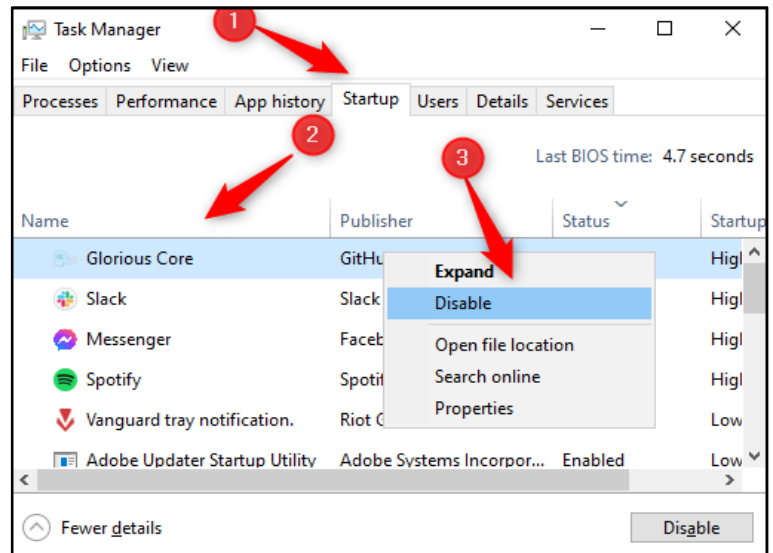
This step only applies to those who are using IMAP in a desktop client on Windows. Some antivirus programs have an email filtering feature. This filters out emails that your antivirus thinks are a potential virus or has malicious intentions. You'll want to try and disable this feature from your antivirus program and either refresh Gmail or ask your sender to resend the email.

Alternatively, you can also disable your antivirus program from running on Startup through the Task Manager.

- Press Ctrl+Shift+Esc to open up the Task Manager.
- Go to "Startups" and look for your antivirus software.
- Right-click your antivirus program and select "Disable" to disable it from running on startup.

Restart your computer and see if that fixed your email problem. Ask your sender to resend the email as well. If that

fixed your problem, don't forget to turn on your antivirus when you're done! You can let it run on startup again by repeating the steps above but clicking on "Enable" instead.



The nicest thing about the future is that it always starts tomorrow.

How to make a USB drive that can be read on Macs and PCs

By default, Windows and Mac file systems don't play well together, so when it comes time to transfer files between them on a USB stick, you'll need to make special arrangements. Here's how to format a USB stick to work on both systems.

The File System Is the Key.

Windows 10 and MacOS use two different file systems by default. A file system determines how an operating system writes data to a hard disk or a USB drive. Windows 10 uses a file system called NTFS, and MacOS currently uses APFS by default.

So here's the problem: If you format a USB drive as APFS on a Mac, Windows 10 won't read it without third-party tools (and will actually ask to format it) and likewise, if you format a USB drive as NTFS on



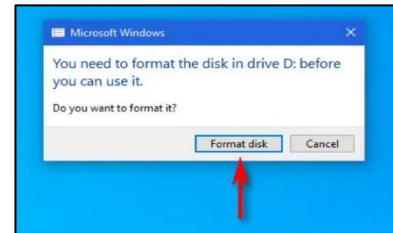


Windows, Macs can read it but not write to it (although there are some ways around it).

If you're frequently using both Macs and PCs with the same drive, the ideal solution is to configure a USB drive with a file system that both operating systems can read. That file system is called exFAT, and it's designed for flash media cross-platform compatibility. This is how to do it.

If the USB drive that you want to use as a universal transfer drive contains any data that you want to keep, you'll need to back up that data onto another disk or a cloud backup service first. Formatting a drive always erases all of the data on the drive. If the USB drive is formatted with the Mac file system, you'll need to use a Mac to transfer the data off of the drive. If the USB drive is formatted as a Windows drive, it's probably best to back it up with a Windows Machine.

First, plug the USB drive that you'd like to format as a universal Mac/Windows drive into your Windows machine. If Windows says that it doesn't recognize the drive (and you've already backed up any data on it), click "Format Disk." If Windows recognizes the drive, open File Explorer and navigate to "This PC." In your "Devices and Drives" list, right-click the USB drive that you want to use as a universal drive and select "Format" from the list.

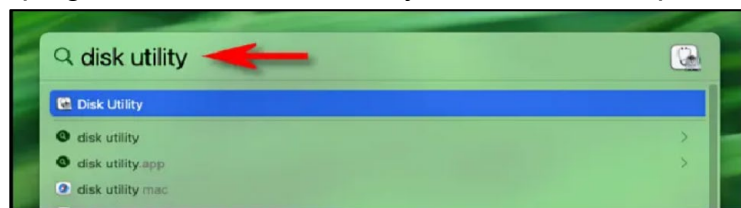


In the "Format" window that appears, click the drop-down box labelled "File System" and select "exFAT." Then, type in a name for the drive in the "Volume Label" box (if you'd like) and click "Start." Next, you'll see a warning that reminds you that you're about to lose all of the data on the disk that you're going to format. If you're ready, click "OK."

Windows will format the drive with the exFAT file system. When you see a "Format Complete" window, click "OK." The next time that you open File Explorer, you'll see the formatted USB drive in your "Devices and Drives" list. You can copy data to the drive as you normally would and the drive will also be readable and writable on a Mac.

You now have to set up the drive to work on a Mac.

First, find a free USB slot on your Mac and plug in the USB drive that you'd like to set up as a Windows and Mac disk. To format a USB drive with the exFAT file system on a Mac, you'll need to use a tool called "Disk Utility" created by Apple that ships with MacOS. To run it, press Command+Space on your keyboard and type "disk utility," and then click the Disk Utility icon. (Or, you can open Launchpad, type "disk," and then click the Disk Utility icon.)

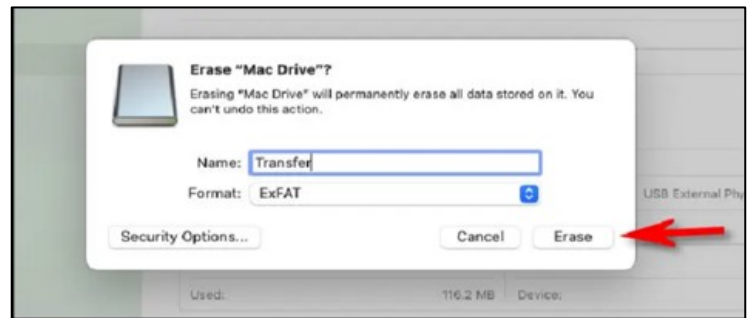


When Disk Utility opens, look at the sidebar in the "External" section and select the USB drive that you just inserted. (Warning: Triple-check that you're selecting the correct drive in the Disk Utility list. Everything on that drive is about to get erased). After selecting the USB drive, click "Erase" in the toolbar near the top of the window. In the "Erase" pop-up that appears, click the drop-down menu labelled "Format." In the file system format menu, select "exFAT" from the list.



Disk Utility will erase and format the USB drive as exFAT. When it's finished, click "Done," and you're ready to go. Quit Disk Utility and you can copy files to your newly formatted USB drive as usual.

You can then insert it into a Windows PC and read from it or write to it with no trouble.



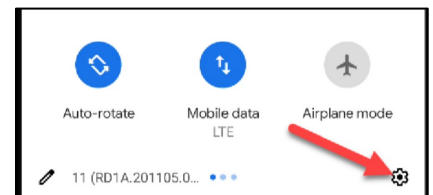
Paddy calls Jetstar to book a flight. The operator asks "How many people are flying with you?"
Paddy replies "I don't know! It's your bloody plane!"

How to search the Settings Menu on Android

The Android Settings menu can sometimes feel like a disorganized mess. Things have slowly gotten better over the years, but it still varies greatly by the device. Thankfully, you can now simply search for the setting you want.

As with many things Android-related, the Settings menu looks different depending on your phone or tablet's manufacturer. But first, you need to open the Settings.

Swipe down from the top of the screen (once or twice, depending on your device's manufacturer) and tap the gear icon to open the Settings menu. What we're looking for is a search bar or some sort of search icon, like a magnifying glass, at the top of the Settings.



Here's the search interface on a Samsung Galaxy:

Click the small magnifying glass, a window will appear containing the word "Search," start to type for whatever you're looking. The results will start to appear underneath. Pay attention to the small text that indicates which section of the Settings the result is from.



Tapping a result will take you to that spot in the Settings. It's as simple as that.

What do you call Bob the Builder when he retires? [Give in?](#)



What happens to your online accounts when you die?

We're all going to die someday, but the same can't be said for our online accounts. Some will persist forever, others might expire due to inactivity and some have preparations in place for when you pass away. So, let's have a look at what happens to your online accounts when you go offline forever.



A State of Digital Purgatory.

The easiest answer to the question of what happens to your online accounts when you die is "nothing." If Facebook or Google is never notified of your death, your profile and inbox will remain there indefinitely. Eventually, they might be removed due to inactivity, depending on the operator's policy and your own preferences.

Some jurisdictions might attempt to regulate who can access the digital assets of someone who has died or is otherwise incapacitated. This will vary depending on where in the world the account holder was (or is) located and could even require legal challenges to resolve. You'll likely be notified of this by the service operator since they must comply with local laws first and foremost. Unfortunately, expired accounts often become the target of thieves who take advantage of the compromised passwords and outdated security practices used by their deceased owners. This can cause great distress to family members and friends and it's why networks like Facebook now have built-in safeguards.

Two scenarios usually play out when someone with an internet presence passes away, either the accounts exist in a state of digital purgatory, or the account holder explicitly passes on ownership or login details. Whether or not that account can still be used depends ultimately on the service operator, and these policies differ quite wildly.

If you were hoping to pass on a digital library of movies and music, then you might be disappointed to hear that this is often forbidden in the terms and conditions. Or, if a family member needs information stored in your inbox, they might have to provide a subpoena or court order to gain access.

What Do the Tech Giants Say?

If you're wondering whether a particular service has an explicit policy regarding its users passing on, you'll need to look up the terms of use. With that in mind, we can get a good idea of what to expect by looking at what some of the largest websites and online services say. The good news is that many provide users with tools that allow them to decide what happens to their accounts and who gets to access them after they die. The bad news is that most accounts deem that content, purchases, usernames, and other associated data cannot be transferred.



Google, Gmail, and YouTube.

Google owns and operates some of the biggest services and storefronts on the internet, including Gmail, YouTube, Google Photos, and Google Play. You can use Google's [Inactive Account Manager](#) to make plans for your account in case of your death. This includes when your account should be considered inactive, who can access it and what they can access and whether or not your account should be deleted. In the event of someone passing who hasn't used the Inactive Account Manager, Google lets you [submit a request](#) to close accounts, request funds, and obtain data.



Google states that it is unable to provide passwords or other login details, but will “work with immediate family members and representatives to close the account of a deceased person where appropriate.” Since Google owns YouTube, and YouTube videos can continue to earn revenue even if the channel belongs to someone who has passed away, Google might pass on revenue to eligible family members or legal next of kin.

Facebook

Social media giant Facebook now allows users to nominate “Legacy contacts” to manage their accounts should they pass away. You can do this using your Facebook account settings, ([HERE](#)) and Facebook will notify anyone who you specify. Doing so requires that you decide between memorializing your account or permanently deleting it. When an account is memorialized, the word “Remembering” appears before the name of the person, and many account features are restricted.



Memorialized accounts remain on Facebook and the content that they shared remains shared with the same groups. Profiles don't appear in friend suggestions or the “People you may know” section, nor do they trigger birthday reminders. Once an account is memorialized, nobody can log in again. Legacy contacts can manage posts, write a pinned post and remove tags. Cover and profile pictures can also be updated and friend requests can be accepted. They cannot log in or post regular updates from that account, read messages, remove friends, or make new friend requests.

Friends and family can always [request memorialization](#) by providing evidence of death, or they can [request the removal](#) of the account.

Twitter.

Twitter doesn't have any tools for deciding what happens to your account when you die. The service has a 6-month window for inactivity, after which your account will be deleted. Twitter states that it “can work with a person authorized to act on behalf of the estate, or with a verified immediate family member of the deceased to have an account deactivated.” This can be done using the [Twitter privacy policy inquiry form](#).





Apple.

Your Apple accounts will be terminated when you die. The “No Right of Survivorship” clause in their [terms and conditions](#) (which can differ between jurisdictions) states: *“Unless otherwise required by law, You agree that your Account is non-transferable and that any rights to your Apple ID or Content within your Account terminate upon your death.”* Once Apple receives a copy of the death certificate, your account will be deleted along with all associated data. That includes photos in your iCloud account, movie and music purchases, apps that you have bought, and the contents of your iCloud Drive or iCloud inbox.



It is recommended that you [set up Family Sharing](#) so that you can share photos and other purchases with family members, since trying to rescue photos from a deceased account will likely prove fruitless. If you need to notify Apple of someone’s death, then the best way to do so is the [Apple Support](#) website. If Apple doesn’t receive confirmation of your death, then your account should remain intact (at least for the short term). Passing on Apple account credentials upon your death would allow friends and family members to access accounts in your stead, if only temporarily.

Microsoft and Xbox.

Microsoft seems pretty open to allowing surviving family members or next of kin access to the account of someone who has died. The [official terms](#) state that *“If you know the account credentials, you can close the account yourself. If you don’t know the account credentials, it will be closed automatically after two (2) years of inactivity.”* Much like other services, if Microsoft never learns of your passing, then the account should remain active for two years at least. Just like Apple, Microsoft provides no right of survivorship, so games (Xbox) and other software purchases (Microsoft Store) cannot be transferred between accounts. Once the account has been closed, the library will disappear with it.



Microsoft states that it requires a valid subpoena or court order to consider whether or not it will release a user’s data, which includes email accounts, cloud storage, and anything else stored on their servers. Microsoft is, of course, bound by any local laws that state otherwise.

Share your passwords.

The easiest way of ensuring that your accounts are at least managed by someone you trust is to pass on the login credentials directly. Service providers might still decide to terminate the account when they learn of the owner’s passing, but loved ones will have a head start in collecting any photos, important documents, and anything else they need.

**Husband's call:**

"Honey, it's me. I don't want to alarm you but I was hit by a car as I was leaving the office. Paula brought me to the hospital. They have checked me over and done some tests and some x-rays. The blow to my head was severe. Fortunately it did not cause any serious internal injury, however I have three broken ribs, a compound fracture in the left leg, and they think they may have to amputate my right foot."

Wife's Response:

"Who's Paula?"

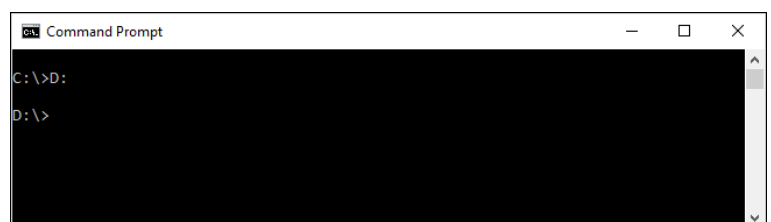
Why does Windows still use letters for drives?

Windows typically assigns your system drive the letter C: and gives different letters to other storage devices. That's unusual—MacOS and Linux don't use letters. Windows can access drives without letters, so why does it use them?

Where Do Drive Letters Come From?

Like many things in Windows, such as, how it uses backward instead of forward slashes, drive letters date back to the days of MS-DOS (in fact, even a bit earlier). This is the reason the Windows system drive uses the letter C:, A: and B: were reserved for floppy disk drives. Drive letters were carried over to MS-DOS from CP/M, an older operating system. They offered a way to access logical and physical storage devices containing files. To access a file named README.TXT on the second floppy disk drive, you'd just type B:README.TXT.

The need for drive letters is apparent on the command line. If there were no drive letters, how would you quickly specify paths to files on different devices? This was the system MS-DOS inherited, and Microsoft has stuck with it since.



While drive letters might seem less important now that we're using graphical desktops and can simply click on icons, they do still matter. Even if you only access your files through graphical tools, the programs you use have to refer to those files with a file path in the background and they use drive letters to do so.

Drive letters aren't the only possible solution, however. Apple's macOS, Linux, and other Unix-like operating systems use a different method of accessing different partitions and storage devices.

Rather than being accessible at a letter, a device can be made accessible at a directory path in the file system. For example, on Linux, external storage devices were traditionally mounted at



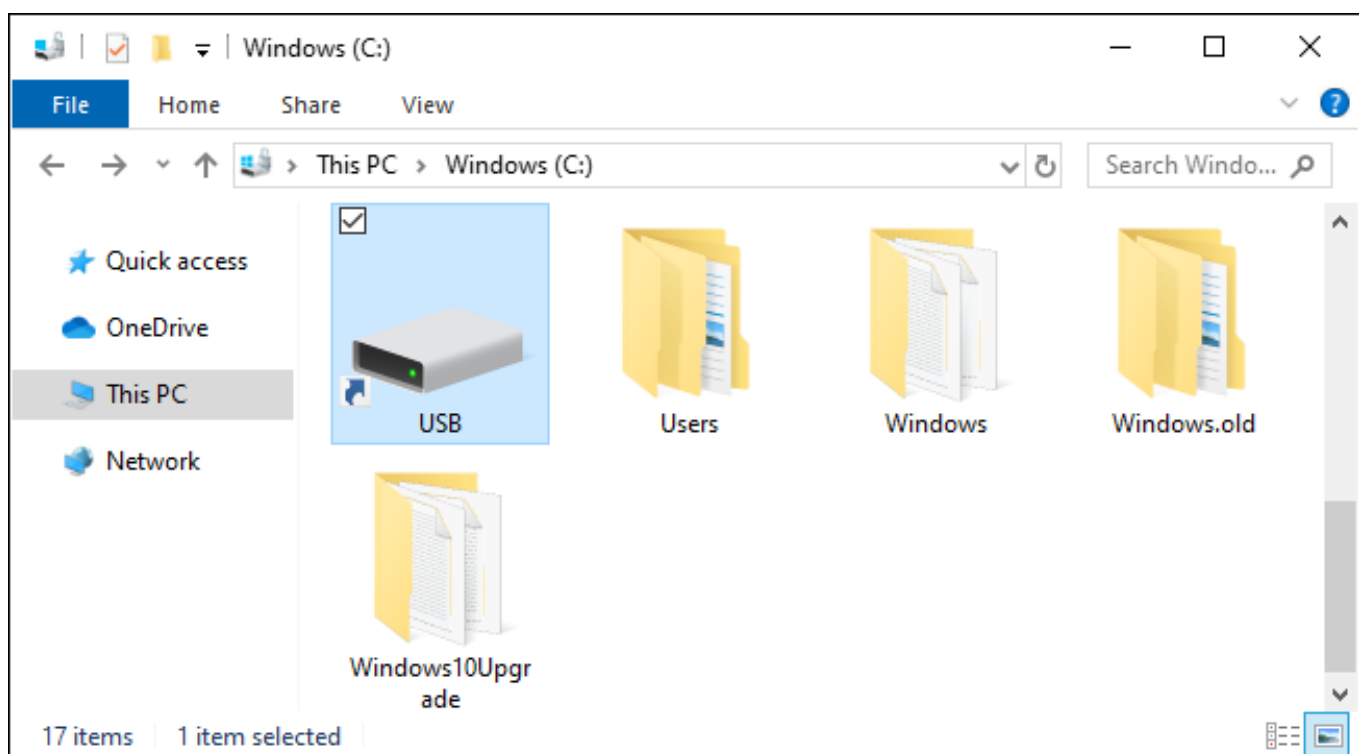
/mount. So, rather than accessing a DVD drive at D:, you might access it at /mount/dvd. This goes down to the “root” of the file system. Linux and MacOS don’t have drive letters, so the base part of the file system isn’t a letter, instead, they have a root directory, which is /. The system drive is “mounted” (made available) at / instead of C:\. Other drives can be mounted at arbitrary folders, if you want your home directory stored on a different drive, you can mount it at /home. The contents of the drive will then be accessible at /home.

You Can Access Drives on Windows Without Letters

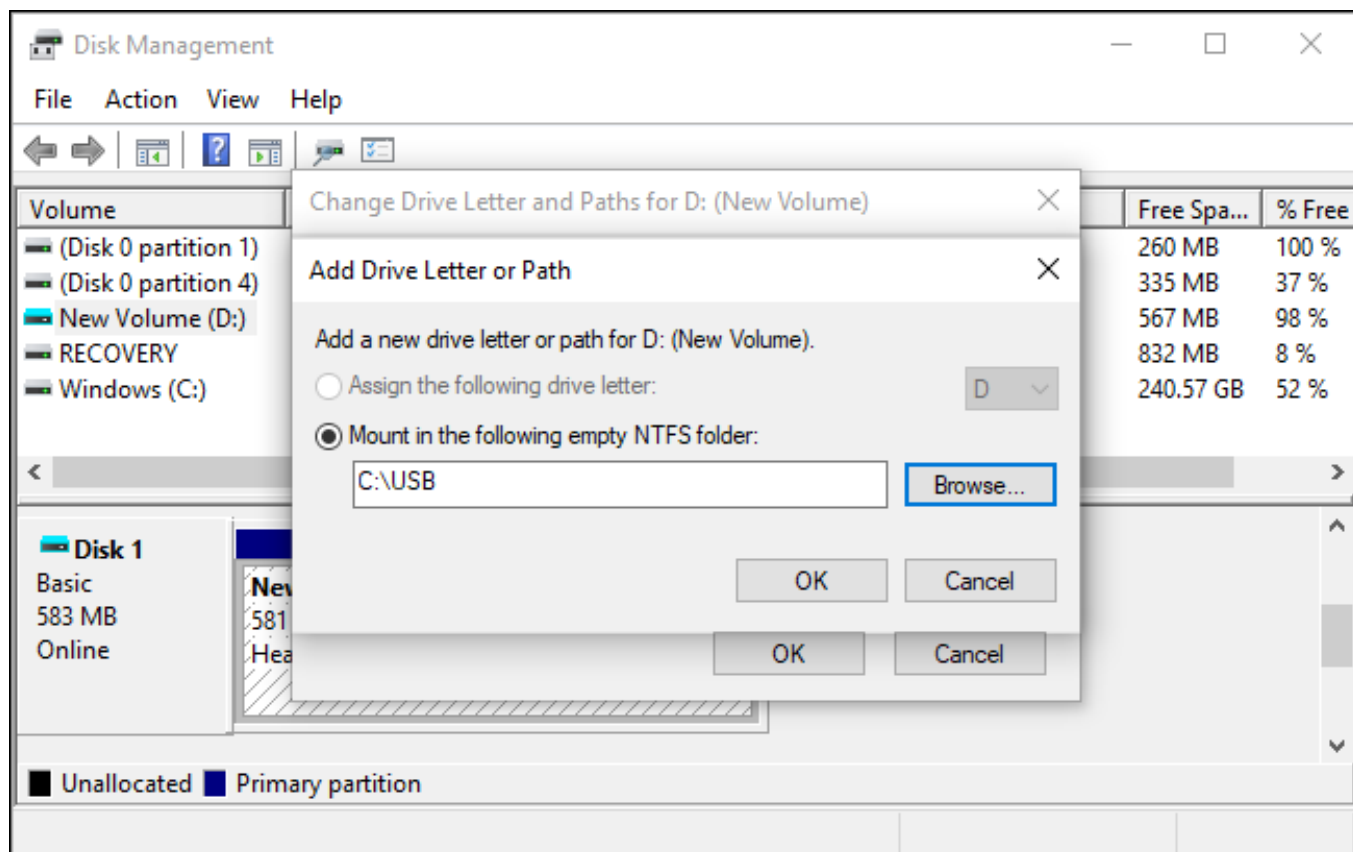
So why can’t you mount drives on Windows like this, making them accessible at arbitrary paths instead of letters? Why can’t you access your USB drive at C:\USB\, for example?

Well, you can! But it’s a bit complicated – and really, why would you want to?

Modern versions of Windows now let you mount storage devices at a folder path, too. This option is available in the [Disk Management tool](#). Right-click a partition on a drive, select “Change Drive Letters and Paths,” and then click “Add.” You can use the “Mount in the following empty NTFS folder” option to make a storage device available at a folder path just as you can on Unix-like operating systems.



To do this, though, you’ll have to mount the drive at a folder path on an NTFS volume and that NTFS volume must be mounted at a drive letter.



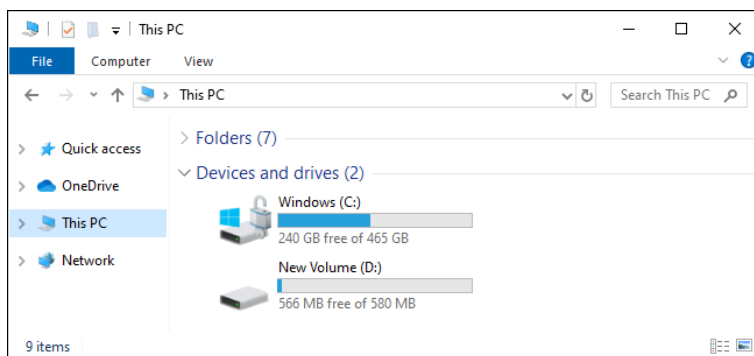
So, even if you did run out of drive letters from A: to Z:, you'd still be able to mount additional storage devices and access them in Windows. You're not just limited to 26 drives on modern versions of Windows.

You can also change which drives use which letters from Disk Management although, you can't change your C: drive to another letter. Even changing a letter like D: to E: can cause problems. For example, if you have a shortcut pointing at drive D: and the files are suddenly at E:, the shortcut will break.

Why does Windows still use letters?

If drive letters (like C:) are an ancient artifact and Windows can work without them, why does it still use them? The reason is simple and explains many Windows design decisions, backward compatibility.

Early versions of Windows had to be compatible with MS-DOS software and modern versions of Windows must be compatible with older Windows software. Drive letters just keep getting carried forward. After all, things are enough of a mess with just drive letters! Technically, it's possible to install Windows so that C: isn't your system drive. You could install it to drive G:\ and have G:\Windows, G:\Users,





and G:\Program Files folders. C: doesn't have to be your primary drive and this is officially supported by Windows, however, many Windows applications assume you're using a C: drive, and you'll have problems if you aren't. If Windows applications can't imagine you not using C: as your system drive letter, imagine how they'll break if you don't have any drive letters at all.

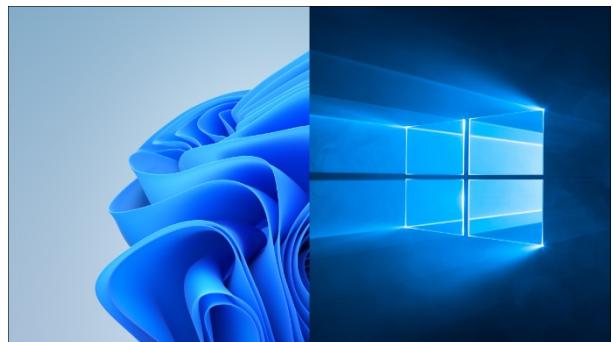
You might wonder why Windows still displays drive letters. After all, File Explorer could hide them and just show the words "System Drive" or "USB Flash Drive," but File Explorer already shows simple descriptions like that, and sometimes, you might want to know the drive letter. Many applications show paths like D:\Folder\File.doc.

Money will buy a fine dog, but only kindness will make him wag his tail.

Microsoft backs down: Windows 11 will run on most PCs.

One of the most significant sticking points with [Windows 11 is the strict system requirements](#), however, Microsoft has just announced that any PC can install the Windows 11 [ISO](#), opening up the new OS to just about anyone who wants to install it.

BUT!, and it's a big BUT! This works on an older machine by wiping everything on that machine and then installing Windows 11, it is not an upgrade of Windows 10. If you do this, make absolutely sure you have backups of everything on your computer that you wish to keep BEFORE you start as once you've loaded Windows 11 you'll have to reload everything again. It will be like you've just bought a new computer.



Windows 11 running on older PCs

Microsoft is mostly sticking to the original Windows 11 system requirements, though the company did add a few more processors to the list of [supported models](#), however, it will only enforce restrictions when upgrading from Windows 10 to Windows 11—a fresh installation with a [Windows 11 ISO](#) would have no such restrictions.

Of course, there's no guarantee that Windows 11 will run well on older PCs since Microsoft is optimizing it for newer, more powerful computers, however, at least you'll be able to try for yourself to see whether it'll work. Microsoft also said it intends for this workaround to be used by businesses that wanted to evaluate Windows 11, not so much by regular users. The company doesn't even plan to advertise this method to consumers.



You'll still need to have a 64-bit 1GHz processor with two or more cores, 4GB of RAM, and 64GB of storage to even think about running Windows 11, but at least your PC won't have to fall into Microsoft's stricter list of supported CPUs.

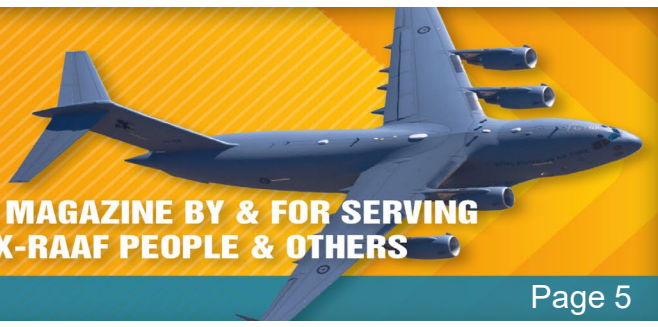
Of course, many more casual PC users will run the Windows 11 upgrade process, be told they can't install the OS, and never think about downloading an ISO to install Windows 11, but for those willing to go through that extra layer, it's nice to see that Microsoft has backed off and relaxed its stance.

Other processors getting full Windows 11 approval

Microsoft also announced that some other processors are getting Windows 11 support. There's the Intel Core X-series, Xeon W-series, and select devices running the Intel Core 7820HQ chips. While these aren't a ton of new processors, any additional computers getting the easy Windows 11 upgrade path is a good thing.



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ENGRAD Course, 1986



Back Row L-R: Ben Hall, Arnie Vereschildt, Garry Hale, Phil Boyd, Dave Pitts.

Front Row L-R: Bill King, Steve Mogg, John McBride, Darren May, George Frazis, John Turner.

285 Squadron, Richmond.

On the 24 August 1999, No 285 Squadron was formed at RAAF Base Richmond from the training sections of No 33 Squadron (Boeing 707), No 36 Squadron (C-130H), No 37 Squadron (C-130J) and No 503 Wing (maintenance workforce). With the retirement of the Boeing 707 in 2008 and the C-130H in 2012, a decision was made to transition C-130J training into its operational unit, 37 Squadron,





commencing in January 2018. The majority of instructors and support staff joined 37 Sqn with the remainder joining the Air Mobility Training and Development Unit (AMTDU).

Commander Air Mobility Group, Air Commodore Richard Lennon said No. 285 Squadron had served RAAF at a critical time in history. "The past 18 years have witnessed the Australian Defence Force conduct sustained missions to Iraq, Afghanistan, East Timor, and carry out numerous disaster relief operations. 285 Squadron has played a critical role in training RAAF's air mobility workforce that delivered and sustained these operations. Its creation coincided with new simulator technology that released many real aircraft from the need to conduct flying training, and allowed them to fly on operational tasks."

The Squadron has provided students with instruction in a range of environments, from training devices and cockpit simulators, through to international tasks to New Zealand and Papua New Guinea. It also played a role in training crew attendants for the RAAF's Special Purpose Aircraft fleet and conducted specialist training courses in fuel quality management.

"Much of No. 285 Squadron's training has been drawn from operational experience, but it has also strived to be at the forefront of new training methods and techniques. "In recent years, the Squadron has played a leading role in applying 'Live, Virtual and Constructive' training, which saw it network its C-130J simulator to exercises in the United States," Air Commodore Lennon said.

No 285 Squadron disbanded following a ceremonial parade held at Richmond on 8 December 2017.





L-R: OC Number 84 Wing, Group Captain Paul Long, Air Commander Australia, Air Vice-Marshal Steven Robertson, DSC, AM, and CO 285 Squadron, Wing Commander Jason Baldock during the disbandment parade at Richmond.

Winjeel to Moresby.

Back in 1978, Roger Wilson was tasked in getting an ex-RAAF Winjeel from Williamtown up to Moresby. The aircraft was donated to the Moresby TAFE to be used as a training aid for PNG's budding LAEMEs.

After leaving Australian airspace, Roger called into Daru to clear customs then in company with a PNG Nomad, flew direct Daru to Moresby. The little Winjeel didn't have the endurance to fly Daru - Moresby via the coast, as is the rule for single engine aircraft, so he hooked up with a twin and planned direct.



The aircraft stayed in Moresby for some years then somehow found itself at the Army Museum at Oakey then in 2016 it come down the hill to Amberley where it now sits just inside one of the Amberley heritage Museum's hangars.

ANZAC Day Geraldton WA.

Ken Morris

WA's COVID19 social distancing rules meant that it would have been illegal to hold our normal commemorative services at Geraldton's Birdwood House unless we fenced the whole area and controlled the numbers attending by making it a ticketed event. This was made clear to us by Police Superintendent Roger Beer and the City of Greater Geraldton Council and it would have cost around of \$20,000.00 to do, well beyond our means The RSL committee's response was to plan an ANZAC Day service for veteran's and RSL members only, keeping us to the under 500 people category which was allowed under WA state law. That was the reason smaller RSL's like Northampton, Dongara etc. were able to conduct their normal services and we were not.

Covid distancing regulations forced us to have a dawn service instead, at a local footy oval.



The decision to hold it at the football oval caused an outcry and a lot of controversy and our committee was accused of not supporting ANZAC Day, unfairly in my view. Someone hit on the logical idea that if we couldn't reduce the size of the crowd we would have to increase the size of the venue to comply with the social distancing regulations and that's where the idea was born to hold a dawn service at Wonthella Oval, home of the Towns Football Club who had a bye that weekend.

Paul (Butch) Pettet and his wife Caroline operate a café in Geraldton and also an air charter business. Butch got some mates together and did a light aircraft flyover for our rescheduled ANZAC Day service at the oval. The RAAF was booked for a flyover at Birdwood House at 11.00 but couldn't make it.

Paul Pettet and Ken Morris



The stakeholders then had the problem of how to conduct an ANZAC Day Dawn Service in a football field, with no flagpole, dais, cenotaph, power, public address system, seating, QR code mounts, suitable lighting, toilets - the list goes on and on.

As you all know now, we pulled it all together on the day. This was by no means all due to the RSL. We had massive assistance from the City Council, The Chamber of Commerce and many of their member businesses, F Troop of the Pilbara Regiment, Geraldton Police, the 11th Battalion Living History Unit and many more. Bearing in mind that Cyclone Seroja tore through the area during this preparation period it makes it all the more remarkable that everything did go so well on the day.

The picture at right shows DIAB engineering staff delivering a $\frac{3}{4}$ scale model of our cenotaph the day before ANZAC Day. The Kelmscott-Pinjarra 10th Light Horse Memorial Troop were ably represented by Verna Holmes and Tasha in Light Horse period uniform and two horses in tack of the time.



The picture below right is of committee member Ken Lawson by the cenotaph at Birdwood House, after the wreaths were recovered to that site later in the morning. You can see how faithfully the temporary cenotaph, fabricated entirely from 3mm sheet steel, resembles its model. It gets its stony appearance from the way in which it was sandblasted. This cenotaph is now installed at



the Gallipoli Trench Project, a re-creation of Gallipoli's [Leane's Trench](#) situated at Northern Gully, East of Geraldton. The site is maintained by members of the 11th Battalion Living History Unit.

Being the Centenary of the RAAF, Squadron leader Mark Levitt was to have delivered the address at Geraldton's dawn service then driven to Northampton to deliver the address there. Mark was locked down in Perth on short notice and was unable to attend. He was kind enough to email his speeches to me and Flt Lt Dave Power from the Geraldton Air Training Cadet Unit, who kindly delivered the address on Mark's behalf on very short notice. I drove to Northampton after the gunfire breakfast at Geraldton and delivered the address there.



The pic below shows the beginning of the march approaching the dais

Special thanks are due to the City of Greater Geraldton Events Team, the Western Australian Police Force, Towns Football Club and the ADF's Pilbara Regiment F Troop.

How it all happened!

The CEO of the Mid West Chamber of Commerce and Industry (MWCCI) Joanne Fabling rang and offered to reach out to their members on our behalf to make this all important event possible.

As a result, a number of chamber members most generously offered assistance.



- First off the rank was Jackie Wasserman of MCS Security Services offering help with crowd control, traffic management and security.
- Lane Court of 65 Thirty then offered all the Audio, Video live streaming and lighting required for the morning's Service.
- DIAB Engineering, CEO Glen Payne then offered to fabricate a ¾ size replica of the Geraldton War Memorial Cenotaph.



The smartest virus ever created.

- IT KNOWS DISTANCE: At 1.5 meters from someone it drops to the ground but any closer and it will kill you.
- IT CAN COUNT: As long as there are no more than 5 in a room you are safe, any more than that though and it will kill you
- IT KNOWS WHAT BUILDINGS IT IS IN: If you're in a Stadium or Bunnings you're ok, but if you are at a Restaurant or in Aged Care it will kill you.
- IT KNOWS IF YOU ARE EATING: If you are eating you can take your mask off in a restaurant, but if you are not eating you had better put your mask on because it will kill you.
- IT KNOWS WHETHER YOU ARE STANDING OR SITTING IN A PUB/CLUB: If you are sitting and drinking you will be ok, but if you stand up and drink it will kill you.
- IT KNOWS THE DIFFERENCE BETWEEN TALKING AND SINGING: If you talk you will be ok, but if you sing it will kill you.
- IT KNOWS THE DIFFERENCE BETWEEN INSTRUMENTS: If you play drums you will be safe, but if you play a flute it will kill you.
- IT KNOWS THE DIFFERENCE BETWEEN CHURCH AND PROTESTS: If you protest you will be ok, but if you go to Church it will kill you.
- IT KNOWS IF YOU ARE AN ESSENTIAL WORKER OR NOT: If you're an Essential Worker you can go to work and be safe even though you deal with multiple different people every day, but if you are not an Essential Worker, say an Office Worker, and you work inside with the same people every day, you had better work from home or it will kill you.



"Although i still cannot understand how it tells people to hoard toilet paper..!!!"

Old Farts.

Kev Rosser says: "I caught up with these blokes in Townsville on Sat 25 Sept 2021, all of us ex RADTECHA "



L-R: Kev Rosser, Brent "spook" Villiers and Bob Sackley.

1051 Rookies Course, Edinburgh, 1970.

John Mackie

John says: "Fred Holtman was our course NCO at rookies. I had heard of his passing, but it's still a bit of a shock. He was a great NCO, and a really good bloke as well. He's not hard to pick out in our course photo.



Brisbane River Fire.

After a Covid break last year, River Fire, which wraps up the three week Brisbane Festival, returned to Brisbane in September 2021. Every September Brisbane plays host to the Brisbane Festival, a festival of the arts showcasing theatre, music, dance, opera, circus and more. A major highlight of the festival is Brisbane's Sunsuper Riverfire. Way more than just a fireworks display, this is a huge city event featuring a coordinated multi-venue pyrotechnic show, choreographed to an exciting soundtrack.

Ahead of the pyrotechnics display, in daylight hours, the RAAF's C17 Globemaster and Army's Aviation helicopters put on a demonstration along the Brisbane River. Years ago the mighty F-111 would do its fantastic night time 'dump and burn' but with most of them now in museums around the country, that spectacular is no longer available, instead, 36 Sqn at Amberley made available one of its C17 Globemasters which hurtled up and down the river at a level below some of the buildings. We reckon this is a better spectacle, jets and small aircraft are designed to be manoeuvrable but to see a giant aircraft zooming along at a height at which it's not meant to be is something else. It's like watching super V8s instead of F1 cars, F1 cars are meant to be fast and manoeuvrable, big old V8 Commodores are not – that's what makes seeing them such a thrill.

The RAAF and Army did not disappoint anyone with their display – you can see it [HERE](#).



Bob Howe.

Bob Howe was a navigator with 2 Sqn and flew in Phan Rang in Vietnam from May 1969 to May 1970. He was an avid photographer and took a heap of photos, here are some of them:



Formation flying over Nui Dat.





Off to do some damage.



L-R: Bob Howe, John Kennedy, Bruce Hunt – getting ready for another trip.



Hitching a ride in an FAC aircraft at Can Tho, on the Mekong Delta.



In front, John Kennedy and David Palmer Phan Rang, This group of aircrew had gathered on the tarmac at Phan Rang Air Base for a 'hose-down' celebration for the Canberra crew (Kennedy and Palmer) who had just completed their last bombing mission in Vietnam. In the celebration, which became something of a tradition with No. 2 Squadron at Phan Rang, a fire tender met the crew on their arrival back at base after completing their final mission and hosed their aircraft down. David Palmer had a total of 28 trips to Vietnam, mainly as a Nav on Hercs.



Bob Howe getting a "personal" hose down.



USAF C-123.

Pilots trained in the UK.



Between 1966 and 1971 the RAAF sent 23 pilot trainees in 6 groups to the UK to be trained by the RAF. Twenty graduated. This unusual event was precipitated by an increased requirement for pilots to be trained for the three RAAF squadrons in Vietnam and transitional problems in the change from Vampire to Macchi MB326 training at 2FTS that impacted on the number of pilots who could be trained.

They were:

Period	Names	RAAF Course equivalent
Sept 66 – June 68	Vic Botha, Bill Fitzhenry, Dave Freedman	63
Feb 67 – Aug 68	Mick Cavenagh, Mike Nixon, Brian Weston	63
Feb 68 – Dec 69	Bob Chaplin, Noel Furber, Reg Van Leuvan, Bob Hobson, Greg Walsh, Ross Warne	69
Oct 68 – Sept 70	Mark Fielding, Egon Fice, Tony Dekeivit	71
Nov 68 – Dec 70	Paul Devine, Ian Gonsal, Bruce Hartwich, John Simmonds,	71
Feb 69 – Dec 70	Al Titheridge, Doug Graham, Graham Thomas	71

Butterworth.

A lot of blokes, with their families, spent a very enjoyable time posted to the RAAF's tropical resort - Butterworth. The Malayan Emergency had begun in mid-1948 but Butterworth did not become heavily involved until the spring of 1950, when it began hosting detachments of fighters and light bombers needed to provide air support in Northern Malaya. One of the first units to arrive was 33 Sqn of the RAF with their Tempest F2s (right), which carried out rocket attacks on bandit positions. By early 1951 the poor serviceability of the Tempests, the last in RAF service, led to their replacement by De Havilland Hornets.



The succession of detachments reached a milestone in February 1955 with the arrival of four Canberra B6s of No.101 Sqn from the UK, the first RAF jet bomber squadron to fly on war operations. No.101 was succeeded by Canberra detachments from No.617, 12, and 9 Sqs, which in effect replaced the earlier Lincoln detachments at Tengah.

In a changing political and military scene, Butterworth was handed over on 1 July 1958 to the RAAF which had plans to use it as the base for a fighter and bomber Wing under the build-up of the Commonwealth Strategic Reserve in Malaya. No.2 and No.3 Sqs (Canberras and Sabres) of the RAAF arrived in November 1958, joining small, periodic detachments of RAF Bomber Command Valiants. A further RAAF Sabre squadron, No.77, was added in 1959, intended but not needed for the Firedog [anti-insurgency] campaign, which was drawing to a close.



At its peak in the 1970s the base was home to almost 5,000 Australian personnel and their families, but as at 2007 this has dwindled down to a permanent staff of just 40 RAAF personnel and 126 from the Australian Army (although the average number deployed at the base during annual exercises is around 700). The RAAF also employs 75 local civilian staff.

Two notable RAAF units stationed at the base were 3 Squadron and 77 Squadron which saw service with their Sabres during the Malayan Emergency through the confrontation with Indonesia. From August 1964 onward, these Sabres responded on several occasions to approaches by MiG-21 fighter jets of the Indonesian Air Force towards Malaysian airspace, but the Indonesian aircraft always turned back before crossing the international boundary, thereby averting possible conflict. Another notable unit was 2 Squadron which arrived at Butterworth in July 1958. Flying Canberras, the squadron flew missions immediately after arriving including formation bombing runs against Communist guerrilla targets. How do you do that, and remained at Butterworth until 1967 when it moved to Phan Rang in Vietnam.

75 Squadron arrived at Butterworth with the Mirage IIIOs on the 18th May 1967, replacing 3 Squadron which returned to Australia to themselves re-equip with the Mirage. 3 Squadron returned in February 1969, replacing 77 Squadron, with both squadrons also alternating responsibility for the detachment at RAF Tengah in Singapore. 75 Squadron remained at Butterworth until it was withdrawn to Darwin in October 1983, with 3 Squadron following to Williamstown in 1986. A number of former 3 Squadron aircraft and personnel remained at Butterworth and were formed as No. 79 Squadron RAAF, until they finally departed in May 1988.

Here are some photos taken during that period.



75 Sqn, 1970.



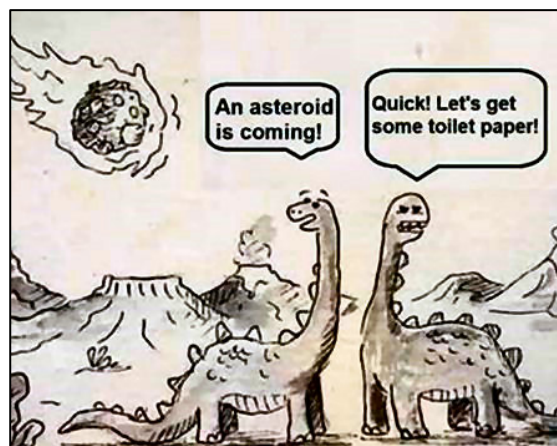
75 Sqn aircraft lined up – a perfect target for a strafing aircraft.



78 Sqn – 1974.



There's no denying it, the French knew how to build a great looking aeroplane.





Dennis Cullen – 77 Sqn, 1972





A “D” service.

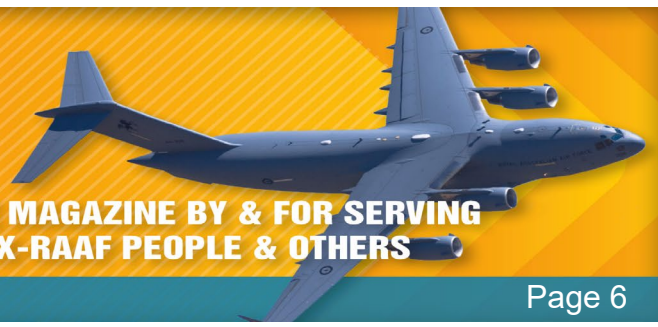


This is how you get a D service done in a hurry, 35 Sqn Vung Tau – there must have been a keg in the hangar.



ARDU – 1975.





Out in the Shed with Ted.

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

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Why is there a coloured block on my toothpaste tube?

There's a curious little detail on your toothpaste tube, a coloured block right at the seam at the bottom of the tube. Given that it's truly just a small, coloured square, does it serve any real purpose?



Well, yes it does!

Those coloured blocks on the bottom end of your tooth paste tube are for the manufacturers and the colour and location can vary. They can be red, black, green, or blue, and they might be located in the centre of the tube or on the side, but they always sit over the sealed seam at the end.

Thanks to the colour variety, you might be inclined to think the blocks are related to ingredients, or even toothpaste flavours, but the explanation is simpler than that. These coloured squares tell light sensors at the factory where the end of the tube is. When the square is recognized, a machine cuts and seals the tube exactly where needed. And this isn't limited to toothpaste. Check out any other products that come in tubes in your bathroom or kitchen and you'll see that they have these blocks as well.

But tubes of toothpaste, sun-screen and other stuff aren't the only items that use little marks on their packaging. At the base of your bag of chips you've probably seen a few multi-coloured circles. Like the toothpaste blocks, these aren't related to the food itself, but they're for the printers. They ensure that the correct colours are being used for each brand.

So, next time you go to brush your teeth or grab a snack, you'll know why those funny little details are there.



Women's Lib.

Being a male, we live in and enjoy a very different world from the one in which women live.

Sadly!

Most of us who are in our 70s, were brought up in a world that was very different to the one in which we live today. Today is not perfect, far from it, but it's a lot better than it was.

In some areas, Australia is still a little bit chauvinist – but things are improving. Prior to the 1960's, women were expected to stay at home and look after their "husbands", to cook, to wash and iron, to look after the kids, they couldn't borrow money without their husband's consent, they had to work for 75% of a man's wage, couldn't have a drink in a public bar and single mums were expected to give up their babies.

Back then, if a woman had a troubled childbirth and wished to U/S the workings, she couldn't do so without written permission from her husband. She had no control over her body! For a woman, owning or even driving a car was a privilege. Women's jobs back then were menial, were mostly boring and were always managed by men. In a lot of cases, they had to resign if/when they got married. The ADF being a classic example. Women were never considered for managerial positions. In general, they never drove trains or buses or trucks or heaven forbid, flew commercial aeroplanes. The aim in life of most women back then was "to find a husband".

Being a woman would not have been a picnic and sadly, a lot would have been sorry they were born female and not male. In Australia, fortunately, that has now changed, but it is not the case in a lot of other countries where women are still considered and treated as inferior to men.





Today, thanks to a few dedicated Australian women, who 50 or 60 years ago decided it was time for a change, who fought the good fight, with the result that today's conditions are a lot better. Today's young women are confident. They consider themselves equal to men, they travel alone, own homes in their own name, hold down top-level managerial positions, are represented in many professions, play any sport they chose and in a lot of situations are the main bread winner in many households.

In Australia, although today's young women know they're equal, unfortunately, there are still a lot of men who don't – but in the main, these men are elderly, cannot or will not change their way of thinking but thankfully they are rapidly becoming irrelevant. The vast majority of young men now treat women as equals. As mates. Today there is nothing to stop a woman having the same hopes and ambitions as her male counterpart.

And that's good!

Some time back the ABC produced a wonderful documentary on the changes in the attitude towards women in Australia. You can see it [HERE](#).

We never really grow up, we just learn how to act in public.

Believe it or not!

This finger-lickin' lunacy has no limits.

A recent edition of the "You couldn't make this up" comes from Toronto, Canada, where a food writer has declared that eating with a knife and fork is racist. What most of us would simply consider to be good manners is apparently 'dripping with the control and shame of colonialism'.

Joshna Maharaj says children should be taught to eat with their hands. 'European table manners were imposed on conquered peoples in an attempt to civilise them.'



Chef Joshna Maharaj (above) said the practice of teaching children that they shouldn't use their hands at the table is 'dripping with the control and shame of colonisation'. This culture was nonsense inevitably crosses the Atlantic, like the Black Lives Matters madness, so it can only be a matter of time before we are all forced to eat with our fingers, or at least the ethnically appropriate utensils.

Using a knife and fork will probably be considered a hate crime. Now that everything's 'racist' there's no limit to this finger-lickin' lunacy.



Shooting Stars.

Ever laid on your back, in a quiet area away from artificial light and just looked up at the beautiful night sky? It's an amazing experience, it makes you realise man's insignificance in the overall scheme of things.

What you can see is just a fraction of what is out there. When you look up you can see thousands of brilliant, sharp points of light (stars), the shining beacons in the vast, dark emptiness of space, but what you see with your eyes is only a slim fraction of all the matter in the universe. There is much, much more to the cosmos than meets the eye.



Almost all the stars you see in the night sky are within a bubble a mere 100 light-years across, compared to the 100,000 light-year diameter of our Milky Way galaxy and the Milky Way is just one of an unmeasurable number of galaxies.

Laying on your back and looking up at night, you will almost always see 'shooting stars' – objects which look like they are flying across the night sky when in actual fact they are falling down to earth. But who knows what these objects are and where do they come from?

Well, wonder no more, see [HERE](#).

A man ran home from work, pulled his wife into the bedroom,
threw her on the bed and pulled the blankets over them.
She was shocked, he hadn't been like this for 20 years.
Then the husband said: Look! My new watch glows in the dark.

Chinooks.

In July 2021, the Australian Defence Force received the first two of four new CH-47F Chinook helicopters from the US. This model has about twice the range of the old models. This arrival came approximately three months after the foreign military sale was approved in the US.

The two helicopters have been delivered to army's 5th Aviation Regiment in Townsville, while the third and fourth Chinooks are expected to arrive in Australia in mid-2022. With this, Australia's current fleet of Chinook helicopters will grow from ten to 14.





Australia Defence Minister Peter Dutton said: “The additional helicopters will strengthen army’s airlift capability into the future and increase the ADF’s ability to support operations globally. “The Chinook is Defence’s largest helicopter, with a long and proven track record of supporting ADF operations in Australia, our near region and further afield.”

In March, the Australian Department of Defence announced an \$89m CH-47F Chinook support contract extension with Boeing Defence Australia. Australia’s defence industry will continue to make an additional \$52m (A\$69.5m) investment into the Australian economy over the next 20 years to continue increasing the Chinook fleet.

The [CH-47 Chinook](#) is a twin-engine, tandem rotor heavy-lift advanced multi-mission helicopter. It is designed to conduct troop movement, artillery positioning and battlefield resupply missions. From 2006 to 2013, the Australian Army’s Chinooks served as key lift and troop transport capability on operations in Afghanistan.

The total estimated cost of the 4 new aircraft and the associated equipment is \$259m. The sale package will include four CH-47F cargo helicopters, eight T55-GA-714A aircraft turbine engines, five AN/AAR-57 common missile warning systems, embedded global positioning systems (GPS) or inertial navigation systems (INS/EGI) +429, and two EAGLE+429 embedded GPS/INS/EGI. Mission equipment, communication and navigation equipment, spare parts and components, special tools, test equipment, publications and technical manuals will also be included in the sale.

Scrubbed up!

Yours truly, widely known and revered as the second best Radtech the RAAF has ever known, was accordingly invited to a “Black and White” long table dinner.



As you can see, I scrubbed up really well and of course my presence helped make the night a success. If you have an event you need brightening up – I’m available!



If you get a link called "Free Porn" don't open it. It is a virus wich deactivates you spelchek and styffs up you riting. I also received it but lukily I don'tm uatch porn so I dint opin it. Please warn yu frends. Wanks.

Butterworth.

August 2021 is the 55th anniversary of a very important military event for Malaysia, Australia, New Zealand and the UK armed forces.

The Peace Agreement and Cease Fire documents were signed in Jakarta, Indonesia., by the representatives from both nations; Tun Abdul Razak for Malaysia and Adam Malik for Indonesia to officially announce the cessation of hostilities. These four years of undeclared war caused the loss of 26 Australian military personnel, who died on Operational Service between 24 December, 1962 and 11 August, 1966.

In 1960, the Malayan Prime Minister, Tunku Abdul Rahman, proposed the unification of the Federation of Malaya and the British colonies of Singapore, Brunei, North Borneo (later renamed Sabah) and Sarawak into a single nation to be called Malaysia. The proposal was supported by referenda in the colonies and had the support of the British government as it was in accordance with their policies of military withdrawal from the Far East and decolonisation. The decision was confirmed in 1962 and initially the Indonesian Foreign Minister supported the proposal in the United Nations.



A revolt in Brunei in October 1962 was put down by British forces but the Sultan of Brunei withdrew from the proposal. The President of Indonesia, Dr Sukarno, then declared that Malaysia was simply the continuation of British imperialism and launched a campaign of military, economic and political aggression to crush Malaysia.

In 1965, Singapore was faced with race riots and withdrew from the Federation, becoming an independent republic. Singapore and Brunei remained allies of Malaysia against Indonesian aggression. (A few Australians were deployed to Brunei to support the British operation to defeat the revolt. These were mainly logistics personnel from the Australian force headquarters in Singapore. No casualties were suffered by this Australian contingent.) During 1963, Indonesian military action gradually increased. Malaysia rapidly increased its defence forces to meet the threat and British forces in Malaysia and Singapore were reinforced by redeploying forces from Hong Kong, Britain and Germany. Malaysia also sought assistance from Australia and New Zealand.



New Zealand quickly committed an infantry battalion – 1RNZIR, based in Malacca – which undertook two tours in Sarawak. The Australian Government for a number of reasons was initially reluctant to provide assistance, but in late 1963 agreed to provide limited military assistance in the form of 111 Light Anti Aircraft Battery (111 LAA Bty RAA) to assist in the defence of the RAAF base at Butterworth, engineers to build roads in Sabah and naval small ships to assist in protective patrols in coastal waters.



Australian warships serving in Singapore also were used to escort the commando carrier HMS Bulwark and the aircraft carrier HMS Albion to Borneo. RAAF units in Butterworth commenced active combat air patrols to protect Malaysian airspace. The engineer presence in Sabah continued, with a number of squadrons rotated through until after hostilities ceased in 1966. 111 LAA Bty was replaced by 110 LAA Bty in 1965 and that unit returned to Australia at the end of Confrontation without being replaced. Indonesian aggression continued to escalate in Borneo and a number of large scale landings in Johore in West Malaysia led to further requests for assistance. In 1964, the Australian Government agreed that the Australian component of 28 Commonwealth Infantry Brigade Group (28 Bde), located in Malacca, could be used against landings close to the base.

Not long after, a large sea-borne incursion took place near Muar on the border of Malacca and Johore. A force, including 3RAR, was deployed to bottle up the landing in a swamp and subjected the group to harassing fire throughout the night. The next morning, 3RAR entered the swamp and captured 53 dispirited Indonesians without casualties to either side. Finally, in late 1964, the Australian Government gave approval for combat troops to be deployed to Borneo. In January 1965 1 Sqn SAS Regt deployed from Perth to Sabah.

The main task of infantry units in Borneo was to protect the 1200 kilometre porous border by detecting and eliminating Indonesian incursions. The main tasks of SAS were location and surveillance of Indonesian positions and activities. 3RAR, 4RAR and the two SAS Squadrons also took part in highly secret CLARET operations, in which they crossed the border into Indonesia to take the conflict to the Indonesians, by ambushing movement, attacking smaller bases and detecting Indonesian intentions.

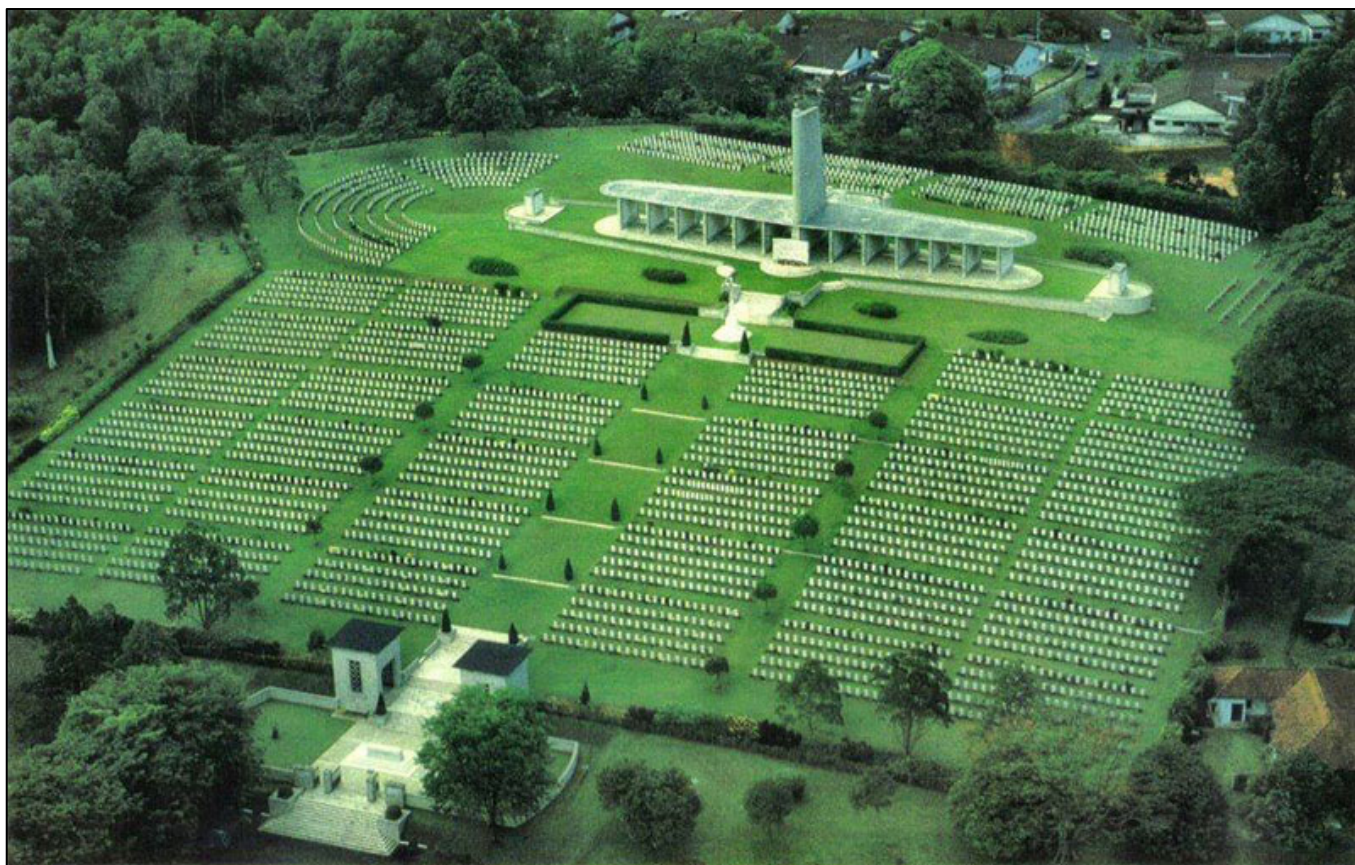


Subject to the UK Official Secrets Act, it was 1996 before details of these operations could be revealed. 3RAR in particular had a number of highly successful ambushes in their area of operations. With peace talks underway, 4RAR CLARET operations were limited to surveillance patrols but the battalion did eliminate one major Indonesian incursion into the Bau district. By early 1966, it became obvious that the Indonesian campaign had failed and there had been a



major political realignment in Jakarta. On 11 August 1966, a Peace Accord was signed in Bangkok, putting an end to hostilities and guaranteeing Malaysian sovereignty. All non-Malaysian troops would be required to leave Borneo within 28 days, a major task given that 20,000 non-Malaysian troops were involved. An exception was made for the Australian engineer squadron in Sabah, which remained until its tour of duty constructing roads was completed.

The RAAF was also involved in the Indonesia-Malaysia Confrontation. During the 1960s four Australian flying squadrons were based at Butterworth in Malaysia as part of the Far East Strategic Reserve (FESR). The largest unit was No. 78 Wing, which comprised the Sabre equipped 3 Squadron and 77 Squadron. The other flying units were 2 Squadron, which operated Canberras and a small number of Dakota transports and the UH-1 Iroquois equipped 5 Squadron. 78 Wing and 2 Squadron had been based at Butterworth since 1958 and 5 Squadron arrived in 1964 in response to one of the Malaysian Government's requests for assistance.



There are 17 Australian war dead from this conflict. Some lie in the Kranji War Cemetery in Singapore, others are buried or officially commemorated in Australia in civil cemeteries and crematoria or in an OAWG Garden of Remembrance.

Flying Officer Victor John Cowen, who was posted to 2 Sqn, was the only RAAF person who was killed while on consignment to Butterworth. He was involved in a motor bike accident on the 19th September 1965. He was only 22 years old.

ADF Personnel who participated in what has since been called "The Malaysian Emergency" have been campaigning for years for their service to be declared as "War-like". Subsequent



Governments have steadfastly refused their petitions, shamefully to refuse these personnel access to DVA entitlements - to save money.

50 years ago.

RAAF NEWS article AUG 1971

The new all season blue-grey uniform will be introduced for all ranks in April, 1972, followed by a "twilight period" up to December, 1972, during which members may wear old or new uniforms. The blue-grey colour finally selected was based on the need for all-seasons comfort, distinctive appearance and the results of a representative poll involving over 3,000 serving members who almost unanimously favoured the new colour. (Click the pic for a bigger view).



The design and development of the new uniform took over three years to finalize and included a wearer trial period at East Sale, Williamtown, Pearce, Darwin and Butterworth.

The material which was recommended by the Australian Wool Board, is a blend of 70 per cent wool and 30 per cent polyester with crease resistant characteristics. Comprehensive tests have affirmed its durability. New uniform accessories being introduced include a drip-dry blue cotton polyester shirt, a cap with smaller peak, and socks, tie and belt in a matching dark blue colour.

It has, of course, now been replaced by the new darker blue uniform.

Afghanistan – Déjà vu

You'll hear politicians say: "This is a distressing time for many of our Defence personnel and veterans who served our nation in Afghanistan with courage, dignity and honour and made such a significant contribution to the allied military effort. We must never forget the 41 Australians who made the ultimate sacrifice for our country. Australia owes a great debt of gratitude to all our veterans who served with distinction and their families who supported them."

"Over the past 20 years our nation has been unwavering in the fight against terrorism in Afghanistan"

What a load of crap!.

It is understandable that many of those who served our nation in Afghanistan may feel frustrated, concerned and distressed at what is unfolding there, as they are brought home with their tails between their legs. Those of us that served in Vietnam felt exactly the same in the 70s, it seems though that today's ADF personnel will be looked after a lot better than we were.

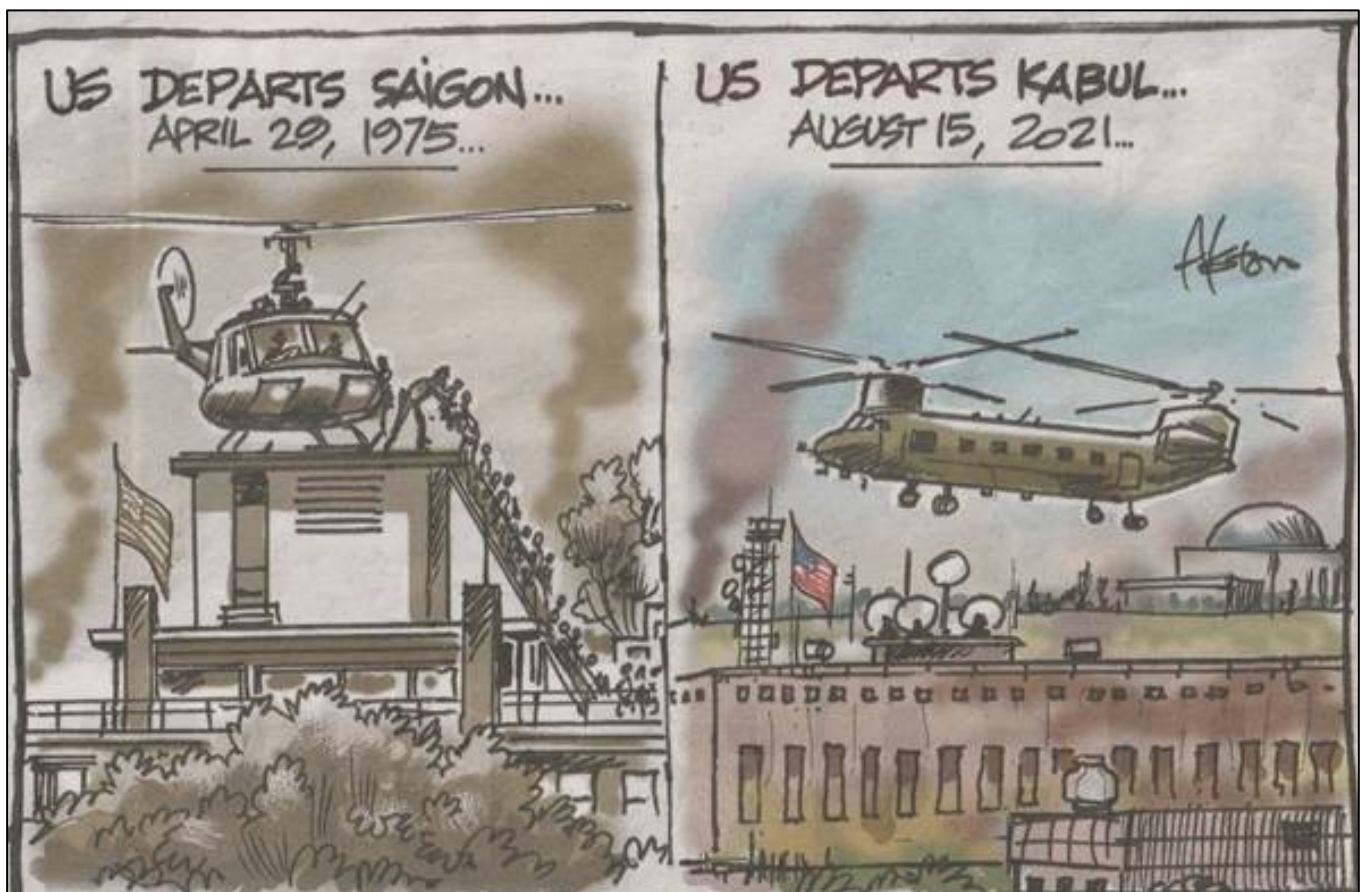


Unfortunately, problems like this are going to occur continuously while we fight wars with one hand tied behind our backs. We send our men and women off to war where they have to kill people then when they do, our Politicians and our military chiefs, while trying to make themselves look all warm and fuzzy, set up committees to publicly lambast our “murderous” warriors. We’re never going to win a war with this sort of attitude. Unfortunately, since time immemorial, wars are wars, one side tries to either kill off the other side or get him to surrender and both sides have always done what ever possible to come first – until now. Now we’re all humane and caring, now we have to kill kindly, we can’t be brutal, there are rules, “excuse me, would you mind if I shot you?” – it’s crazy.

We send our young men and women off to a conflict with a rifle and a rule book, the conflict is instantly lop-sided, the other side doesn’t have any rules, he plays the game the way wars were always played – play to win, no matter what!!

If we’re going to persist in this war business, we have to get all mongrel otherwise we’ll just send more of our young people overseas with a one-way ticket.

Otherwise – stay out of it!



Have a look at [THIS](#).

And on a lighter note – have a look at [THIS](#).



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My Story

William Steele.

(H)appy Days, Wagga.

From a strategic point of view Wagga Wagga was an ideal site for an Air Force Training School being approximately half way between Melbourne and Sydney (367 km and 380 km) but from a weather point of view it was less than ideal. Temperatures in summer reached the mid-forties and in Winter they dropped to a few degrees below freezing point.



This you all know. But for the 1st, 2nd and 3rd Intakes the start off was not easy. Facilities were still temporary wartime buildings. Sleeping quarters were in recently lined huts but not the ablutions. The latrines were in the form of stalls in an open-ended corrugated iron cow shed and the ablution hut was a similar structure. The First and Second Intakes were quartered in half timber, half fibro-cement huts with a corrugated iron roof. Only the Hut Supervisor, Wally Thomas in my hut, had a wall plug for an electric heater in his room at the top corner of the hut. Of little consolation for the cold weather was a bedside mat, originally intended for Pakistani Apprentices as a prayer mat, which could be used as a blanket to supplement the three on issue. We slept on a hard horsehair mattress.



Our beds were all that the Stores Depot could rake up, not only the hospital type with head and foot but folding steel camp beds which could be easily let down to floor level, with the occupant included, by raiding parties from other huts. Air Force Regulations required that all personnel must be clean shaven. No exception was stipulated for Apprentices even though some of us had not even thought of shaving. On parade one morning I was asked by the Drill Instructor if I had shaved. When I said "No sergeant" he replied "Well, see that you are clean shaven by tomorrow morning". My dilemma was that I had only a bit of "bum fluff" on my chin and I was reluctant to start shaving. The advice from my room mates was to burn it off with a lighted match. This I did, and on parade the next morning I was again asked if I had shaved. "Yes sergeant" I replied and to that he said with his face close to mine "Well, the next time stay a bit more closer to the razor".

At the first opportunity I washed my newly issued black socks under the shower and hung them out to dry on the clothes line alongside my hut. When I went to retrieve them later I found that they had been substituted by a pair of similar issue but well worn socks. The Anzacs, who with six months experience had not yet learned to use their mending kit (known as a housewife), were just waiting for a re-supply at no cost. I quickly found that the solution was to hang my newly washed socks on the wire netting on the underside of the bed.

A swimming pool didn't exist on the base and I don't remember ever having the occasion to go swimming in Wagga, however, someone discovered a dam on a nearby property and I was able to join a small group of Appies for a dip. Following this episode we were told to discontinue this practice because the owner of the property had complained that his sheep were reluctant to drink the water from the dam which we had polluted. I really think he was afraid that we would go back there to catch yabbies.

Maggots were often served with cold meat dishes due to the difficulty of keeping the blowflies out of the cook house in that fly infested sheep raising district, even with double flyscreen doors. Any complaint was rebuffed by the Orderly Officer's reply of "Don't let the others hear you or they'll all want some". Another ready-made reply was for the blowfly in the mug of tea who was excused with "Don't worry, he won't drink much". The meals couldn't have been too bad because when all had been fed and the Duty Cook cried out "Anymore for any more?" At this summons only the quickest could rejoin the queue for seconds (backups).



We had two cooks to feed us. One was spick and span in his white bleached and starched working uniform while the other was the opposite in his dress.-and also his habits. On my first weekend mess duty I not only became aware of his dress but also of two queer habits. One was that he put all three of his dishes on to the same plate to eat saying "It all finishes up in the same place". The other was that he smoked while cooking, probably because he was a cronic smoker. I was amazed to see him standing over a pot of brew with a cigarette in his mouth and the ash getting longer and longer. He obviously did this so as to keep on smoking while working and the trick was, as I later found out, to push a needle down the whole length of the cigarette to prevent the ash from falling off as it burns.



Occasional night raids were made on the Airmen's Mess, through an accidentally unlocked window, not only to satisfy the ever-present pangs of hunger (hollow leg condition) but to enjoy doing something against the rules. On the only occasion that I took part in a raid one of the party put his dirty stockinged foot in a tray of custard on the floor under the unlocked window we used for entry. I took part no more in this type of escapade and preferred a hot dog at the mobile tuck shop parked beside the post office.

The name of the post office, Allonville, was the name of the property taken over by the Government in 1939 to establish the Air Force Station. Many evenings I spent on it's half-enclosed verandah to await a reverse-charge call to my parents in Melbourne.



Sport was very popular with the Apprentices and included football, cricket, swimming, boxing and even tennis. Maybe playing tennis owed some of its popularity due to the fact that F/Lt Tom Cusack's pretty daughter also played this sport on the station's court. Sports were played on Wednesday afternoon. It was a parade and therefore had to be attended. After roll-call we were all marched-off to our chosen sporting sites. For those not having selected a sport, like me, Sgt. "Granny" Laybutt had chosen jogging for us. One afternoon, I decided to skip the long jog around the camp perimeter and I set myself into my hut's broom locker (a parachute locker) with a Ginger Meggs' comic book. Unfortunately the Orderly Officer accompanied by the Orderly Sargeant were making their routine hut inspection, which included a locker inspection, to check on their cleanliness and tidiness. On opening my locker, the officer immediately and naturally asked what I was doing there. I immediately and naturally replied "Reading a comic Sir". A bit taken back by my reply but still able to assert his discipline he sternly said. "For being insubordinate as well as being absent from parade you will put on two charges".

I was sentenced to 14 days confinement to barracks (CB). This punishment varies from base to base. At Forest Hill you had to wake up early to put on your service uniform (full dress), walk to the guard house to sign the report book, walk back to the hut to change into working uniform (overalls), go to the mess for breakfast and then go on stand-to parade to carry on with the normal working procedure. The same steps were adopted after stand-down and again before lights out and the set-up for the weekend was that the normal daily procedure was substituted by extra duties. For this task I was assigned to the mess. My duties were serving dishes, washing up (pot bashing), scrubbing the floors and peeling potatoes.... by hand.

The following weekend I was assigned to the hospital. This turned out to be a cushy job which consisted of polishing the floors with an electric polisher, emptying the patient's bed pans and making and serving tea, coffee or cocoa. Naturally I also participated in tea breaks and both meal breaks. The Nursing Sister was very pleased with my work, especially the shiny linoleum floors, and this was to help me when I was hospitalized at No. 6 Base Hospital Laverton three years later. At that time the Medical Officer at Wagga was WgCdr Frew who specialized in venereal diseases (the pox). Having done a posting to Iwakuni with 77 Sqn he was very keen on the subject of personal hygiene in the genital region. After a lecture on the subject he called on those who had not been circumcised and asked them if they would like to undergo a small operation on their penis. He explained that this operation was not painful and that afterwards we would be



given a No Marching Chit and would be excluded from all parades, sporting activities included, for fourteen days. This just suited my "try something new spirit" and I volunteered with five others for the operation.

Shortly after the operation, at 6 Base Hospital Laverton in May 1949, the doctor made his customary round of inspection. At my bedside he examined my appendage and exclaimed "My god Apprentice Steele, that looks more like a Chinese dragon" and the Nursing Sister then nonchalantly applied the appropriate medication. Back at base the No Marching Chit was sorely needed as the head of my penis became sore on contact with my trousers when walking. We all surely presented a very unmilitary sight straggling up to the working area like a gaggle of geese.

N°2 Intake fostered the Armament Fitters, a trade that also involved skills outside the aircraft maintenance field. Our course not only included dismantling, cleaning and re-assembling of small arms, the maintenance of airborne armament but also the management of high explosives. A little lesson on engine starting by propellor swinging on a Tiger Moth, with all the precautions to be observed, was given. On another occasion we learnt to hand crank an inertia starter and wind up the undercarriage of an Oxford Trainer in exchange for a short flight around the camp.

The Tumbarumba Railway Line with its RAAF Wagga Wagga Siding traversed the base and was an escape route to get off the camp without permission. Some Appies used this means to go to the Shanty Pub for an illegal bottle of wine given through the back door by the publican for his underage customers. This location is now known as Alfredtown, situated about 5km from Forest Hill. I only went once to this pub because I found that this distance, partly along the railway track where the sleepers are not placed at a comfortable distance for walking, and partly along the Sturt Highway, was not an easy walk. Maybe to get away from the routine of military life or for the spirit of adventure I used this exit to get away from camp and go to Melbourne with three other Appies without a leave pass.



Sneaking out of camp after lights out we hitch-hiked along the Sturt Highway to Uranquinty Railway Station. There we jumped into an open wagon of a freight train heading South for Albury. The trip took hours, with frequent stops for loading and unloading goods. Shortly after our departure from Uranquinty Station we were beginning to feel cold and miserable until the guard who, unbeknown to us, had seen us "jump the rattler" and told us "Hey, you in there! Wouldn't you be better off in the mail van at the end of the train?" Part of the mail van at that time was a compartment with bench seats for persons having to travel outside the regular running times.

We finally got to Albury too late to catch the "Spirit of Progress" to Melbourne. The next train got us to Spencer St. Station in late afternoon and we proceeded to our own homes. To get back to our barracks my mates chose to pay for their return fares, but I still had a want for adventure in my blood and so I chose another way. I therefore presented myself to the Rail Transport Office and declared to the Duty Sergeant that I had shot through from Forest Hill. He said that he would give me a travel warrant for Wagga and added that he was bound to escort me back to there but



did not feel like taking the trip away from home. So he told me he would send me alone and he then recommended me to be a good boy and not get up to any more tricks.

Back at the base I was put under guard and later on sentenced to 14 days detention. There were two detention cells in the Guard House (now the museum) and the rule was that one cell was destined to hold either one or three detainees and never two, so that a second cell became necessary in the case of two. Sleeping was on a wooden pallet with two blankets and no mattress. I was marched to the mess for meals in overalls, without headgear and under the escort of two guards. Trying to sleep in the Guard House was a problem due to the abundance of mosquitos which bred in the septic tank situated on the right hand side of the entry gates. This was also a problem for those rostered for guard duty who were given only two hours for sleep every four hours.



To keep me occupied during detention I was given small jobs such as washing the Service Police van, cleaning the toilets and making tea. On another occasion I was told to go with the Service Police to the Post Office in Wagga to pick up the mail. Parking on the roadside near the side door of the Post Office, all three of us got out of the van. One SP stood at the side of the van holding a Thompson .45 Sub-machine Gun and the other, armed with a .38 S&W Revolver, walked with me to the Post Office door. At the door I was told to take the locked bag from the Postal Officer and then I walked back to the van with the SP and we returned to Forest Hill. All these security measures seemed useless when the Postal Officer (unaccompanied) had picked up the mail from the Railway Station on his bicycle after the arrival of the morning train from Melbourne via Albury.

Travelling to Wagga was hard for some Appies who came from remote towns. In a book describing the introduction of the Apprentice Training Scheme it was stated that Apprentices who came from towns in outback Queensland or Western Australia would be flown home on Annual Leave to save time. This was not at the start. I remember that the Western Australians from the 2nd Intake arrived one week after most others because, at that time, the steam locomotive took 4 days from Kalgoorlie to Adelaide. One of these, Stansfield, who came from Laverton W.A. told me it took him one week to get home on his first leave. Another, who I don't recall his name, came from Mt. Isa in Queensland, and I guess he also had the same difficulty in travelling.

As the Appies now numbered nearly 100, the 3 ton service transport was not sufficient for the Apprentice Squadron and we were given a 7½ ton Mack prime mover with a canvas covered trailer which we called the "Hundred Passenger Truck". This was used to transport us to various sporting events, memorial occasions in Wagga Wagga and also to take the Roman Catholics, about 30, to Mass at the Cathedral. On Anzac Day we would proudly march down the main thoroughfare of Wagga Wagga with our SMLE rifle at the slope, buckles polished with "brasso" and gaiters whitened with "blanco". On one occasion three other Appies and I were selected to mount the Honour Guard in the Memorial Gardens. Placed on the four angles of the Cenotaph and to the rattle of the drums we would slowly upend our rifles, place the muzzle on our left toe, place our hands on the butt, bow our heads and stand still until replaced.



Shortly after getting in position I felt a small pebble under my left foot and it began to tremble. A little girl standing right in front of me with her mother shouted "Look Mummy his foot's trembling". Feeling very embarrassed I had to eliminate this tremor also because it was making me nervous. With a few very small movements of my foot so as not to make people aware that I was moving it I managed to eliminate this inconvenience and patiently await the end of my turn. I carried out this Upend Rifle Drill another time at the Wagga Cathedral for Remembrance Day. This time there were no pebbles on the tiled floor.

N°2 Intake fostered the Armament Fitters and our course not only included dismantling, cleaning and re-assembling of all small arms on issue to the RAAF at that time but we had to fire them as well. We fired the S&W Pistol, the SMLE Rifle, the Thompson Sub-machine Gun and the Bren Gun on the 25 yard range under the instructions of Sgt. "Gunny" Gunn. After firing we naturally had a "brass party" consisting of gathering-up all the empty cartridge shells for scrap. Our first taste of demolition work was with a 25lb Practice Bomb in November 1950 under the guidance of F/Sgt Walter Kirby, who sported an "O" half wing of the pre-war aircrew mustering of Observer.



Then we went on to a bigger task of demolishing heaps of aerial illumination flares at 2 Central Reserve at Ettamogah near Albury. We arrived there after breakfast time but nevertheless the cook was pleased to serve us. However, he said, he only had eggs on hand but we had the choice of "How'dya like 'em done". Not for nothing did this site get the title of "The Ettamogah Guest House". The kitchen was bounded on three sides by the officer's, sergeant's and airmen's messes so that the meals were always the same....more or less! A nice place for a posting I thought, except that, as I was told, personnel were few and extra duties were many.

No airmen's bar for us as the consumption of intoxicating liquors by apprentices on or off duty was prohibited. Unaware of this the driver of the service truck taking the civilian workers back to town would drop us off at the nearest pub and pick us up on the way back. Apprentices were not allowed to smoke before the age of eighteen years and then only with a written permission of their parents. With our miserable pay we couldn't afford to be even moderate smokers and the "makings" and not "tailor made" were the choice when we could buy them. Cigarette butts were not thrown away but awaited another day when the tobacco could be re-rolled. On one occasion I took the opportunity to slip out of the classroom to have a smoke. While puffing away I was approached by an instructor. "You can't smoke here" he said. Without noting the emphasis on his last word "here", I replied that I had permission. "But not here" he said. This is a no smoking zone. Now buzz off or I'll put you in".

With the arrival of the boys to form the 2nd Intake we got a new Sergeant D.I. who answered to the name of Charlie Spencer. He had earned the nick-name of "Shorty" because of his bodily height. I also heard him called "Boots" and I simply thought it was because he always wore brilliantly shone boots. I heard, much later on, another version of this nick-name. For the next practical experience we were taken up in a Lincoln Bomber from Sale. Together with the boys from the 3rd Intake we each dropped a practice bomb on the Ninety Mile Beach to show us the workings of the Norden Bomb Sight.

The rest of the course was uneventful and I concentrated on studying for the final exams and Graduation Day. My marks were average and I was declared proficient.



In November 1950 we had a bivouac to learn bushcraft and camping techniques while still having to carry out normal daily procedures such as stand-to and stand-down parades. Six-man tents were erected, a large mess tent and a partly exposed kitchen completed the site on the Murrumbidgee River.

The Passing Out Parade was the routine ceremony on the Main Parade Ground in front of the Airmen's Mess and passing before G/Cpt "Blacky" Black. The main difference was that we passed out in blues instead of khaki drabs. At the Graduation Dinner G/Cpt Black gave me a mention, amongst all the others who had distinguished themselves in sport or trade proficiencies, that I had straightened myself out and had become a worthy airman. For the Graduation Ceremony my mother Rose came to Wagga together with her sister Stella. During the Ball that evening in the Kyeamba Smith Hall we were approached at our table by Sgt Spencer who, after being presented to my mother and my aunt, asked my aunt for a dance. After the dance I told my aunt that his nickname was "Shorty" but he was also called "Boots! That's strange" she said "Because in the Army (where she worked in the Army Canteen Services) it means a crawler or otherwise somebody who is so far up himself you can only see his boots".



Graduation Dinner Celebrations went on until the early hours of the morning. Thanks to the plentiful supply of beer made available with our monetary contribution by Frank "Cros" Crossley it became necessary to return to the hall, not only for cleaning up, but also to empty the barrels of the remaining beer. My posting was to 1AD Laverton along with the other Victorians, a Tasmanian and one from Deniliquin in New South Wales. We went back to our habitual wooden huts because the brick sleeping quarters were occupied by the Anzacs. In the Armament Section I was given, together with a classmate, McAlpine, the task of degreasing a stock of .5 Brownings before re-brunatizing and re-greasing them for further storage. In the act of lighting the oil-burner of the degreasing bath we gave it too much compressed air. This resulted in a small explosion which blew us back a few paces and burnt our eyebrows and the hair on our forehead to make us the laughing stock of our mates for a few days.

Queuing-up for meals was a problem at Laverton as I was an habitual latecomer. The airmen's line seemed never-ending while that of the airwomen was short. At breakfast one morning I arrived late with "Paddy" Lawler, a mate from the Anzacs, to discover that the milk had run-out. At that, we both proceeded to the other side of the mess where another milk can was available. After dosing our plate of cereals with milk we were confronted by a WRAAF NCO who indignantly said to us "This is WRAAF's milk". Paddy's spontaneous reply was "All the same to us Miss" and we proceeded back to our tables to eat our cereals with cow's milk.

Another task was the testing of the gun turrets on the Lincoln Bomber. This was done during flight tests of the aircraft after major overhaul carried out by the Government Aircraft Factory at Fishermen's Bend. Flying over Port Philip Bay and blazing away at nothing with two 20mm



Hispano Suiza Machine Guns of the mid-upper turret was the most exhilarating experience in my career.

Early in December 1951 I decided to go to Wagga, on my new 350cc AJS motorcycle, for the 3rd Intake Passing-out Parade and meet up with old mates. At Tallarook the old two-lane Hume Highway passed to the other side of the Melbourne to Albury Railway Line in a sharp left turn. At this point I collided with the semi-trailer of a truck going South and I was thrown off my motorcycle and suffered injuries to my right arm. Upon the arrival of a doctor he said he could not treat military personnel but would call an ambulance from Puckapunyal Military Base.



On arrival of a WWII army ambulance after about 15 minutes I was helped by the driver to stand up and was told "I'll put you on the floor so you won't dirty the stretcher with blood". I was then taken to the Base Hospital and kindly treated by the Nursing Sisters for a bone fracture and put back in the ambulance, this time next to the driver. Then we headed down the Hume Hwy. to Laverton and along Sydney Rd., weaving amongst the trams and motor vehicles with the siren blaring and the driver in ecstasy.

At 6 RAAF Hospital my fractured arm was put in plaster and I was hospitalized. On 20th December I was due for an operation on my arm and the previous evening Frank Crossling and Jordan Rigby, who had just returned from removing .5 Brownings from Liberator Bombers at Tocumwal, brought me a bottle of beer for my birthday. On the operating table next morning I felt something was going wrong while inhaling the anaesthetic (ether). After some encouragement to keep on breathing from the antitheist I became unconscious. When I woke up in my hospital bed I asked the medical orderly what had happened while taking the anaesthetic. He replied "You vomited" and I answered "Yeah, ether makes me sick". "That was no ether, that was pure beer and the M.O. is going to put you on a charge".

I never went on a charge. I just idled away my time in the surgical ward waiting for my broken radius bone to heal. It never did heal and so at the third operation a metal strip was used to unite the two pieces of bone. Four months had passed and I was extremely bored with hospital routine and having nothing to do. One morning while passing the ward housing the patients with sexually transmitted diseases (commonly called "the pox") I met the nursing sister who had praised my work while doing extra duties at Forest Hill Base Hospital. I asked her if she could find something for me to do and she replied that she would ask the M.O. for permission. The next morning she told me that I could help in the X-ray Section. I quickly picked up my drabs from the hospital store, changed from pyjamas and presented myself to the two NCO Technicians. I was shown how to develop negatives and also told that I would sometimes have to take them to Melbourne for a report by a specialist.

At that time the WRAAF had just been formed and many airwomen were arriving for chest x-rays. This meant they would have to expose their breasts and, so as to not cause them any embarrassment (women were more timid in those days), I would be closed in the darkroom. This



precaution did not worry me at all as my main thought was beer not boobs after being on the water wagon for months. This situation was resolved in two ways. The first was when going to the City with x-rays I would usually have time for a couple of glasses before returning to Laverton by service transport. The second was that, being in uniform instead of pyjamas I could now visit the Airmen's Bar.

All good things come to an end and I was finally posted from 6RHOS to LAVD for discharge on 30.04.1952 as "Medically unfit for further service".

I will finish my story at the Australian Consulate in Milan where I again met Barry Pearman from the 2nd Intake Engine Fitters Course who was at the Aermacchi factory for the acceptance of the MB326 Trainer. I asked him about the motorcycle that I had sold to him after my accident in December 1951 and he said that he still had it.

An Irish ex seaman dies with instructions to be buried at sea. His wife went to Seamus O'Malley the undertaker who informs her that he'd never done a burial at sea, but he had friends who would help him out. He later told her to be at the quayside at 10-00 the following day. On arrival, she found a 30ft rowing boat at the quayside complete with 10 strong men at the oars and her husband's coffin on a central platform.

She steps aboard and Seamus tells the men to start rowing into the Irish sea. After 5 minutes Seamus shouts "Stop lads, I'll check it here", and jumps into the sea. "No good here lads it's only up to my waist, row a bit further " This they did and after 10 minutes, Seamus shouts " Stop lads I'll check here", and again jumps into the sea. " No good here lads, he says it's only up to my neck, row a bit further", which they did. After 20 minutes Seamus again shouts, "Stop lads, I'll check it here" and jumps into the sea. He plummets down and down and reaches the seabed, jumps up and down a few times and returns to the surface.

" It's perfect here lads", he says, "pass me a shovel " !!



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Allan George's Gems

Reflecting on the past and future of the Air Force

Chief of Air Force, Mel Hupfeld.

The 31st March was an extraordinary day for the Royal Australian Air Force – 100 years of service to Australia.



As we mark the end of our first century and the beginning of our second – it's a time to reflect on the long journey Air Force has already taken – and what our future looks like.



More than 350,000 Australians have served in Air Force since 1921 with tragically 11,191 making the ultimate sacrifice in the service of their country. Air Force members are buried in cemeteries as far afield as the United Kingdom, Europe, North Africa, the Middle East, North America, South East Asia, Pacific Islands and across Australia. Of those lost, [3143 Air Force members](#) have no known grave for their families to mourn beside.

Their commitment and sacrifice, and those of their families will never be forgotten.

The evolution of an Air Force founded on aircraft constructed of flimsy wood and Irish linen and operating from grass field runways, to one characterised by high tech capabilities that deliver effects not only in the air domain, but across all domains including space and cyber, is a tribute to generations of dedicated men and women and their remarkable ingenuity and resilience.

Through the decades, in conflict, peacekeeping, search and rescue, disaster relief and humanitarian assistance, Air Force developed a reputation within our nation and among our global partners for courage, perseverance and overcoming adversity, consistently delivering air power well above the weight of an Air Force our size. Every day we work closely with Navy, Army, defence industry, government agencies and our international partners – these relationships have always been important to us and will remain crucial as together we face the strategic challenges of an increasingly complex and competitive region.



Our future force will look very different from the traditional air power of our past 100 years; because it must – the changing world demands it so. We are transforming into an Air Force that is based more than on aircraft constructed from composite materials that operate from asphalt runways, but one that is resilient and generates effects through the use of agile basing, redundant networks, smart logistics, leveraging off space systems and emerging cyber capabilities.



However, the one constant that has endured over the past 100 years and will remain embodied in the future generations of Air Force is the incredible innovative skills and tenacity of our people.

Our workforce will not only be technically brilliant, their strategic acumen will be honed so that they will cognitively outmanoeuvre any potential adversaries. Our people understand we generate air and space power options to the Joint Force and understand air and space power effects in the context of land, sea, and cyber warfare domains – because we are One Defence. Today Air Force members and veterans will mark this important milestone in every State and Territory and across many locations overseas. I acknowledge and thank all members and veterans for their service. I encourage our current members to take an opportunity to pause and reflect on how they stand on the shoulders of the generations of Air Force personnel before them and recognise our responsibility we hold as the current custodians of our Air Force.

As we commence our second century, it is our duty to preserve this proud legacy and to maintain our enduring commitment to be ready whenever and wherever Australia needs us: Then. Now. Always.

Mel Hupfeld, Chief of Air Force

How to type with your voice in Windows 10.

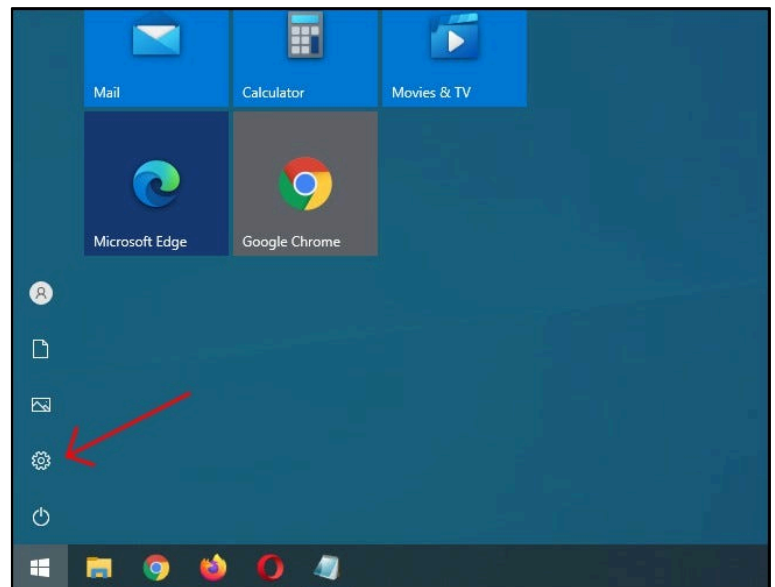
If you're tired of typing with a keyboard, entering text can be as easy as using your voice in Windows 10. The OS includes built-in speech recognition and dictation features.



Here's how to set them up.

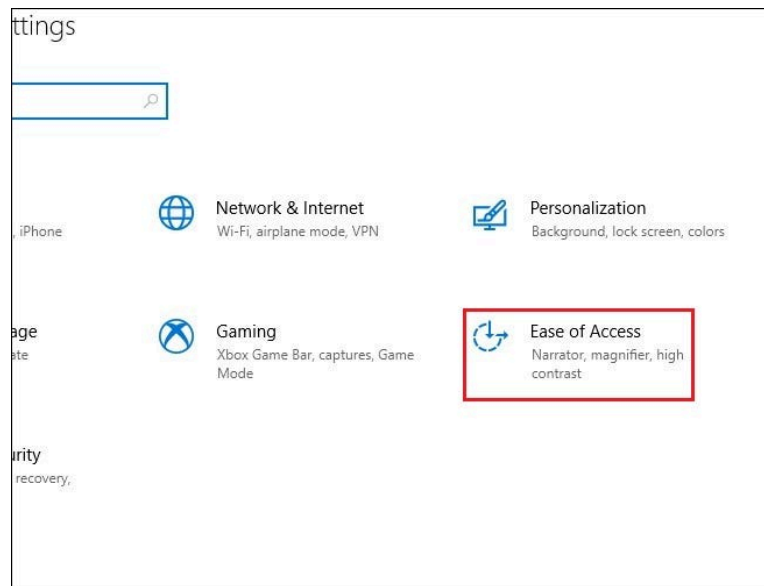
Microsoft's dictation software is a useful way to write text quickly in Windows 10 using the Windows+h keyboard shortcut. But it may not already be enabled by default on your system, so you may have to make a quick trip to settings to enable it.

Begin by opening Windows Settings. To do so, open your Start menu and click the gear icon. You can also get there by pressing Windows+i on your keyboard.





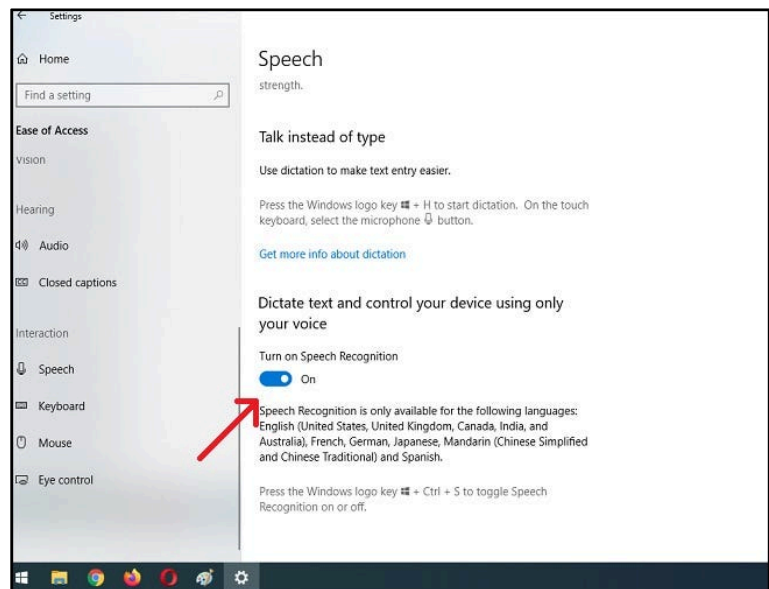
In Settings, click “Ease of Access.”



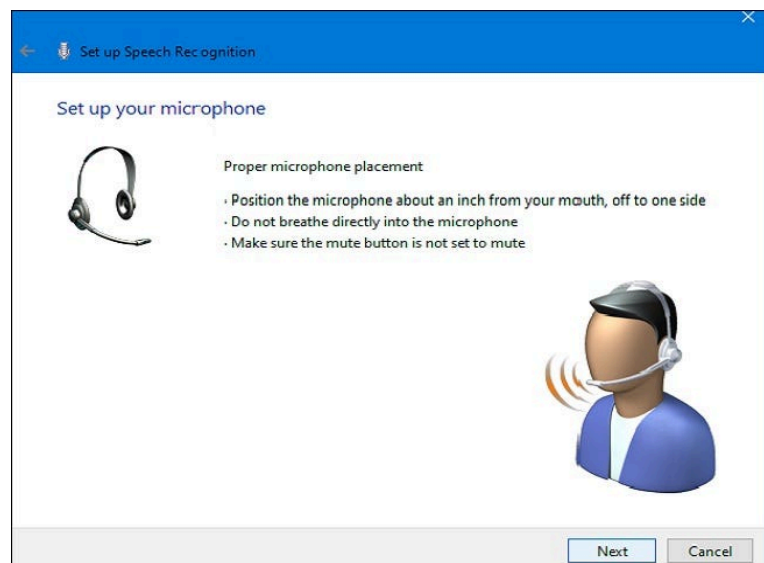
On the left pane, scroll down and click “Speech” in the sidebar. Under Speech settings, click the switch located below “Turn on Speech Recognition.” It should switch over to the “On” position.

Keep in mind speech recognition is only available in a few languages, including English, French, German, Spanish, Mandarin, and Japanese. To perform this action quickly, hit Windows+Ctrl+S to toggle speech recognition on or off instantly. (Windows = the Windows key)

When you toggle speech recognition on for the first time, you will need to set it up to recognize your voice.

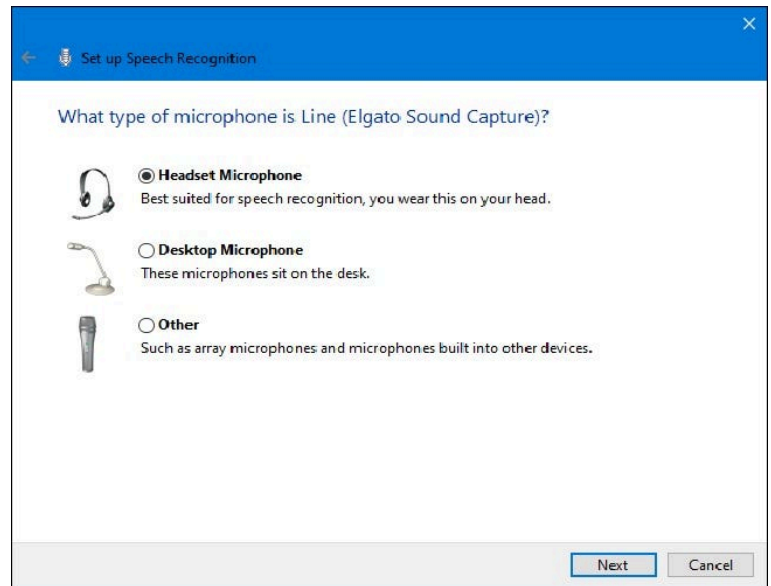


To perform the [initial microphone setup](#), hook up either a headset microphone, desktop microphone, or other peripheral mics, then follow the on-screen prompt to choose and calibrate your microphone.

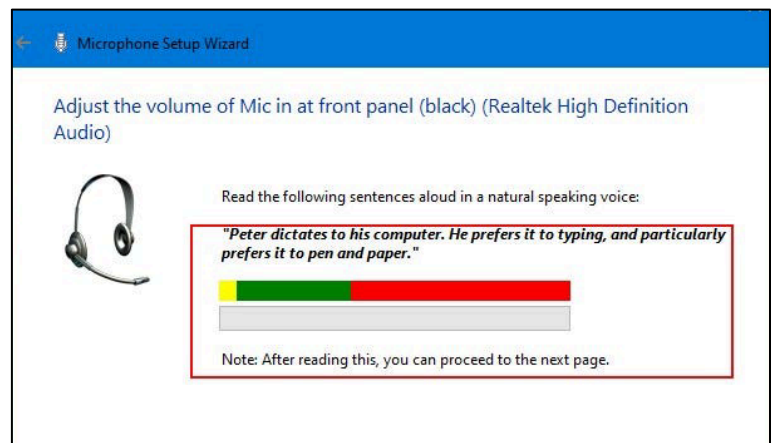




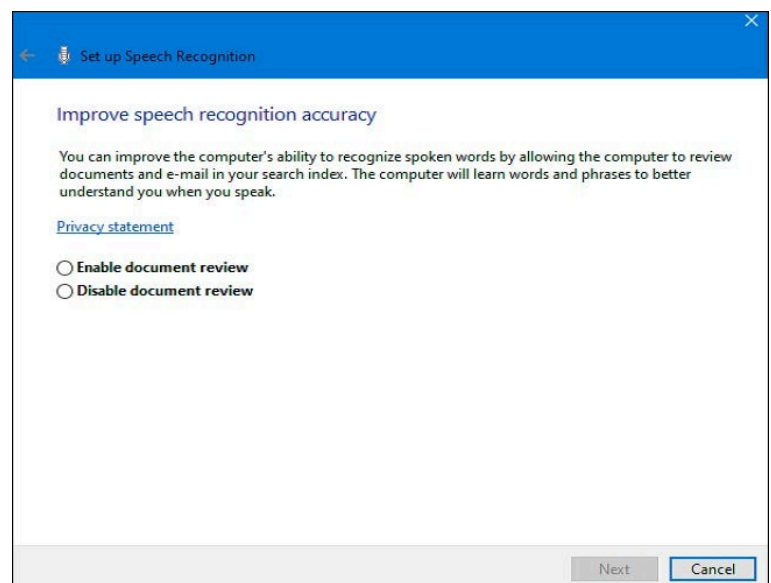
A headset mic seems to work the best.



Once the headset is connected, say the on-screen phrase into your microphone, so the system will capture your voice and be able to recognize it while using the program.



Finish up by selecting whether or not you want to allow the computer to review documents and email to help it improve speech recognition accuracy.

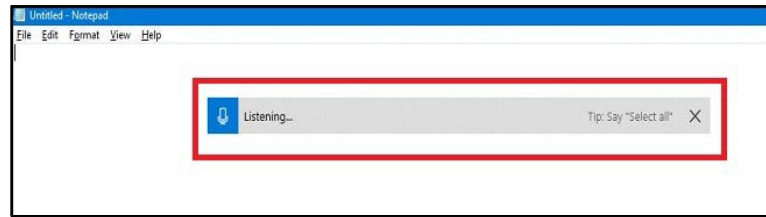


Once the setup is complete, you're ready to begin typing with your voice!



Typing with your voice in Windows 10

After you've successfully set up your microphone, you can start typing with your voice. The wizard will ask you to switch on Speech Recognition every time you start up the computer. Answer appropriately according to your preferences and you're finally ready to start typing with your voice.



If you want to use dictation, select a text field and call up the dictation bar with Windows+h. We'll use a blank text document as an example. After hitting Windows+h, the dictation bar will pop up at the top of the screen:

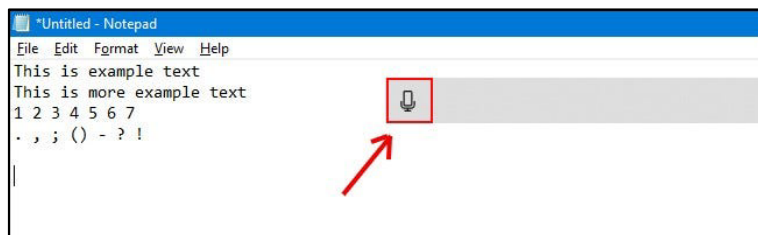
Dictation will automatically turn on and prompt you to speak once you call up the dictation bar. If it doesn't, simply click the microphone icon to enable it. Begin speaking into your microphone. Speak in complete, deliberate sentences. You can say whatever you like, and you'll see it typed on the screen as you go along. Here are some tips while you dictate:

- | | |
|---------------------------------------|---|
| Punctuation: | To add punctuation, say the name of the punctuation mark you want to use as you work. For example, say "period" to place a period at the end of a sentence, or say "comma," "E-M dash," "semicolon," "exclamation point," or "question mark" to add those punctuation makes to your document. |
| Parentheses: | For parentheses, say "open parentheses" to start a parenthetical phrase and "close parenthesis" to end the phrase. |
| Numerical Values: | Say "numerical" followed by a number to type out the numerical values. |
| Navigating Paragraphs: | To move to the next paragraph, say "next line" or "next paragraph." |
| Deleting Text: | To delete words, say "delete," followed by the word you want to delete. You can also say "delete previous sentence" to get rid of an entire sentence you no longer wish to keep in the document. |
| Selecting: | To select a word, say "select," followed by the word you wish to highlight. |
| Move to Beginning or End of Sentence: | If you want to go to the beginning or end of a sentence, say "go to start of the sentence" or "go to the end of the sentence. This also works for navigating paragraphs and the start or end of a document. |
| Stop dictating: | Say, "stop dictating." |

Remember to speak clearly and avoid speaking too fast, as it can mess with your writing flow as the software tries to catch up your pace (When talking fast, you might experienced some input lag until you slow down a bit).



To turn it back on, or if it cuts out unexpectedly, click the microphone on the dictation bar to re-enable it:



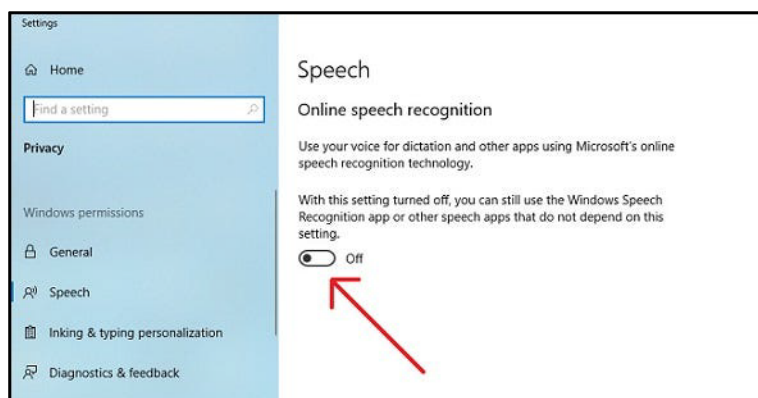
Dictation will allow you to use your voice to write things faster and easier than if you were typing them, and it's pretty fun too.

How to Disable Dictation and Speech Recognition in Windows 10

Dictation software is ideal for a number of uses, but you may decide to disable it at some point. If you accidentally enable dictation or simply no longer wish to use it, disabling it is fairly straightforward. All you need to do is hit Windows+h again to toggle it off.

If you want to shut off speech recognition entirely, so you don't accidentally start dictation, disable it by using Windows+Ctrl+s. This will completely disable speech recognition.

Alternatively, head back to Windows Settings. Click "Ease of Access" again, find "Speech," and flip the switch beneath the words "Turn on Speech Recognition" to the "off" position.



Remember, you can always turn speech recognition back on and use the dictation feature any time with Windows+H.

Happy writing!

Leading causes of death.

There were 169,301 registered and received deaths in Australia in 2019, an increase of 6.8% (10,808) from 2018. For deaths registered and received in 2019:

52.2% of deaths were male (88,346) and 47.8% of deaths were female (80,955) which is a little bit dis-proportionate as there were 12.6m males (49.6%) and 12.79m females (50.4%) in Australia in 2019. The median age at death was 81.7 years (78.8 for males, 84.8 for females).

The top five leading causes accounted for more than one-third of all registered deaths.





Identifying and comparing leading causes of death in populations is useful for tracking changes in patterns of mortality and identifying emerging trends.

Key statistics for 2019:

- The leading cause of death was [Ischaemic heart disease](#).
- Dementia, including Alzheimer's disease was the second leading cause of death and had the highest median age at death at 89.1 (equal with cardiac arrhythmias).
- Cerebrovascular diseases, Cancer of the trachea, bronchus and lung and Chronic lower respiratory diseases round out the top five leading causes.
- Diabetes (E10 – E14) ranked 7th as the main cause of death.
- Influenza and pneumonia was the 9th leading cause. Influenza deaths are linked to the severity of flu seasons which can drive changes in ranking each year.
- Intentional self-harm was the 13th leading cause of death, with the lowest median age at death at 43.9.

In the ten years from 2010 to 2019:

- Deaths from Ischaemic heart diseases and Cerebrovascular diseases decreased by 16.0% and 11.7% respectively.
- Deaths from Dementia, including Alzheimer's disease increased by an alarming 66.8% (6,013 deaths).
- Deaths from Chronic lower respiratory diseases increased by 36.6% (2,243 deaths).
- Increases in numbers of deaths were recorded for all other leading causes in the top 20.

Are email addresses case sensitive?

If, like a lot of other people in this world, you have a Gmail email address, you don't have to worry about upper and lower case issues: Gmail addresses are not case sensitive and dots within the username portion of your email address are fine – even if they're added between each letter. So even if those discrepancies slip in when others are attempting to contact you, those emails should still be delivered.

Let's say, for example, that you sign up for the Gmail address "AG47@gmail.com". If someone sends an email to any of the following addresses AG.47@gmail.com, A.G.47@gmail.com, a.G47@gmail.com, aq47@gmail.com, or AG47@gMail.com you will still get it, however Gmail will not let you use two .. in a row.

Generally speaking, this is true for all other email servers too but be careful as some of the older ones might balk if you mix upper and lower case letters in the address. But even though a mixture is now pretty well accepted, that doesn't make using them a good idea. Having a mixture of capitals and lowercase can make your email address difficult to read.

Most email servers recognize and allow the special characters in this lineup.



! # \$ % & ' * + - = ^ _ { } ~

However, Gmail doesn't allow characters from this set.

& = _ ' - + ,

Gmail also doesn't allow greater than and less than brackets

**REMEMBER WHEN WE HAD
TO SMACK THE TV
BECAUSE THE CHANNEL
WASN'T COMING IN CLEARLY?
I FEEL THAT WAY ABOUT FAR
TOO MANY PEOPLE.**

De Havilland – Australia.

Once upon a time we used to build aeroplanes here in Australia, sadly, we don't anymore. Actually, when you think about it, we don't build a lot of things in Australia any more, these days we've become more of service related country – we get other people to do stuff that we used to do ourselves, like mow the lawn, wash the car, paint the house, walk the dog, look after our kids.

Not so long ago we built Holdens and Falcons, Valiants and Datsuns and refrigerators and washing machines and lots and lots of other stuff – even aeroplanes, but not any more.

One of those aeroplane builders way back was De Havilland which produced a booklet showing the different types of aircraft they did build. You can get a copy [HERE](#).



The change in air travel.

In the not too distant future, the tube with wings aeroplane could disappear as once did steam locomotives. Those of us with a few years under the belt have seen many advances in technology, from 3ft high wooden cabinet radio receivers to multi-band AM/FM radios that can fit on your thumb-nail, from death trap cars with 30HP engines and 3 speed crash gear boxes to the temperature controlled super safe self drive electric machines we have today, from everyday air travel in the DC3 to the super sophisticated Boeing 787s that now rule the skies.

The only constant in our lives is change.

Aircraft manufacturers have always worked on improving the aeroplane – to make it more efficient and less costly to run. The cost per bum on seat to run an aeroplane has decreased sharply over the years, where once air travel was a novelty, a privilege and people frocked up, today going from A to B in the air can be cheaper than driving. It's no longer a novelty, today you would be hard pressed to find someone who hasn't flown at one time in their lives. People board aircraft dressed in shorts and thongs, it's just a means of travel, it's common and the novelty has gone out of it.

But the aeroplane as it is today, a long tube with wings, has just about reached its maximum level of efficiency. Pistons gave way to jets, turbo jets gave way to turbo fans, 4 engine aircraft changed to 3 engines and now 2, there isn't much more they can do engine wise, but they can improve the tube.



Manufacturers have been playing with the all wing concept for many years but it wasn't until the Northrop Grumman B2 Spirit bomber, which first flew in 1989, had they got it right. [Hitler's Germany](#) had a go at it but didn't have the electronic smarts to control it. [Northrop](#) tried earlier too in the late 1940s with the YB-35 then the YB49, but he didn't have it right either – now they have.

The next big change in air travel will surely be a flying wing in which will sit the pax. The tube will gradually disappear as the wing will be cheaper to fly, will carry more, be faster and cheaper to maintain.

Real Engineering has produced an interesting video on the wing concept – you can see it [HERE](#).

And for those with a bit of nostalgia in them – [THIS](#) this will make you smile.

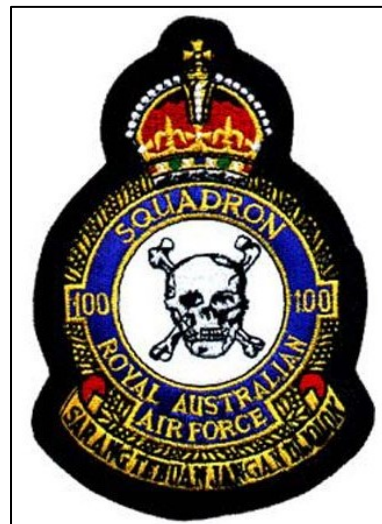


100 Squadron RAAF.

The RAAF has decided to formalise its Museums by re-forming 100 Squadron as the Air Force's Heritage Squadron. It will operate from two locations, Point Cook and Temora in NSW.

First established during the Second World War in February 1942 at Richmond, 100 Squadron was an Air Force bomber and maritime patrol squadron, trained on Australian-built Bristol Beauforts. It conducted several successful missions throughout the war, taking part in the famous Battle of the Bismarck Sea in March 1943, and eventually disbanding in New Guinea on 19 August 1946.

100 Squadron will fly a number of aircraft from the current heritage fleet from Point Cook and Temora. Temora has an extensive aviation history dating back to the Second World War where pilots trained at RAAF's No. 10 Elementary Flying Training School. The training school closed after the Second World War on 12 March 1946, but since then Temora has maintained a strong aviation focus, which will now include being part of the rejuvenated No. 100 Squadron.



Temora Historic Flight will build on to the Riverina's lengthy contribution to the RAAF, which includes RAAF Base Wagga and the former 5 Service Flying Training School at Uranquinty. The Temora Aviation Museum has played a special role in preserving RAAF history since 2000 by flying and displaying some iconic warplanes, such as the Spitfire.

The new Air Force Heritage Squadron headquarters at Point Cook would provide a historical connection to the community.

Point Cook based aircraft:

- Mustang VH-SVU A68-170
- CT4A VH-NZP A19-077
- Sopwith Pup VH-PSP
- Harvard VH-HVD NZ1075
- Sopwith Snipe VH-SNP
- RE8 VH-OTF RE8-1 0003
- Winjeel VH-FTS A85-439
- Tiger Moth VH-AWA A17-692
- P-40 A29-90

Temora based aircraft:

- Canberra VH-ZSQ
- Cessna A37 VH-XVA
- Spitfire Mk.VIII. VH-HET
- DH Vampire VH-VAM
- Lockheed Hudson VH-KOY
- CAC Wirraway VH-BFF
- CAC Sabre VH-IPN
- CAC Boomerang VH-MHR
- Ryan STM VH-RSY
- Meteor F8 VH-MBX
- Spitfire Mk.XVI VH-XVI
- Tiger Moth VH-UVZ



Canberra bomber soars again.

A roar broke the silence as the 100 Squadron Temora historic flight Canberra bomber taxied to the threshold on June 28 before taking off.

This was the maiden flight of the restored English Electric Canberra bomber TT.18 after an extensive engineering effort undertaken by the Temora Aviation Museum to return the aircraft to airworthy condition more than 10 years after it last flew. The project to restore the former Royal Air Force aircraft was first announced in 2017 by museum president and founder David Lowy before the aircraft was donated to the Air Force in July 2019. It was one of 11 historic warbirds to be donated.



Commanding Officer of No. 100 Squadron Wing Commander Philip Beanland said the aircraft's return to flight was a phenomenal achievement and a testament to the skilled members of the Temora Aviation Museum and No. 100 Squadron.

There have been many people involved in contributing to this aircraft being able to take off and they should all be immensely proud of their efforts. 100 Squadron Temora historic flight pilot and aircraft captain Flight Lieutenant Darren Crabb said the Canberra was a pleasure to fly and handled exactly as expected. Even though it has been 10 years since the Canberra last flew, it performed beautifully, to be the first pilot to fly the Canberra following the restoration is a great privilege and will long be a career highlight. The aircraft is a tribute to an over century-old relationship between the Royal Air Force and the Royal Australian Air Force.

Right: Air Commodore (Rtd) Rod Luke talking with members of the public following his final flight in the Temora Aviation Museum Canberra bomber in 2010.

Although the restored aircraft was not operated by the Royal Australian Air Force while in service, it was repainted by the Temora Aviation Museum to represent the aircraft flown by 2 Squadron during the Vietnam conflict.

The Canberra entered service with the RAAF when a British-built Canberra B2s arrived at No. 82 Wing





in August 1951 followed by a second in May 1952. Forty-eight aircraft were then manufactured in Australia by the Government Aircraft Factory and were operated by Nos. 1, 2 and 6 Squadrons. The Canberra bomber played a key role in Australia's contribution to the Vietnam War, where 2 Squadron operated for four years as part of the US Air Force's 35th Tactical Fighter Wing. 2 Squadron operated the Canberra bombers until 1982, which was well past their planned retirement date and their last flight was a four-ship farewell flypast over Brisbane and surrounding areas.

The aluminium can.

We're all familiar with the aluminium drinking can, it's been around now for quite a while but do you know how it's made – it's fascinating. See [HERE](#).

The Cold War,.

The Cold War was a period of geopolitical tension between the United States and the Soviet Union and their respective allies, the Western Bloc and the Eastern Bloc, which began following World War II. Historians do not fully agree on its starting and ending points, but the period is generally considered to span the 1947 Truman Doctrine (12 March 1947) to the 1991 Dissolution of the Soviet Union (26 December 1991). The term cold war is used because there was no large-scale fighting directly between the two superpowers, but they each supported major regional conflicts known as proxy wars. The conflict was based around the ideological and geopolitical struggle for global influence by these two superpowers, following their temporary alliance and victory against Nazi Germany in 1945. Aside from the nuclear arsenal development and conventional military deployment, the struggle for dominance was expressed via indirect means such as psychological warfare, propaganda campaigns, espionage, far-reaching embargoes, rivalry at sports events and technological competitions such as the Space Race.

The Western Bloc was led by the United States as well as the other First World nations of the Western Bloc that were generally liberal democratic but tied to a network of the authoritarian states, most of which were their former colonies. The Eastern Bloc was led by the Soviet Union and its Communist Party, which had an influence across the Second World. The US government supported right-wing governments and uprisings across the world, while the Soviet government funded communist parties and revolutions around the world. As nearly all the colonial states achieved independence in the period 1945–1960, they became Third World battlefields in the Cold War.



The first phase of the Cold War began shortly after the end of the Second World War in 1945. The United States created the NATO military alliance in 1949 in the apprehension of a Soviet



attack and termed their global policy against Soviet influence containment. The Soviet Union formed the Warsaw Pact in 1955 in response to NATO. Major crises of this phase included the 1948–49 Berlin Blockade, the 1927–1949 Chinese Civil War, the 1950–1953 Korean War, the 1956 Hungarian Revolution, the 1956 Suez Crisis, the Berlin Crisis of 1961 and the 1962 Cuban Missile Crisis. The US and the USSR competed for influence in Latin America, the Middle East, and the decolonizing states of Africa and Asia.

Following the Cuban Missile Crisis, a new phase began that saw the Sino-Soviet split between China and the Soviet Union complicate relations within the Communist sphere, while France, a Western Bloc state, began to demand greater autonomy of action. The USSR invaded Czechoslovakia to suppress the 1968 Prague Spring, while the US experienced internal turmoil from the civil rights movement and opposition to the Vietnam War. In the 1960s–70s, an international peace movement took root among citizens around the world. Movements against nuclear arms testing and for nuclear disarmament took place, with large anti-war protests. By the 1970s, both sides had started making allowances for peace and security, ushering in a period of détente that saw the Strategic Arms Limitation Talks and the US opening relations with the People's Republic of China as a strategic counterweight to the USSR. A number of self-proclaimed Marxist regimes were formed in the second half of the 1970s in the Third World, including Angola, Mozambique, Ethiopia, Cambodia, Afghanistan and Nicaragua.

Détente collapsed at the end of the decade with the beginning of the Soviet–Afghan War in 1979. The early 1980s was another period of elevated tension. The United States increased diplomatic, military, and economic pressures on the Soviet Union, at a time when it was already suffering from economic stagnation. In the mid-1980s, the new Soviet leader Mikhail Gorbachev introduced the liberalizing reforms of glasnost ("openness", c. 1985) and perestroika ("reorganization", 1987) and ended Soviet involvement in Afghanistan. Pressures for national sovereignty grew stronger in Eastern Europe, and Gorbachev refused to militarily support their governments any longer.



In 1989, the fall of the Iron Curtain after the Pan-European Picnic and a peaceful wave of revolutions (with the exception of Romania and Afghanistan) overthrew almost all communist governments of the Eastern Bloc. The Communist Party of the Soviet Union itself lost control in the Soviet Union and was banned following an abortive coup attempt in August 1991. This in turn led to the formal dissolution of the USSR in December 1991, the declaration of independence of its constituent republics and the collapse of communist governments across much of Africa and Asia. The United States was left as the world's only superpower.

The Cold War and its events have left a significant legacy. It is often referred to in popular culture, especially with themes of espionage and the threat of nuclear warfare.

There is an excellent movie [HERE](#) which is definitely worth watching.



Butterworth radar unit placed on alert. 3 September 1964 -

All leave in No 114 Mobile Control and Reporting Unit (114MCRU) at RAAF Base Butterworth was cancelled on this day and the unit began a 24-hour, seven-days-a-week operation. The previous day, about 100 Indonesian para-troops had been airdropped into northern Johore, signalling a disturbing escalation in Indonesia's policy of confrontation with the newly-created Federation of Malaysia.

As a precaution against possible air raids, the operations room and the unit's power station were sandbagged. Small arms and ammunition were also issued to technical and operations personnel, as a self-defence measure against possible attacks by saboteurs and armed guards and area patrols were instigated. A month later, a detachment of 114MCRU was dispatched to Kampong Changkat, south of Butterworth, to operate an Army Mk 7 light anti-aircraft 'gap filler' radar, but by the following month the alarm created by the Indonesian landings had largely dissipated.



RAAF redefines role of C-27J Spartan

On the 26 July 2021, the Air Force redefined the role of the C-27J Spartan fleet to focus primarily on Humanitarian Assistance Disaster Relief (HADR) operations.

The Department of Defence (DoD) in Canberra said in a news release that the Spartans' new role will "enhance Australia's humanitarian and emergency response to natural disasters in Australia and our near region, regional engagement across the Indo-Pacific, including through 'Pacific Step-Up', and the Australian Defence Force's military logistics and air-mobility capability".

Lots of words!

Both Chief of Air Force Air Marshal Mel Hupfeld and the head of Air Force Capability, Air Vice-Marshal Cath Roberts, praised the Spartan's performance, highlighting



domestic bushfire relief and regional assistance, without giving any explanation for the amended role. The announcement follows the failure of the twin-turboprop aircraft to achieve full operational capability (FOC) in December 2020: a milestone that had already been delayed by four years. It also comes after the platform had been identified as a DoD "project of interest" in March 2020 following its failure to meet key performance, availability, and project schedule requirements.



The C-27J had previously been consistently described by the RAAF as a battlefield aircraft (as a replacement for the Caribou?) and to bridge the intra-theatre gap between army helicopters such as the CH-47F Chinook and the RAAF's C-130J Hercules and C-17A Globemaster III transports.

“Does that mean we bought the wrong aircraft? – tb”

Fake news

There's a video roaring around the interweb which says “China doesn't tell the rest of the world know what happens in China. The Gorges Dam in China was opened 2nd August 2021 due to heavy overflowing see what happened next”.

It's rubbish! The video (see [HERE](#)) was taken in 2011 and is the result of the Tsunami that hit Japan all those years ago.

Wouldn't you just love to do [THIS](#)?

38 Sqn, Detachment A.





No. 38 Squadron was equipped with new de Havilland Canada DHC-4 Caribou tactical transport aircraft during 1964. In January 1964 the unit's commanding officer, five other pilots and three navigators undertook conversion training on the type in Canada. At the completion of this course the personnel flew the RAAF's first three Caribous from Toronto to RAAF Base Richmond between 17 March and 22 April. The process of fully converting No. 38 Squadron to Caribous was delayed by the government's decision to deploy several of the aircraft to Vietnam; at the time this decision was made, in June 1964, the squadron had received six of its planned allocation of nine aircraft, and the next batch of three aircraft was sent directly to Vietnam.

After receiving its Caribous, 38 Squadron's main role was to train aircrews for operational service with the RAAF Transport Flight Vietnam (later redesignated No. 35 Squadron). On 1 July 1964, one of the squadron's Caribous suffered severe damage when it made a crash landing at HMAS *Albatross*; this aircraft was subsequently written off and its fuselage used for training purposes by the Army's 1st Commando Regiment. The squadron became an independent unit under Headquarters RAAF Base Richmond in August that year, following the disbandment of No. 86 Wing. On 13 October 1965, Detachment A of 38 Squadron began operations from Port Moresby in PNG equipped with two Caribous. One of the detachment's tasks was to give Caribou pilots experience in tropical and mountainous conditions, and all aircraft captains were required to complete at least one two-month deployment to Port Moresby before serving with No. 35 Squadron in Vietnam.

Standing: Len Pridham, Dick Salter,
On bed: Graham "Blue" Silk, Jerry
"The Flange" Lange.



Det A, as it was called, was also a good time for the Sqn's maintenance people to experience working in tropical conditions prior to being posted to Vietnam. For a bloke coming from Tasmania, or some other cold climate, Moresby was an eye-opener, the constant heat and regular afternoon thunderstorms were quite different working conditions to those experienced at Richmond with its frosts and fogs. As well as working in the tropical heat, the blokes were accommodated at Murray Barracks, which was established in the Boroko area, about half way between the airport and the city itself, and living conditions were quite spartan – but being young and healthy, no-one cared.

But it wasn't all hard work. After the job was done there were always times for some relaxing pursuits.

The boss at the time, the late Ron Raymond, knew his counterpart in the Army and whenever Army wanted to test sail one of its landing craft, after a service, Ron would offer his blokes as ballast so Army could give the vessel a good workout. Army would leave Moresby Harbour and



cruise out to Daigo Island then stop a while to allow the engine to cool down then head back home again later in the day. Having undergone hours of survival training, the RAAF blokes would bring along a metal trunk filled with some of SP's finest, topped with copious quantities of ice, just in case there was a malfunction. And as there were a couple of old parachutes hanging around, they would be packed too just in case they were stranded and needed shelter.



Boss Ron was a great believer in maintaining good relations with the Moresby civvy population, especially the female side, and often he would invite several to the workshop area for an Ozzie barby and a few quite ales.



Here "Blue" Silk is showing two of the ladies the workings of the Tacan inverter.



While Sue, one of the lovely ladies from Moresby, was being shown the golden rivet in the Caribou.

Vely Inteesting - but stoopid!!





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RAAF's 100th Anniversary.

Military aviation came of age during World War I when airships and early aircraft were mainly used for reconnaissance. Australia's eight Australian Flying Corps (AFC) squadrons were part of the Australian Imperial Force (AIF) and were attached to larger British Royal Flying Corps / Royal Air Force formations.

During World War I, 800 officers and 2,840 men served in the AFC and 175 lost their lives. Many AFC veterans helped to lay the groundwork for the future Royal Australian Air Force and after the war others would enter industry to make significant contributions to civil aviation.



In January 1920, the AFC was replaced by the Australian Air Corps, which became the Australian Air Force on 31 March 1921, King George V approved the prefix "Royal" in June 1921 and it became effective on 31 August 1921. The RAAF then became the second Royal air arm to be formed in the British Commonwealth, following the British Royal Air Force

World War II

In World War II, Australian air and ground crews fought in Europe, North Africa and the Middle East; over the North Atlantic, the Indian and Pacific Oceans and the Mediterranean; India, Burma, Malaya, Singapore, Thailand, China, the Netherland East Indies, New Guinea, the Solomon Islands, the Philippines and Borneo. They also fought over Australia, its territories and its approaches.

In late 1944, the RAAF peaked at over 182,000 personnel and 6,200 aircraft in 61 squadrons. In 1945, Australia had the fourth-largest air force in the world (after the USA, USSR and UK). Over 215,000 men and women served between 1939-45 and 9,870 Air Force personnel lost their lives. Over 55 per cent of these deaths occurred in the air war against Germany over Europe.

The RAAF had planned quite a number of events to celebrate the formation of the Australian Air Force 100 years ago but unfortunately, Covid had other ideas and most of them were canned. RAAF did organise an event in Canberra on the 31st March which was televised live nationally, but with Covid in full swing in August, all official plans were shelved. People in Vic, the ACT and NSW were locked up tight so nothing could be planned south of the Tweed, but in Queensland, where life was very close to normal, some events were held.

The Air Force Associations of Nambour and Kawana Waters (Qld Sunshine Coast) had planned an event back in March 2021, but as all of Australia was in hibernation, those plans were put on



hold and rescheduled for the 31st August – the anniversary of the Australian Air Force gaining its Royal prefix.

Capably led by Gary Graham and his lovely wife Lorraine, the two Air Force Associations held their delayed centenary celebration on the 31st August, starting at the Qld Air Museum (QAM) at Caloundra airport, followed by a luncheon at the Caloundra RSL.



The QAM, which has been in existence on the busy Caloundra airport since 1987 (see [HERE](#)) has on display a huge and wide display of aircraft.



Caloundra airport.



The QAM opened their doors at 8:15am for those attending and people were free to walk around and in a lot of cases, look and walk in many of the aircraft. Some of those on display include:



The P3 Orion.

AA meeting





Mig 15.

When the Russian Mig-15 first appeared in the skies over Korea in November 1950, it sent shock waves through the Allied Air Forces. Superior to all Allied aircraft at the time, it took the UN forces completely by surprise until the hasty introduction of the North American F-86 Sabre in December 1950.

Initially powered by a “reverse-engineered” Rolls Royce Nene engine, the Mig was superior to the Sabre in rate of climb, maximum altitude and armament, however, at lower altitudes the sabre was more manoeuvrable and could out turn the Mig.

This aircraft was sold by the Polish Government. It was stored in a dismantled state for many years until on-sold to the Museum of Flight near Nowra NSW in 2000. In December 2002 it moved to Classic Jets in Adelaide then to Classic jets in 2006. The QAM acquired it in 2010.



The CA-16 Wirraway.



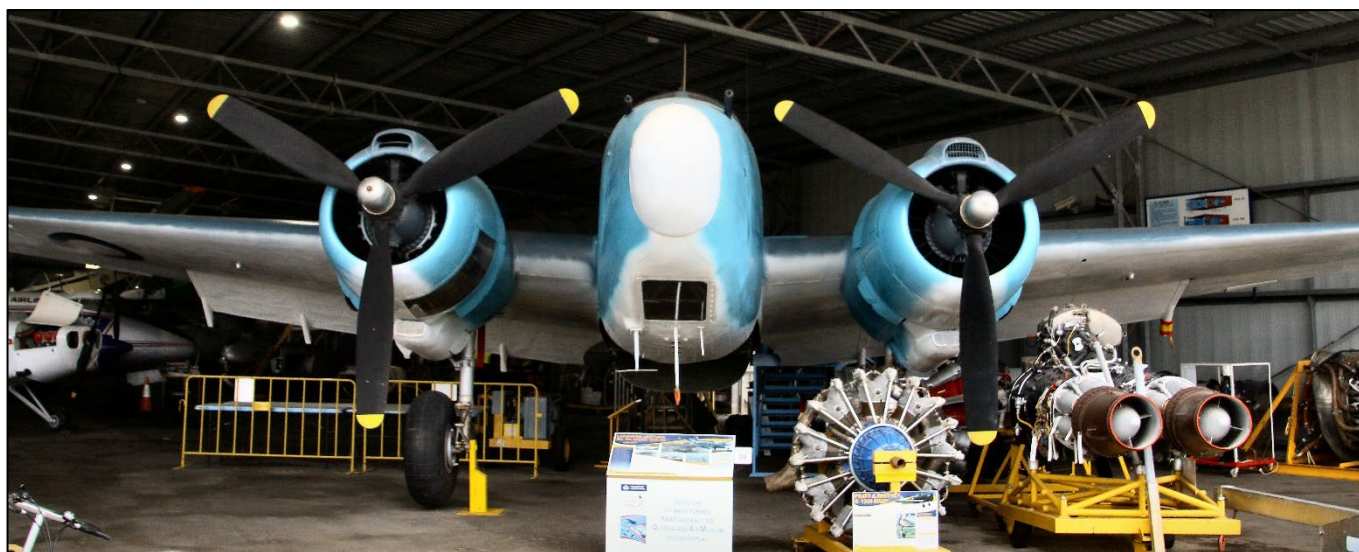
In 1936, with war looming, the Australian government encouraged three major industrial companies to form a syndicate as the basis for giving Australia a substantial aircraft production industry in cases of wartime isolation.

The resulting Commonwealth Aircraft Corporation (CAC) chose the North American Harvard to give the new company experience and to train its staff. Built under licence, the resulting aircraft, which was called the Wirraway (Aboriginal for "Challenge"), was closely related to its north American cousin. Powered by a CAC licence-built Pratt and Whitney 600HP R-1340 Wasp radial engine, the Wirraway first flew in March 1939. It was mated with a three bladed de Havilland variable pitch propellor.

Wirraway production continued until 1946, with 755 built and used mainly in the training, general purpose and ground support roles. However, although used in limited numbers in combat, by 1942 the type was obsolete and no match for Japanese fighters. A gallant few were uselessly committed as fighters in defence of Rabaul in 1942. Later that year, Pilot Officer J. S. Archer shot down a Japanese fighter aircraft, a Kawasaki Ki-43, sending it crashing into the sea. This was the only occasion that a Wirraway shot down another aircraft.

Also serving with the Royal Australian Navy (RAN), the Wirraway had its last official flight with the RAAF in 1958 as the CAC Winjeel replaced it in the training role.

Built in 1944, this particular aircraft arrived at RAAF Pilot Test Training Flight at Laverton, in July of that year. From August 1946 it spent much time in storage until approved for disposal in October 1958. After passing through a number of owners, a syndicate acquired the Wirraway and restored it to flying condition. The restored aircraft flew in 1986 as VH-WIR and it was often seen at air shows and pageants. In October 2010, the charitable John Villiers Trust financed the purchase of VH-WIR by QAM. The Trust donated it to the Museum as a memorial to its founder, and in November/December 2010, QAM member Matthew Denning flew it from Adelaide to Caloundra for preservation.



The Lockheed Ventura.



In 1938 the British Purchasing Commission (BPC) in the USA persuaded Lockheed to convert their Model 14 Super Electra into the successful maritime patrol Hudson. The BPC then convinced Lockheed to similarly convert their larger Model 18, Lodestar into the military Model 37, Ventura. The prototype flew in June 1940 and orders for 675 followed, however, its use as a day bomber in European skies in late 1942 was unsuccessful and the British cancelled the order after the delivery of 300 Mk.IIs and IIs to the RAF. The USAAF operated the type as the B-34 or B-37 Lexington and the US Navy ordered modified Venturas designated PV-1, for maritime patrol work, with some 1600 being built.



Australia received 75 Venturas from August 1943, 20 were B-34 Ventura IIAs and the remainder were PV-Is. They served in three Australian Squadrons: 459 Sqn. In the Middle East. 464 Sqn. in the UK, and 13 Sqn formed in Darwin in 1940, in Australia and the South West Pacific. The Ventura replaced Hudsons and Beauforts in active service in New Guinea, Timor and the Netherland East Indies. (Indonesia).

In 1945, 13 Squadron. using unarmed Venturas, helped repatriate former POWs from Japan. The Ventura also served with eight squadrons of the RNZAF and on one memorable occasion in 1943 one of their Venturas, on being attacked by nine fighters, shot down three enemy aircraft and damaged two others before returning to base badly damaged.

This particular aircraft arrived at 2 AD Richmond in June 1944, From November 1944 it was stored at the Care and Maintenance Section at [Evans Head](#) in NSW. On one occasion it was damaged and later repaired It was disposed off by the RAAF in 1949 and the fuselage spent some time as a wood shed on a Brunswick Heads property until 1979. A John Hill purchased it and stored it at the Chewing Gum Field Museum at Tallebudgera on the Gold Coast. The QAM acquired it and has been slowly restoring it, using Hudson/Lodestar parts when Ventura parts are unavailable.



The Bristol Bloodhound.

The Bristol Bloodhound was a British surface-to-air missile (SAM) developed during the 1950s as the UK's main air defence weapon and saw service with the RAF and the forces of four other countries, Australia, Sweden, Singapore and Switzerland. The design was the result of a search for an improved air defence of the British Isles following the USSR into the nuclear armament age.

Initial guidance was semi-automatic, the targets being identified by standard early warning ground radar, then for final attack, handed over to local weapon controllers. Bristol developed the Bloodhound in parallel with the more mobile English Electric Thunderbird, with the latter chosen by the UK Army for field use. The RAF chose the Bloodhound to protect the RAAF V-Bomber bases from Soviet bombers that may have escaped the English Electric Lightning supersonic interceptors.

During development, the missiles were tested at Woomera in SA. Australia ordered 20 Mk1s in 1959 and they entered service with 30 Sqn at Williamstown in 1961. A detachment went to Darwin in 1965 but all were retired in 1968.

This example is presumed to have come from Woomera as the engines carry Woomera associated data plates and was acquired by the QAM in March 2013.



Caribou A4-173

This particular aircraft had an exciting career in Vietnam during the 1960's, being involved in several incidents and ended up wearing two US Army wings. It used to sit pride and joy at the entrance to the display but lately has started to show signs of severe corrosion. It sat through a severe storm some months back and unfortunately did not have its gust-lock engaged, consequently it lost quite a few of its control surfaces.

It now sits at the back of the yard awaiting an E service.



P2V-7 Lockheed Neptune.



This aircraft was delivered to 10 Sqn in Townsville on the 28th April 1962. In July 1975 it was placed in storage awaiting disposal and was eventually acquired by a Syd Beck for his collection of aircraft at Thuringowa near Townsville from where it was moved to Mareeba in Feb 1994. Upon the death of Mr Beck, it was sold to the QAM and transported down to Caloundra by road early in 2016 where it was reassembled.

Click the pic above to see the aircraft being stripped down for transportation to the QAM .



As well as those aircraft, the QAM has many more on display and if you haven't been, you should make it a must see, it is definitely worth it.



We had to include this for our old mate Don who lives in Melbourne. He gets all teary when he sees these things.



At about 10.30am, people started to assemble into the main hangar for the anniversary commemoration. The QAM volunteers had earlier set up about 150 seats for guests.



These lovely ladies were on hand from 8.00am to give everyone an early morning heart starter complete with a couple of biscuits which someone had obviously spent hours preparing by placing them in hundreds of individual click lock plastic bags. Very much appreciated.



Everyone assembled in the hangar for the official welcome and the birthday commemoration service.



Bernie Ballantine, the President of the Nambour Air Force Association, (and an old Radtech), welcomed everyone to the event and introduced GpCapt David Wilcox (Ret'd), the deputy President/Treasurer of the Nambour Air Force Association and the guest speaker, who gave an informative talk on how and when the Air Force was formed.



GpCapt David Wilcox.



Revs Dr Peter Hall and Ian Bailey led everyone in prayer,



while Steve Wessels kept guard at the rear, making sure no-one left early.

Approaching midday, with the ceremony concluded, people filed out, got into their cars and headed for the Caloundra RSL for lunch, some tracking coastal.





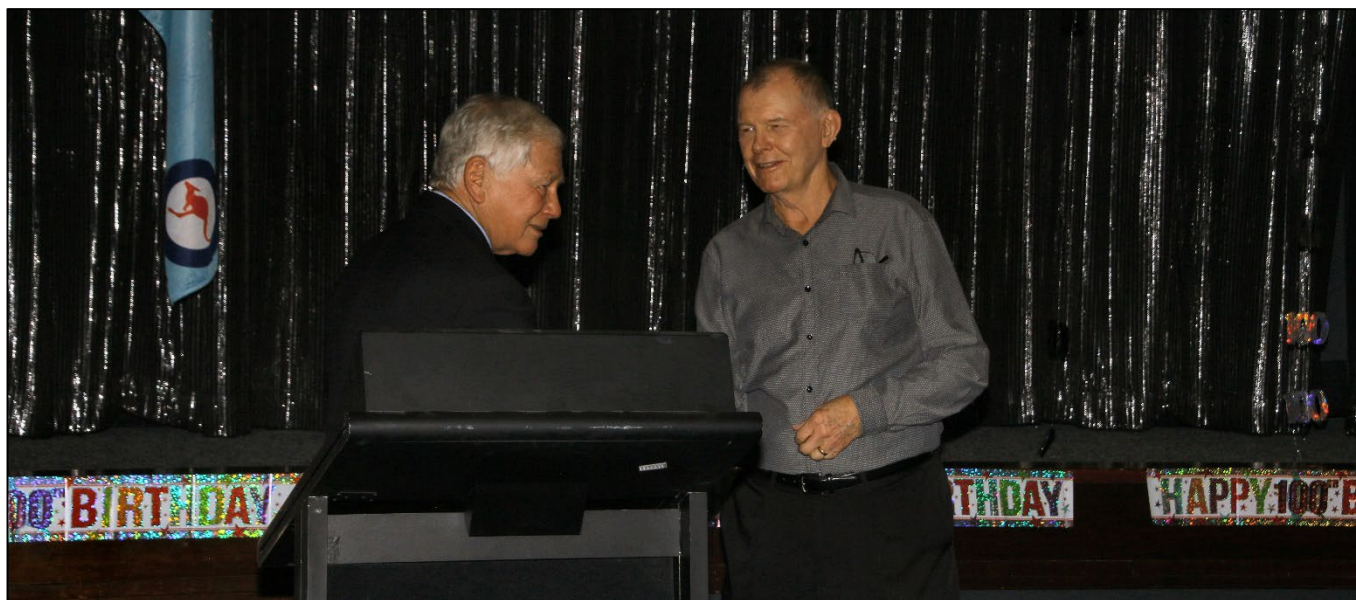
Caloundra RSL.



Christa Michalik and Lorraine Graham were the gate keepers in the RSL's function room and nobody got past without buying a raffle ticket or two.



Gary Graham, the area Vic-President and President of the Kawana Waters, was the MC for the afternoon,



Rob Wilson presented AVM Dave Dunlop CSC (Ret'd) with a certificate and name badge, confirming him as the Patron of RAAFA QLD Division. Dave was appointed to the position in April but due to Covid cancellations, the presentation had to be delayed until now. Rob was deputising for the State President, Ted Mildren CSM, who was flying down from Townsville for the occasion but QANTAS cancelled his flight at very short notice.



Lunch was then served, an alternate drop of chicken and fish. Some of the tables.









After lunch, Paul Graham drew the raffle and his lovely wife Lorraine handed out the prizes, one of which went to her friend Christa. It was suggested the stewards should have been called!!







And being the diplomat that he is, Gary made sure the lovely Maria Suarez, ex-RAAF and now Sunshine Coast Councillor, was one of the winners. You have to know where your bread is buttered.



With the afternoon drawing to a close, those present were asked to be upstanding, to charge their glasses and drink a toast to the Queen.

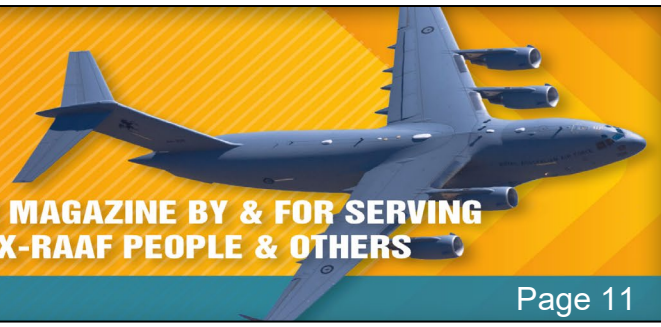


As Jake Jacobsen said later, who needs an excuse to drink a good port.

The afternoon was then concluded, some headed home, some moved into the Club proper for a quiet drink, some stayed put for a bit longer. A great day, thanks to the Sunshine Coast's AFAs.



I have no words...



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

Does sex after a heart attack lead to a longer life?

The research is in: Sexual activity after a heart attack isn't just safe for most people; it could actually lead to a longer life. According to a recent study, sexual activity can be less physically taxing to the heart than many people may think. While sex does increase heart rate and blood pressure, the physical demand on the body is about the same as climbing 2 flights of stairs or jogging slowly.



Still, heart attack survivors should talk to their doctors before returning to any moderate physical activity, including sex. It's common to wait a few weeks before resuming sexual activity. In some cases, doctors might recommend an exercise stress test first.

For 22 years, researchers tracked 495 people who had their first heart attacks in 1993. Most of them were male with an average age of 53. Study participants who returned to their previous levels of sexual activity within 6 months were 35% less likely to die of any cause. They were compared with those who cut back on sexual activity or stopped altogether after a heart attack. The study shows that sexual activity can be important to quality of life and overall health when recovering from a heart attack.

So! Go for it we say!!

Sex and age.

- Q.** Now that my wife and I have both turned 90, she has suggested I should “act my age” and modify our sexual activity to a maximum of three times per week. I’m not happy about it. Is she right?



A: Readers might think this is a joke question, but I think you're genuine: you specifically asked that your real name and address not be published "because neighbours may be jealous", and I noticed your phone number is a landline, so you'd have to be at least over 80.

On top of that, your question supports my theory that older people make the best lovers: once you turn 50, you start treating sex like a weekend DIY home project. You always do it properly, you do it slowly, you stop every 20 minutes for a cup of tea so you can stand back and admire your work: "Yep, happy with that. Now to apply massage oil to the legs. Two coats. Work it into the grain. Gonna come up a treat."

Following this line of reasoning, 90-year-olds would make the greatest lovers of all: you'd be gentle, attentive, creative. You just need to keep your reading glasses handy for close-up work, wear gardening knee-pads to protect the joints and install mobility grab-handles on the bedhead for moving up and down (with two smaller mobility love-handles on each side of your partner).

But, I have to say, more than three times a week is pretty active for any age group and your wife must be exhausted. Sex might be the secret to longevity, but it could also be the end of it. Be happy with three and I'm sure every reader would join me in saying, good luck to you both and keep it up – whether it's with pills, herbs, supplements, willpower or a dab of J-B Weld epoxy adhesive.



Covid protection.

Those holding out for the arrival of the Pfizer vaccine believing it to offer better protection against COVID than the AstraZeneca may be risking their health for no additional benefit, according to the latest research. Australia's vaccine rollout has been slowed in part by the reluctance of people to embrace the AstraZeneca vaccine, based on conflicting information from government bodies and medical experts. But [new research](#) shows that when fighting the highly infectious Delta variant, two shots of the AstraZeneca vaccine provide just as much protection as two shots of Pfizer in the long run, despite initial higher rates of protection provided by Pfizer.

"Two doses of Pfizer-BioNTech have greater initial effectiveness against new COVID-19 infections, but this declines faster compared with two doses of Oxford-AstraZeneca," researchers say. "Two doses of either vaccine still provided at least the same level of protection as having had COVID-19 before through natural infection"

The AstraZeneca vaccine has had a troubled history in Australia. Initially touted as the nation's saviour, homegrown AstraZeneca production facilities quickly sprang up and manufacturing kicked into gear.



But everything changed for AstraZeneca on 8 April, when Prime Minister Scott Morrison announced in a late-night press conference that due to an extremely rare but very serious risk of blood clots, particularly in younger people, the Pfizer mRNA-based vaccine would be recommended for those under 50. Just days later, that advice was changed to people under 60. The problem was that supplies of Pfizer were scarce in Australia and more wouldn't be arriving any time soon. The situation was concerning, but most people remained content to wait for the arrival of more Pfizer as case number remained relatively low.

Since then, the much more infectious and deadly Delta variant has arrived in the country, crippling the economy with another round of stressful and drawn-out lockdowns putting the majority of the country's population under strict lockdown. The Australian Technical Advisory Group on Immunisation (ATAGI) now recommends that for those living in an outbreak area, the benefits of having the AstraZeneca jab outweigh the comparatively small risk of complications.

"ATAGI reaffirms previous advice that in a large outbreak, the benefits of the COVID-19 vaccine AstraZeneca are greater than the risk of rare side-effects for all age groups," ATAGI says. The pressing need for mass vaccination is obvious but there is a lingering reluctance among those under 60, particularly those aged 18-39, to get the widely available AstraZeneca jab. The take-up of AstraZeneca was hampered even further recently when the PM made a surprise captain's call announcement that those in the 18-39 age group could begin making appointments to receive the Pfizer vaccine from 30 August.

The news was welcomed, but state premiers urged their constituents not to wait for the promised Pfizer doses to arrive and to make a booking for the AstraZeneca dose as soon as possible. Medical professionals echoed the calls not to dismiss AstraZeneca completely. "For people aged 16 to 39 who are champing at the bit for a Pfizer vaccine, it's important to be aware you probably won't be able to get one the day bookings open. It may well be that you have to wait weeks for an appointment," Deakin University chair in epidemiology Catherine Bennett wrote for The Conversation.



“So, if you were already considering getting the AstraZeneca vaccine, or if you’ve already booked an appointment, stick with that. “It’s a highly effective vaccine, the risk of any complication is incredibly small, and the benefits are significant.”

There may be a way to stretch the limited supply of the Pfizer vaccine a bit further, with studies showing that receiving a first dose of AstraZeneca and a second dose of Pfizer is not only safe and effective, but may even provide greater protections than two doses of the same type. The ‘mix-and-match’ approach would allow more people to be vaccinated more quickly to meet the 70 and 80 per cent goals for lockdowns to be eased and lifted.

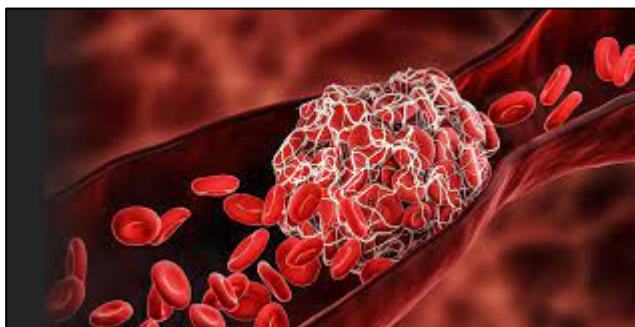
[HERE](#)’s an interesting video, good music too.

Dos and don'ts after a blood clot.

YourLifeChoices

What is a blood clot?

A blood clot that forms in the deep veins, usually in a person’s leg or arm, is called deep vein thrombosis (DVT). Essentially, it’s a lump of blood that has changed from a liquid to a gel-like or semisolid state. Blood clotting is necessary in certain situations, for example, to stop you from losing too much blood after an injury. If a clot forms inside a vein though, it won’t always dissolve on its own and can become dangerous or even life-threatening.



Sometimes these clots break off and travel to the lungs. This is a more serious medical condition called a pulmonary embolism (PE) that requires immediate medical attention.

Signs and symptoms of a blood clot:

- swelling, usually in one leg or arm
- leg pain or tenderness that feels like a cramp
- reddish or bluish skin discolouration
- leg (or arm) warm to touch.

The signs and symptoms of a PE include:

- sudden shortness of breath
- chest or back pain – sharp, stabbing; may get worse with deep breath
- rapid heart rate.



What is the treatment for blood clots?

The primary treatment is a medication that prevents abnormal clotting, known as an anticoagulant or blood thinner. Blood thinners increase the time it takes for blood to clot, stop new blood clots from forming and keep existing clots from growing larger. Blood thinners don't dissolve a clot but, by preventing clots from getting bigger, they allow your body's own clot busting system time to dissolve them.

Most people are fully healed from a DVT within a few weeks or months but there are some lifestyle factors you need to keep in mind to prevent another blood clot.



The dos and don'ts after a blood clot.

Do: watch for signs of another blood clot

If you've had a DVT in one of your legs or arms, it's sometimes normal for that limb to stay slightly swollen after treatment, but keep an eye out for new or worsening pain and discolouration. Pressure and cramping can also signal a new DVT.

Do: know your odds

If you've had a blood clot before, your chance of another one is higher. Your risk is also greater if you:

- have cancer
- are on birth control or hormone therapy with oestrogen
- have a chronic illness such as heart and lung conditions, or diabetes
- have a blood clotting disorder
- are over 40
- are overweight or obese
- smoke
- are confined to bed
- sit for long periods, especially with legs crossed.

Don't: injure yourself

If your doctor prescribed blood thinners, they can make you more likely to bleed from small injuries. Be extra careful when chopping vegetables, and even when trimming your nails. You should wear safety equipment and appropriate gloves when working with sharp tools and check with the doctor for any activities you should avoid.

Don't: eat the wrong foods

If you're on certain medications like warfarin, you'll need to watch what you eat. Vitamin K can interact with the drug, so you have to be careful about the amounts of kale, spinach, Brussels sprouts, chard and collard greens you eat. Green tea, cranberry juice and alcohol can also affect blood thinners so make sure you check with your doctor about what you should avoid.



Do: get moving

Exercises like walking and swimming can get your blood flowing and help you heal after a clot. They also might make you feel better in yourself. If you had a PE, activities that get your heart pumping, like running or dancing, can make your lungs stronger. But talk to your doctor first about how much is right for you.

Do: tell the doctor about other medications you're on

Aspirin can interact with warfarin and other blood thinners and raise your chances of major bleeding. Some antibiotics can also keep medicines from working as they're supposed to. You should also be careful with over-the-counter herbal supplements including, ginseng, flaxseed and fish oil.



Do: share information.

Let all medical professionals who treat you know that you've had a blood clot of any kind. If you're on blood thinners, tell your dentist when you make an appointment, they may have special instructions that you have to follow before your visit.

Do: ask about compression stockings

These special tight-fitting socks keep a certain amount of pressure on your leg, and that can help with blood flow after a DVT. Your doctor might also recommend them after a PE to boost your circulation.

Do: travel smart

Take breaks often when driving to stretch your legs. Deep knee bends are especially good at getting the blood flowing. When on a long flight, try to move around the cabin once an hour. Rotate and flex your ankles to keep the blood flowing and drink plenty of water to stay hydrated.

Do: watch your weight

Being overweight or obese can strain your veins and make them weak. If you have diabetes, ensure it's well-controlled to avoid any damage to blood vessels.



Don't: sit for too long

Set an alarm to remind yourself to get up and get moving every two hours. If the DVT was in your leg, try to avoid crossing your legs when you sit. Be mindful of this when travelling.

Don't: be afraid to ask for help

It's normal to be worried about having another DVT, but talking about it may help, whether it's with a friend or family member or a professional. If necessary, you can get a referral for therapy or medication for your anxiety.

**Aging is tricky. It's like you still feel young
INSIDE, but then every once in a while you
catch a glimpse of yourself in the mirror
and reality just smacks you in the face.**



Mental health support for DVA White Card holders.

On the 11th August, 2021, the Minister for Veterans' Affairs Andrew Gee has announced the Coordinated Veterans' Care (CVC) Program has been expanded to provide additional support for Department of Veterans' Affairs (DVA) White Card holders with an accepted mental health condition.



Previously open only to DVA Gold Card holders, the CVC Program engages general practitioners and practice nurses to provide veterans in need with a multi-disciplinary care team, who develop and deliver comprehensive care plans to suit the individual needs of each veteran.

Minister Gee said “The Australian Government is focused on addressing veteran mental health and suicide prevention within the Defence and veteran community. Expanding this program to Veteran White Card holders provides veterans with complex needs with the support they require to receive the best possible medical treatment”.



White Card holders need to have an accepted chronic mental health condition and meet the other eligibility criteria of the CVC Program. For more information on the CVC Program and eligibility visit the [DVA website](#).

If you, or someone you know, needs immediate mental health support, you can contact:

- [Lifeline Australia](#) – 13 11 14
- [Suicide Call Back Service](#) – 1300 659 467
- [Open Arms](#) (current and ex-serving ADF personnel and their families are able to seek this free and confidential support) – 1800 011 046
- [ADF Mental Health All-hours Support Line](#) (for current serving ADF personnel and their families) – 1800 628 036.
- [Safe Zone Support](#) (for current and ex-serving ADF personnel and their families) – 1800 142 072. When you call Safe Zone Support, you do not need to identify yourself if you do not want to.

You can also contact you local RSL Sub-Branch, click the state below to find one close to you.

[Qld](#)

[NSW](#)

[ACT](#)

[VIC](#)

[Tas](#)

[SA/NT](#)

[WA](#)

Sugar.

Sugar is bad for you – see [HERE](#).

Keep in touch with family and friends – it’s important.

A man and his dog were walking along a road The man was enjoying the scenery when it suddenly occurred to him that he was dead. He remembered dying and that the dog walking



beside him had been dead for years. He wondered where the road was leading them. After a while, they came to a high, white stone wall along one side of the road. It looked like fine marble. At the top of a long hill, it was broken by a tall arch that glowed in the sunlight. When he was standing before it, he saw a magnificent gate in the arch that looked like mother-of-pearl and the street that led to the gate looked like pure gold. He and the dog walked toward the gate, and as he got closer, he saw a man at a desk to one side.

When he was close enough, he called out, "Excuse me, where are we?" "This is Heaven, sir," the man answered. "Wow! Would you happen to have some water?" the man asked. "Of course, sir. Come right in, and I'll have some ice water brought right up." The man gestured, and the gate began to open. "Can my friend," gesturing toward his dog, "come in, too?" the traveller asked. "I'm sorry, sir, but we don't accept pets." The man thought a moment and then turned back toward the road and continued the way he had been going with his dog.

After another long walk, and at the top of another long hill, he came to a dirt road leading through a farm gate that looked as if it had never been closed. There was no fence. As he approached the gate, he saw a man inside, leaning against a tree and reading a book.

"Excuse me!" he called to the man. "Do you have any water?" "Yeah, sure, there's a pump over there, come on in." "How about my friend here?" the traveller gestured to the dog. "There should be a bowl by the pump," said the man. They went through the gate, and sure enough, there was an old fashioned hand pump with a bowl beside it. The traveller filled the water bowl and took a long drink himself, and then he gave some to the dog.

When they were full, he and the dog walked back toward the man who was standing by the tree. "What do you call this place?" the traveller asked. "This is Heaven," he answered. "Well, that's confusing," the traveller said. "The man down the road said that was Heaven, too." "Oh, you mean the place with the gold street and pearly gates? Nope. That's Hell." "Doesn't it make you mad for them to use your name like that?" "No, we're just happy that they screen out the folks who would leave their best friends behind."



So-o-o-o. Now you see, sometimes, we wonder why friends keep forwarding stuff to us without writing a word. Maybe this will explain it.

When you are very busy, but still want to keep in touch, guess what you do? You forward emails! When you have nothing to say, but still want to keep contact, you forward jokes! When you have something to say, but don't know what, and don't know how You forward stuff! A 'forward' lets you know that:

- You are still remembered,
- You are still important,
- You are still loved,
- You are still cared for.



So, next time if you get a 'forward', don't think that you've been sent just another forwarded joke, but that you've been thought of today and your friend on the other end of your computer wanted to send you a smile. You are welcome at my water bowl anytime!

So here's to keeping in touch. Even if it means only forwarding on an email!



Foodswitch

Making even small changes to our diets, such as consuming a little less salt and added sugar and eating less fat (particularly saturated fat) and energy (kilojoules) could prevent many health problems including high blood pressure, high cholesterol, obesity and type 2 diabetes. This could in turn help reduce the incidence of heart attacks, strokes and some cancers.

Starting in the supermarket aisle, the FoodSwitch App empowers you with access to information to help you make informed decisions about what you eat.



By scanning the barcode of a food item, FoodSwitch presents you with immediate, easy-to-understand information about that product's nutritional make-up. Results are presented as either a simple 'Health Star Rating' which scores a food between 0.5 stars (least healthy) to 5 stars (healthiest), or as colour-coded 'traffic light' icons that show key nutrients as green (good), amber (so-so), and red (bad). FoodSwitch also presents a list of similar foods that are healthier alternatives.

How FoodSwitch works

FoodSwitch works by using the phone's camera to scan the barcode of a packaged food. It then uses science-based algorithms to calculate and then display simple nutrition profiles based on the nutrition content of the food. When you scan a food product you'll also get a list of healthier choices you can switch to. The core FoodSwitch filter generates healthier choices by calculating the overall nutritional quality of foods. It uses the Health Star Rating algorithm to assess a range of different factors important to general health such as the amount of saturated fat, sugars, salt, energy, protein, dietary fibre, fruit, vegetables, nuts, legumes and for some products, calcium.



If you're watching what you eat, FoodSwitch is a very handy tool, it's produced by Bupa (British United Provident Association) and it's free, you can get it on Android or Apple phones.

You'll find more info [HERE](#).

Does drinking alcohol affect your blood pressure?

Drinking too much alcohol can raise blood pressure to unhealthy levels. Having more than three drinks in one sitting temporarily raises your blood pressure, but repeated binge drinking can lead to long-term increases. To understand how much alcohol is too much and how cutting back can lower your blood pressure, it may be helpful to know the definitions of excessive drinking.



- Binge drinking is defined as four or more drinks within two hours for women and five or more drinks within two hours for men.
- Moderate drinking is up to one drink a day for women, two for men.
- Heavy drinking is more than three drinks a day for women, four for men.

Heavy drinkers who cut back to moderate drinking can lower their top number in a blood pressure reading (systolic pressure) by about 5.5 millimeters of mercury (mm Hg) and their bottom number (diastolic pressure) by about 4 mm Hg.



If you have high blood pressure, avoid alcohol or drink alcohol only in moderation. For healthy adults, that means up to one drink a day for women and up to two drinks a day for men.

A drink is 355 mil of beer, 150 mil of wine or 45 mil of 80-proof distilled spirits. That's not a lot! Keep in mind that alcohol contains calories and may also contribute to unwanted weight gain — a risk factor for high blood pressure. Alcohol can interact with certain blood pressure medications, affecting the level of the medication in your body or increasing side effects.

Do you know your blood pressure?

If you can't remember the last time you had your blood pressure checked, make an appointment with your doctor. You can have high blood pressure for years without a single symptom. Generally, ask your doctor for a blood pressure reading at least every two years starting at age 18. If you're age 40 or older, or you're age 18-39 with a high risk of high blood pressure, ask your doctor for a blood pressure reading every year.



He or she may recommend more-frequent readings if you have high blood pressure or other risk factors for heart disease.

BMI

Body mass index (BMI) is a formula that uses weight and height to estimate body fat. A high BMI is associated with an increased risk for chronic diseases such as heart disease, high blood pressure, and type 2 diabetes in adults. It provides a reasonable estimate of body fat for most people, however, it has limitations. For example, BMI may:

- Underestimate body fat for older adults or people with low muscle mass
- Overestimate body fat for people who are very muscular and physically fit

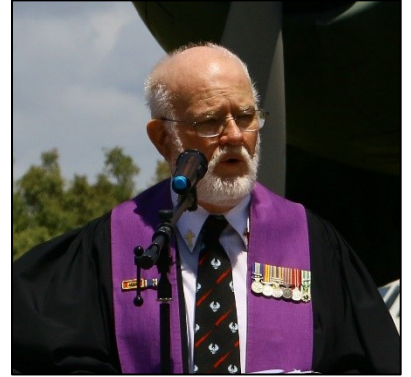
In addition, BMI may underestimate risk for people of Asian descent, in part because it doesn't factor in the risk conferred by excess abdominal fat, therefore, it's useful to look at waist size (measured slightly above the hipbones in adults) in addition to BMI. Health risks go up with increasing waist size, regardless of BMI.

You can get an estimate of your BMI [HERE](#).

Arthur's Articles.

RAAF School of Languages

Annette and I were married in the Silkstone Baptist Church in Ipswich on Saturday, 19th December 1964, attended by my sister, Glynis, Elizabeth Giles, later Worthington, who we connected with again some forty years later, my mate from the Grange in Brisbane, Douglas Armstrong as my best man and Anthony (Mario) Lanza from my Last unit At Amberley, 16 ALA, my groomsman. Our Junior Flower girl, Jennifer Peterson, whose father, Rex, an RAAF Engineering officer, sang at our wedding and Annette's nephew, Wayne Neuendorf as Page Boy, rounded out the wedding party.



After a short honeymoon down the Gold Coast at Tallebudgera, we packed our eight-month-old Morris 850 sedan, complete with a roof rack, to the gunnels, with all our worldly goods inside, and on top, mostly wedding presents, and headed for Melbourne, in readiness for my first day in the classroom in January 1965 to begin a new career, that of becoming a Vietnamese language Interpreter in the RAAF. The Mini boiled going up Cunningham's Gap and then on every small rise between Ipswich and Werribee. But we made it after a few days, without seizing the engine.



My friend on my recruit course, Des Memen, had married a West Essendon young lady, Kathleen Evans, and was posted to RAAF Base Tottenham as an Equipment Assistant. We resided with Des and Kath and their little son, Michael, at Werribee, just above a ford in Werribee. Des had booked a rickety old wooden house in Werribee out near the Werribee Racecourse, for us.

My Vietnamese Course was meant to be a 'live-in' course with evening tutorials. I shared a room on the base with four of my classmates, but I never slept in my bed, for which they were thankful for it became a 'spare bed' when they entertained friends of a weekend! If we had an evening tutorial, I would attend, then skip home to Werribee to a comfortable warm bed.

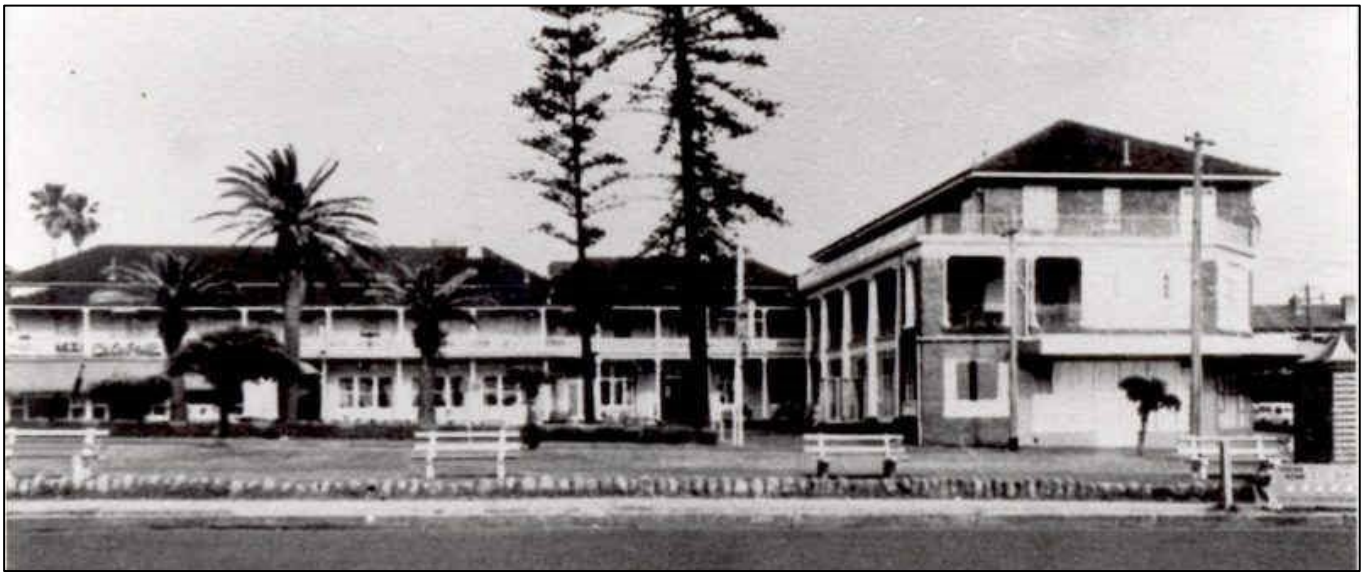
There were seven students in the Vietnamese class, (Number 5,) that year. An Army Sergeant, an Army Corporal, three SAS Regiment Troopers, a New Zealand Army Captain, Tom Turner, and me, the only RAAF member. Tom, like me, preferred to live out in Werribee. We travelled to School together, driving alternatively. This left one car at home with our wives. Tom's wife, Cynthia, had a Driver's Licence. Annette had a Learners, so Cynthia encouraged Annette to earn her Licence by practicing both on the road and in our rather large back yard at Werribee. I would leave cardboard boxes in the back yard before I left for School indicating where cars may be parked. Annette practiced reverse parking until she was proficient. She soon became so confident a driver that she tackled her Driver's Licence test at Werribee Police Station, some weeks before our first daughter, Leanne, was born. She has always claimed that the kind



policeman kept her test very simple and gave her a licence to avoid our daughter being born at the Police Station!

After the formalities of being 'marched in' to an RAAF School, where we had more Army and Navy members than RAAF, we began our studies in earnest. In 1965, we had two RAAF students on the Indonesian course, two on the Chinese course, one the Thai course, with me being on the Vietnamese course.

Our Commanding Officer, Wing Commander Toby Garrick, was in his last years as the very long time CO of Language School who aspired for a 100% success pass rate from all 1965 students. Toby was a native speaking Russian linguist when the school had opened at the Coogee Bay Hotel, in Sydney, during the Second World War with Japanese and Russian as its only two languages.



Toby Gabriloff was an RAAF Corporal with a good command of the Russian language. This following section is only hearsay, but the story was passed down year by year, that when Corporal Gabriloff was interviewed for the position of Russian lecturer, then CO of the School, the board suggested he take a non-sounding Russian name. He put his hands in his pocket, and pulled out his cigarettes, as the story goes. Corporal Toby Gabriloff walked out of that board interview as the intended Commanding Officer of the RAAF School of Languages as Flight Lieutenant Toby Garrick! He became the longest serving CO of LANGS. And may I add, a very personable gentleman.



Toby did achieve his ambition by having a 100% successful graduation by all students in 1965 in his final years as Commanding Officer of the School he had led for two decades.

The study year consisted of being taught in the classroom, with many hours in the language laboratory, and evening study at home and for the others, in their quarters. Again, another innovation by Toby Garrick, the language laboratory, known as the 'lang lab' consisted of two labs with a control room in the centre. Each lab a dozen booths, with a panel in front of each student in an enclosed space. Each panel was connected to a recording machine in the 'workshop'.



Each class had a specific program on a 5-inch tape connected to a student's panel. The idea was that the student heard a sentence in the language of his sought tongue, then when it finished, he or she, would hit a bar, the master machine would reverse itself, and the student would repeat what he or she thought they heard. Then they would hit the play button, the machine reversed direction again, and the student heard what they had recorded. Then they would hit the play bar as the machine again reversed, to hear what they were meant to say! This sequence was repeated until the student was satisfied that they had repeated the original sentence correctly. The Lecturer would monitor the entire class in turn to correct wrongly spoken sentences or to catch any who were 'goofing', for the student never knew when the Lecturer would be monitoring them.

The Vietnamese Language Classroom in 1965

In the classroom, after formal instruction in the set situations presented to the student, we were tested regularly in the areas of understanding sentences known as 'comprehension'. We would also be tested in



mock translations on a one student to two instructors, one only speaking the language being learned, and the other only speaking English. As in the real time situation, if the student messed up the translation, the teacher would carry on with the mistaken translation until the three participants were so confused by the wrong direction the conversation was taking that the test would be terminated. That was bad! Later, when I became a Lecturer, winding up the creek, not knowing where this conversation was going, became very interesting, but as you can see, had a real-life situation become so bogged down, none of the participants would have the correct message from the interpreter. That was fun! But not good towards a successful graduation!

Many laughable issues occurred during the twelve months course. In the early days of the course, we were being taught sounds and tones, for these were compulsory to grasp before we could imitate a native speaker. The vowel 'O' was spoken in three different mouth movements, as was the 'a' sound. I was fortunate enough to be able to describe to others how you held your mouth, lips, throat, and nose to make the sounds not used in English. For this gift, I was chosen to teach future courses in the early stages of sounds and tones.

Mrs Le Van, a lovely Vietnamese lady teacher, was teaching us one of the three 'O' sounds. The rest of the class, other than Tom and me, had been out on the town the night before. As Mrs Le Van went around the class pointing to each student in turn, she came to one of those who had been out late the night before. He had his teeth on the desk, a tin wastepaper bucket between his knees, and as she pointed to him, he suddenly and loudly filled the tin bucket with leftovers



from his night out, accompanied by an unearthly vocal sound. Our wonderful lady teacher simply said, “Khong dung”. (Not correct!)

We had three native speakers, as teachers. Mr Kevin Luc, known as LICV (, Lecturer in Charge – Vietnamese.) Mr Duc (LVD.) Mrs Le Van (LVP) and Flight Lieutenant Greenaway, a student from a previous course and RAAF Navigator, with the nomenclature, (LVG). After graduation, when I became a lecturer, I was given the designation LVQ. I never challenged it because ‘LVF’ for Fry, LVP for my Vietnamese name, Phai, was taken and coming from Queensland, I thought that ‘Q’ connected me with my State. When I left the Vietnamese Department several years later, I asked why I was afforded the classification ‘LVQ’ and was told ‘Queer’, when that word didn’t hold the same connections and meaning that it does now.

Before you understand this next paragraph, a lesson in Vietnamese. ‘You’ in English has many words in Vietnamese. If I am speaking to a man, formally. I call him ‘Ong’ (Om,), informally, ‘Anh’ (Ang), To a lady (married,) formally. ‘Ba’ (Bar,) informally, ‘Chi’ (Chee), to a young girl, formally, ‘Co’ informally. ‘Chi’ (Chee. Only to my wife, ‘Em’. To a lower life person, ‘No’ (Nor), to a Prisoner of War ‘Han’ (Hun), but to a man of higher ranking, ‘Thua Ong’ (T-hoo-ar) Om). Now my yarn. During the school year, Kevin Luc was addressed by all students as ‘Ong’. When I graduated in the December and was working in the Language Laboratory, Kevin took me aside and, “Anh Phai, you may now call me ‘Anh’ “.

The South Vietnamese Ambassador speaks with Vietnamese language students at Point Cook

I had never heard a person called ‘Thua Ong’, until the South Vietnamese Ambassador to Australia visited our School. Mr Duc, who had applied to extend his tour of duty in Australia, addressed the Ambassador as ‘Thua Ong’ every time he spoke with him.



We did not socialise with the native Vietnamese lecturers during the course except for one night that Mr. Duc invited us to his Married Quarter in Laverton when his wife prepared a delightfully traditional Vietnamese meal. It was my first introduction to true Vietnamese cuisine, but certainly not my last. After dinner, as the seven course members plus Cynthia and Annette crowded into the lounge room to watch television, Mr. Duc complained about having only one channel, which was Channel Nine. With that, one of the students jumped up and changed the channel, and to Mr Duc and his family’s delight, they then had a choice of three more channels, the ABC, and Channels Seven and O, later, Channel 10.



Another memory, Tom and Cynthia Turner's son, Tommy, had been taught a little Vietnamese by his father. When asked in Vietnamese a certain question, little 3-year-old Tommy would answer in Vietnamese. Yet when asked the same question in English, little Tommy would answer in English.

On the 5th of December 1965, our families, including my wife, Annette, and two-month-old daughter, Leanne, joined with all graduates from the 1965 courses to see us receive our graduation certificates. I had come second in my course with a high Credit. I had enjoyed the study, and the acquisition of the language. Mr Luc had been a Viet Minh and so spoke with a Northern accent, which all the class were taught although with a little thought, I could do a quick transposition and transfer to Southern accent. When in Phan Rang, a year or so later, I could adapt to Central dialect with a little concentration. This proved to be interesting when I later went to Vietnam, and my northern accent caused much consternation among the southern and central Vietnamese locals as to where my allegiances lay.

But graduation day also held a further prize for the six RAAF graduates. Peter, Ted, Ian, Ned, David, and I had three stripes strapped to our sleeves. The six of us became Acting Sergeants, a tradition which ceased with the 1967 courses.

***Four of the six new LAC /
Acting Sergeant Linguists***

The newly arrived back at Language School, Flight Sergeant Ray H, a former student in the Chinese Department, took the six new Sergeants into the Sergeants' Mess to introduce them to the Mess members. I had the honour of being the youngest member of the Sergeants Mess at age 23.



I had the honour of being the youngest member of the Sergeants Mess at age 23.

My mother-in-law was staying with us at the time. She was a lovely lady with a wicked sense of humour especially when armed with a sewing machine, for she had stitched my pyjama pants together at the legs when she accessed my suitcase before our wedding. As I readied for bed that night of my graduation, I noticed that she had been active on her sewing machine that day, as I had three stripes attached to my pyjama shirt and when I pulled on my dressing gown, three stripes appeared on the right sleeve!

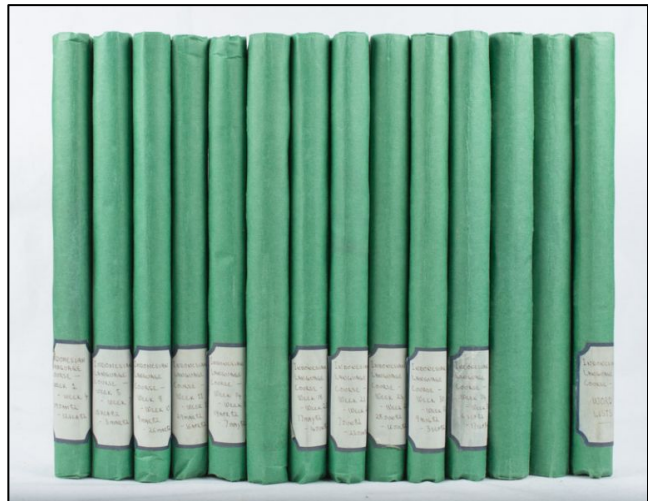
So ended a long year of study, day, and night, but the rewards were well worth it as I stood on the verge of a totally new career, which would take me to many places, and introduce me to a different part of the RAAF operations.



Prior to graduation, my posting had come through as an 'A' grade posting to RAAF School of Languages. New Sergeants Peter and Ian were also afforded the same honour, while the others were whisked off to different areas where their newly acquired talents were required. Monday, 8th December 1965 saw me front up at Headquarters at Language School which was situated in front of Transport Section on the beach front at Point Cook, to be told, "Fry. (and Ian,) – Lang Lab." We were soon hard at work in the Language Laboratory.

Except for the occasional sessions when I was rostered to sit in the lecturer's console in the Lang Lab to monitor the students' imitation of the selected sentences they had heard in their new tongue, I spent in the Lang Lab workshop, preparing tapes to listen to while students were in the Lang Lab for all languages taught at the school which included in those days, Indonesian, Malay, Vietnamese, Chinese, Thai, French, Tagalog (Filipino.) and Pidgin English for those awaiting posting to Papua New Guinea.

We also had to prepare tapes for students to take back to their quarters to study and practice during the evening. It was a full-time job and neither of us had time to literally scratch ourselves. Sometimes the students would come to us at the end of lectures and ask for the tapes that they had requested. If I had not had time to prepare their request, I would tell them I had been too busy. One smart Indonesian student said, "Then I must teach you to say 'Too busy' in Indonesian. He taught me, "Saya sangat bodoh sekali!" That soon became fluent after a few repetitions, so that whenever the need arose to tell a student that I had not had time to prepare their tapes, I would blurt out in understandable Indonesian, "Saya sangat bodoh sekali." To which I would receive an understandable nod of their head. One day a student asked me if I knew what I was saying, and I told him, "I am very busy". He retorted, "No, I am very stupid!"



As I have said, Toby Garrick was a very affable fellow who always addressed me as 'Lad'. He came over to the Lang Lab one day and said, "Lad, I have a very special job for you." Toby had a desire to experiment with hypnopedia, studying a foreign language while asleep. He told me what he wanted and how to prepare the accessories for this new adventure. I cut out holes in two foam pillows to hold speakers, which in turn were connected to tape players, which I had set to come on at various times during the night. We had two Colonels who were studying Indonesian on a short colloquial course prior to taking up appointments in Indonesia, who Toby had selected as 'guinea pigs', so to speak, for this experiment. The night classes started with a small amount of fanfare. Toby's 'Lad' had it all under control.

Several weeks into the experiment, we had a review. The two Colonels, the Commanding Officer and me. One Colonel said he felt he had a better grasp of the language, the other said he had become more confused than ever. Toby suspended the experiment as we were unable to reach a conclusion on the success or otherwise of his hypnopedia experiment. I collected the associated hypnopedia gear, including the carefully carved out foam pillows, and put them in the Lang School storeroom where I suspect they still are to this day!



While I was on course, and as I did not have an 'A' grade posting, and as a newly married airman, I sat at the bottom of the Airmen's Married Quarters waiting list. I was fortunate to draw Temporary Rental Allowance during my time on course. Then as a freshly promoted Senior NCO, I rapidly rose to the top of the Senior NCO's Married Quarters waiting list. In early January 1966, I was offered a Married Quarter, a new place, in Creswick Street, Laverton. Another newly promoted ex-LAC, now Acting Sergeant, Peter, was also offered, and accepted, a newly built Married Quarter in the cul-de-sac opposite my new abode. Annette and I moved in with our three-month-old daughter and bought scatter rugs as there were no floor coverings, and although it had a carport, the surrounding yard need a lot of attention. As in most new Married Quarters, we soon had a lovely bloom of 'RAAF Roses' (geraniums,) on display.

Flight Sergeant Ray H was given a Married Quarter just around the corner from us in Bladin Street, the main drag in Laverton. His wife, Margorie, became good friends with Annette, as they shared a common interest, shopping. Ray and I shared the driving to school as we both had immaculate FB Holden sedans, mine all white, his was white with a yellow strip on the sides. In early 1966, Ray was commissioned as a Pilot Officer. We served together occasionally but communicate regularly since our retirement, some thirty-five years ago, and hope to catch up again once Covid is over.



Life was good. I relished the work in the Lang Lab and my occasional stint behind the tutor's console as LVQ. I knew I was next Linguist to head to Vung Tau, but the 1964 Vietnamese language course RAAF student had just started his tour in Vietnam so my posting there should be/could be just on twelve months away. Then in November 1966, Australia's Prime Minister, Harold Holt, had made a statement that included the immortal sentence, 'All the way with LBJ,' as well as announcing that an RAAF bomber squadron would soon be deployed to Vietnam, although the site in Vietnam was not announced.

Annette was four months pregnant with our son. We all assessed that it could well be that as the next Vietnamese language interpreter to be posted to Vietnam, I was surely 'the pee' to be sent with the bombers. One day when Annette was waiting outside the school to collect me, Toby Garrick approached her and assured her that although he was about to go on holiday, he had left word that I was not to be posted to Vietnam until the baby arrived, expected to be in April 1967. Annette was assured that as Toby spoke, so it would always be.

In December that year, even the announcement that two of the 1965 graduates at the school had been elevated to the rank of Substantive Sergeant, (Peter, and me,) could not obliterate the fact that my posting to Vietnam was also announced. I was going to an unknown destination in Vietnam with Number 5 Airfield Construction Squadron. Detachment 'B', as of Australia Day 1967.

When Toby came back from holiday, he came to Annette and apologised profusely saying he had left orders that 'The Lad' was not to be posted to Vietnam until the baby was born. Finally, someone in Canberra overruled my good friend and mentor, Toby Garrick.



Soon, as Annette had decided to go home to Ipswich to spend the last of her pregnancy with her mother, and have her mother present to assist with the two little children, we quickly vacated our Married Quarter in Laverton, put the few goods and chattels we owned into storage, including our scatter rugs we had used as floor coverings on bare floors, and we set out with our new FB Holden, packed to the gunnels just as we had come down to Victoria two years earlier, and headed towards Ipswich.

Watch out, Vietnam. Sergeant Arthur Fry is coming, rearing to use his new learned language, ready or not!

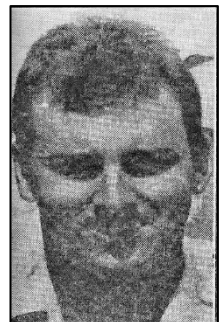
A group of women were at a seminar on how to live in a loving relationship with their husbands. The women were asked. "How many of you love your husband?" All the women raised their hands. Then they were asked. "When was the last time you told your husband you loved him?" Some women answered today, a few yesterday, and some couldn't remember. The women were then told to take out their mobile phones and text their husband, "I love you, Sweetheart." Next the women were instructed to exchange phones with one another and read aloud the text message they received in response to their message.

Below are 11 hilarious replies. If you have been married for quite a while, you understand that these replies are a sign of true love. Who else would reply in such a succinct and honest way?

1. Who the hell is this?
2. Eh, mother of my children, are you sick or what?
3. Yeah, and I love you too. What's wrong?
4. What now? Did you wreck the car again?
5. I don't understand what you mean.
6. What the hell did you do now?
7. Don't beat about the bush, just tell me how much you need.
8. Am I dreaming?
9. If you don't tell me who this message is actually for, someone will die.
10. I thought we agreed you wouldn't drink during the day.
11. Your mother is coming to stay with us, isn't she?

Impressive people I met in my Air Force career

One of the finest young pilots I had the privilege to work with was Mark Fallon, who sadly, was killed in an F-111 crash that took his life and that of his navigator, Bill Pike (right) on 2nd April 1987.





We were at No. 1 Squadron together when we took part in an exercise in 1983 that saw a fleet of F-111s based at RAAF Base Tindal from Amberley. Tindal had been a bare base for years, so it was great news when we lobbied in there as a convenient spot, to fly out, west over Point Keats, then onto Darwin to launch surprise attacks. We had invited several local property owners into the Officers' Mess in Tindal to meet with us, and they were thrilled that the Air Force was using Tindal again. Reciprocal invitations would have not been exhausted during our stay, or even for several months to come.

After a leisurely day, on the Sunday afternoon, two F-111s took off from Tindal. The lead aircraft's exhaust threw a ten-inch nail with bitumen attached, which had been embedded between the concrete on the ageing runway, into the one of the engines of the following aircraft, causing it to shut down. Both aircraft continued to Darwin but were not permitted to return to Tindal.

Next morning, the remaining F-111s flew to Darwin, as well as a Hercules C-130 which took the remaining aircrew and groundcrews to Darwin. The 'enemy' for this exercise had suddenly been forced to come and dwell among the 'good guys', consisting of the Mirage Squadrons. For the first time in my life, I knew how refugees must have felt, when we found ourselves stranded without knowing where we were to lay our heads that night.

As the wheels of administration slowly turned, we were offered accommodation in non-airconditioned demountable huts, which did not appear an attractive proposition. A young lady officer who had come down from Butterworth for the exercise, Janelle V, had been billeted in a disused Married Quarter, complete with the all-too-familiar glass louveres in every room. Janelle said she only slept there, taking all her meals in the Officers' Mess. She offered the 1 Squadron pilots and navigators, and me, to share with her. Janelle had come down to Darwin with her husband, a Mirage pilot, who was not taking part in the exercise, and was one of my students at No. 1 Flying Training School where I was the Air Force Law Instructor for over three years.

Mark Fallon, and Karl V, were our F - 111 pilots, with Mark K, and one other were our navigators, who along with me, accepted Janelle's kind invitation to grab a spare bed in her allotted Married Quarter, now with an imaginary 'full house' sign up. I had been on other exercises with these guys, but being 'refugees' in that situation, I came to know much more about my fellow members of 1 Squadron who were 'aliens' among the 'good guys'.



Taking advantage of being 'the enemy within', we did get up to some disgusting pranks. While walking home to Janelle's Married Quarter one night, we saw a group of airmen, one without a hat. We stopped them and enquired where his hat was. Not satisfied with his answer, we placed him under close arrest and ordered the other two airmen to accompany him to the guard room and wait for us there. They obliged, and for all I know they could still be waiting for us there thirty-eight years later! As I did point out later, although, a 'real life' enemy may not be able to infiltrate



a base as we had done, still we managed to put three of our 'enemy' out of action for at least a few hours, maybe even thirty-eight years!

Another F-111 pilot, then a Squadron Leader, who in later retired life, gave the RAAF many hours of his Reserve time as a Group Captain (Retired), tutored me to imitate a certain person in the 'enemy camp,' to mimic his voice as he had a unique tone when excited, in a vain attempt to scramble his Mirages. We almost succeeded.

When our son was in his final year at school in Ipswich, and as he had his eye on a career with the F-111s, Mark invited him out to Amberley to spend time with him in his daily routine. Our son, Ash, spent some time with Mark (right), who introduced him to F-111 simulator, which incidentally was the same part of the F-111 that Dave Rogers and Peter Growder had the misfortune to crash on take-off in New Zealand some forty-four years earlier. I had just read Wing Commander Ian 'Gibbo' Gibson's daily history of the RAAF, (which is jolly good read.) just prior to Dave and Peter's 42nd anniversary of that F-111 disaster. When I last spoke with Peter, who by the way, both Peter and Dave completed their mammoth Air Force careers as Air Vice Marshals, Peter said that people still ask him if he has finished paying for the lost F-111 yet!



Ian Gibson, who is also a former Radio School graduate ([No 92 Telegraphist Course](#)) and an RAAF School of Languages graduate (Indonesian in 1978), from the dim dark past, publishes a daily series of [Air Force History](#) items which are emailed to a wide readership. Although this will cease at the end of this year when 'Gibbo' finally retires from Air Force after a long career.

When our son finished school, he worked for a bank in Ipswich, while continuing his tertiary studies at night. Mark used to use the bank where he worked, and they continued their friendship when Mark did his private banking. Sadly, medical constraints prevented our son from achieving his dream of becoming part of an F-111 crew member, but he enjoyed a successful career in Royal Australian Electrical and Mechanical Engineers, completing two master's degrees with the United States Navy's Post Graduate School in Monterey, California, before taking his discharge from the Australian Army. He and his lovely wife, Joy, who he met in Monterey, and married in Rhode Island, then returned to Australia, for his final posting at Puckapunyal. Upon his resignation, they moved back to America.

Ash gained his PhD in Psychology, which he had started while at Monterey. Annette and I travelled to Dallas, Texas, to see him have his PhD in Organizational Psychology conferred on him. He became an Adjunct Professor at a Michigan on-line College. Ash attributed much of his success to Mark Fallon giving him a 'gee-up' when he needed it most. Unfortunately, our much-loved son, Ash, passed away in Boston Medical Center in 2018 at age 51. He had dual Australian – American citizenship, as do his two beautiful daughters, Mackenzie Joy, and Addison Ashley.

Mark made world news when at age 19, he became the youngest teenager in the world to fly the F-111. That, no doubt, gave him his nick name of 'Speed'. Mark was a thorough gentleman, a good squadron member, as well as an excellent pilot and Air Force officer. In the month before he was killed, I was in the Officers' Mess at Amberley, then retired. Mark noticed me and strolled across the Mess with hand extended, and said, "Good day, Sir!" I told him, "It's not 'Sir' anymore,



Mark, it's Arthur." Mark replied, "You will always be 'Sir', Sir!" I will never forget his humility with assertiveness, coupled with a few ounces of frivolity.

On the evening of the 2nd of April 1987, Mark and Bill Pike were on a night flight from Amberley to Tasmania and return when they approached the town of Tenterfield in N.S.W. Their aircraft crashed in a paddock alongside the Mt. Lindsay Highway. I am not aware of what happened, but earlier press reports at the time said the F-111 had lost some control, and was in a slow descent, but rather than Mark and Bill allowing the aircraft to continue its descent path and possibly hit the populated township of Tenterfield, they chose not to eject but fought to keep the aircraft away from the populated area. I know that is probably not the official version, but it sounds more like the Mark Fallon I knew.

A cairn has been erected on the Mt. Lindsay Highway next to the paddock where the F-111 crashed. On the cairn's left side is engraved, 'In Memory of FLG OFF Bill Pike', and on the right side, 'In Memory of FLT LT Mark Fallon.' Then at the centre of the cairn, is written 'Site of the crash of F-111G A8-128 2nd April 1987. They died in the service of their country.'





In a TV interview the following day, Officer Commanding RAAF Base Amberley, Air Commodore Bob Walsh said of Mark Fallon, "He truly was an outstanding young man and a brilliant pilot." I found him to be all of that and I can add, a great mentor to our son when he needed that little extra spurt on to achieve the brilliant career that he did.

**Always make sure SOMEONE in
the relationship has good
credit. That's why it's called
SIGNIFICANT other.
Sign/if/I/can't.**

**Follow me for more marriage
tips.**

Caribou A4-173.

The Caribou is a twin-engined light tactical transport aircraft with rear-opening ramp doors to allow rapid loading and unloading. The prototype first flew on the 30th July 1958. Eighteen aircraft were ordered for the RAAF in May 1963 and the first aircraft, A4-134, was handed over at the DHC plant at Downsview, near Toronto, Canada, on the 25th February 1964. Three aircraft were then ferried by No 38 Squadron crews 25,700 km to Australia, via the Atlantic, Europe and Indian Ocean, arriving at Richmond on the 22nd April 1964. The initial 18 aircraft were serialised with scattered numbers between A4-134 and A4-210.

In July 1964, three aircraft on ferry from Canada were diverted from Butterworth to South Vietnam. These aircraft were A4-171, A4-179 and A4-185. The RAAF Transport Flight Vietnam (RTFV) was formed on the 20th July and in August these three aircraft were joined by a further three, A4-173, A4-191 and A4-193. In March 1965 a seventh aircraft, A4-210, was added and in June 1966 RTFV became No 35 Squadron.



Caribou A4-173, one of the second flight of 3 aircraft diverted to Vung Tau, has had a very chequered career.

In May 1965, A4-173 landed short and was extensively damaged at Hai Yen, Vietnam while delivering a load of medical supplies and construction equipment. Hai Yen was a fortified settlement on the Camau peninsula which had recently been attacked by the Viet Cong. The airstrip was very short and the Caribou clipped its nosewheel on the runway's edge on touchdown. As one of the pilots later recalled: 'we rediscovered the principle that an undercarriage designed to retract forward causes considerable alteration to the airframe when it is forced to retract rearwards'. Although none



of the crew was injured, a wing was torn off the aircraft and the undercarriage and one engine was damaged. A detachment of ground crew were flown to the crash site to undertake a major repair job. When completed, the machine was flown back to Vung Tau at reduced speed with Squadron Leader Harvey at the controls. The recovery of A4-173 was a tribute to the skill and dedication of the flight's ground staff. The team deployed to carry out the necessary repairs was



required to undertake the effort in the open without workshop facilities. The place was under enemy attack each night during their four-day stay, forcing them to withdraw inside the settlement and to leave the aircraft to its chances. Not assisting the recovery effort, either, was further damage caused when an American supply plane delivering ammunition by parachute dropped one case through the Caribou's wing. This necessitated a new wing being obtained from American sources and flown by helicopter to Hai Yen, where it was fitted. As a consequence, when A4-173 eventually took off it sported a mixture of US Army and RAAF markings. Without the courage, fortitude and technical competence of the ground personnel – and, as Harvey noted, 'the generous support and co-operation given by the United States Army' – the aircraft would simply have been written off."

Then on the 16th August 1966, it was extensively damaged in a landing accident at Ba To while delivering building supplies to a special forces camp. This accident was very similar to the Hai Yen accident which damaged the right side of the aircraft. The Ba To accident damaged the left side!

A party of ground staff was immediately flown in under Wing Commander Charles Melchert, the commanding officer, to make an attempt at recovery - an undertaking of considerable urgency since the camp was under direct threat of Viet Cong attack, including from mortar fire. To make A4-173 flyable it was necessary for the team to repair or change the wing, flaps and aileron, engine, propeller and undercarriage, as well as the nose.

Ten days later the aircraft was able to be flown back to base by the commanding officer, albeit with its undercarriage chained into position. Several clashes had taken place while the ground crew were at the camp (eight enemy being killed during one night), but an attack on the airfield later in the day of A4-173's departure would have seen its certain destruction. Return to Vung Tau marked the beginning of six months of



hard work by the unit's engineering staff to get the Caribou fully serviceable again. One of Melchert's last official duties before handing over command to Squadron Leader Anthony. John Fookes in March 1967 was to test fly A4-173 after its restoration (see [HERE](#)).

On the 19th Feb 1972, A4-173 left Vietnam and arrived Richmond on the 26th Feb 1972 where it operated for some years until in July 1976 it was re-positioned to Townsville along with A4-159 and A4-234 where it operated until Feb 1988 when it was returned to Richmond and was finally retired in 1990.



In October 2001 it was stripped of all components and sold to the QAM. The fuselage was cut into 2 parts, with the rear section first trucked to the QAM with the remainder arriving in April 2002. Wings, fin and tailplane were obtained from A4-164 and arrived at the museum in Oct 2002.



It took the volunteers at the museum many months to put her back together and finally after thousands and thousands of man hours A4-173 took pride of place and was on display and enjoyed by hundreds of visitors.



Unfortunately, a while ago a huge storm went through the Caloundra region and caused considerable damage to the old girl. She was towed from her prominent position to the rear of the museum where she stood for some time awaiting restoration once again.





The RTFV-35Sqn Association got to hear about the plight of old 173 and as it was an aircraft dear to their hearts, all had flown in her, had worked on her, some had even put her back together in Vietnam, the Museum was approached to see if they needed a hand to give her another life. This offer was accepted and on the two days, 28th and 29th Sept a few blokes from the Association along with a couple of serving blokes from 35Sqn at Amberley, tossed in and helped the museum with the big job.



Trev Benneworth and John McDougall.





Above, the interior of the aircraft was removed for cleaning.



John McDougall, who can still fit into his overalls, inspecting some of the damage.

Matthew Burgoyne and Craig Fenton, both from 35Sqn at Amberley, working on the rudder.

Both blokes were very warmly welcomed by the Museum



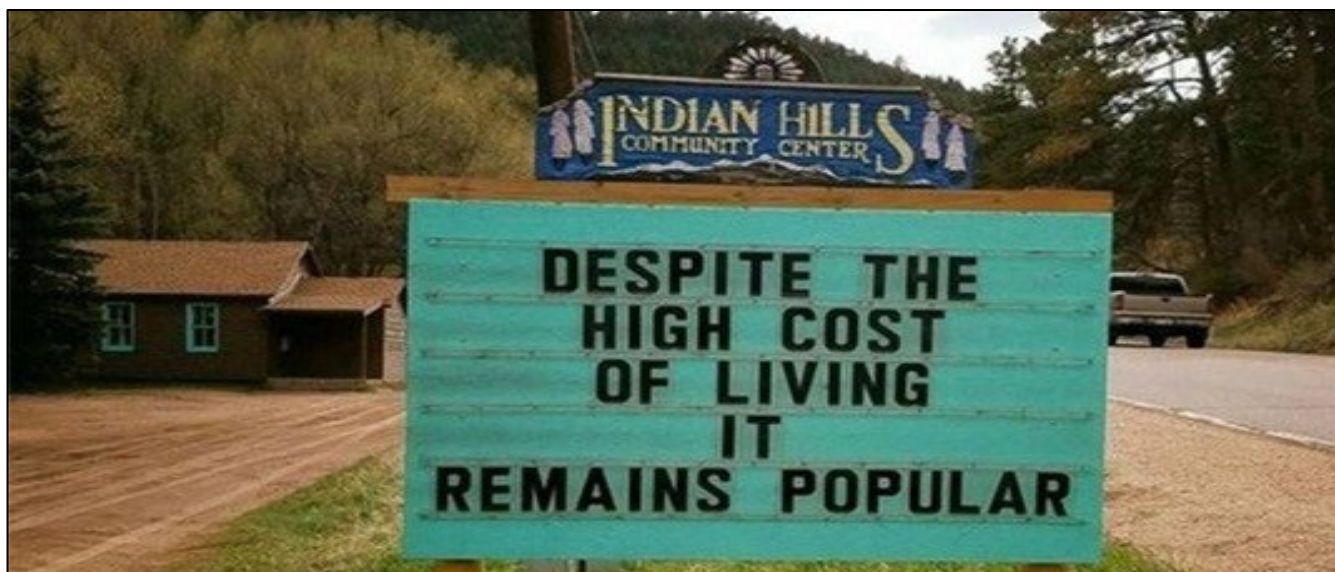


Craig Fenton, playing Sumpie, attacking one of the engine magnetos. Craig reckoned it was great working on an aircraft again with round engines.



173 in happier times – if you look closely you will see an aircraft in there somewhere.

The old girl needs lots of work before she's put back in her rightful place on display but the museum does not have the staff to devote to it exclusively. That's where we can help. If you'd like to get back into the game and help put her right once again, please click [HERE](#), fill in the form and get it back to the RTFV-35Sqn Assoc.





MIRAGE METAMORPHOSIS

By Brian Weston



AVM (Ret'd) Brian Weston (who clocked up well over 2,000 hours as a Mirage pilot and served in 3SQN from July 1970 to September 1972) has sent in some nice photos of what he witnessed of 3SQN's various changes of "plumage" in the late '60s and early '70s. He was also the Sqn's Nav Officer.

When 3SQN re-formed as a Mirage squadron, it received the Mirage IIIOA (attack) model. These were the last 50 Mirages to come off the line, with the first 50 having been Mirage IIIOF (fighter). The earlier OF aircraft were painted silver and were later upgraded to OA with radar, doppler, radio altimeter, avionics mods, paint, etc.

As the first squadron to receive the ground-attack (GA) capable Mirage, 3SQN was given the role of developing GA tactics. Rather than being a 100% air defence (AD) squadron or a 50/50 AD/GA squadron, 3SQN was formally tasked as being an 80% GA squadron with only 20% of its flying allocated to AD work. In accordance with that directive, the Mirage IIIOAs were painted in a heavy green/olive (jungle) camouflage scheme; these Mirages were referred to as "lizards".

3SQN deployed to Butterworth in February 1969.

When 3SQN went to Butterworth it took the very last Mirage IIIOAs, the ones that had the extra 55 gallons of fuel built into the leading edges of the wings. This took place concurrently with the return of 77SQN Sabres to Williamstown and with the deployment of ten refurbished Avon Sabres to Butterworth as a gift to the RMAF. (I flew one of those Sabres to Butterworth).

As for the 3SQN paint scheme, although the Squadron had adopted the frill-necked lizard as its (unofficial) logo, the squadron's Mirages remained unadorned. Only the 3SQN badge (an official RAAF decal) was affixed to the left side of the aircraft nose.



1970. No tail decoration.



The 3SQN badge below the windscreen.

This example seems to have had a peeling leading-edge tamped down with “1,000 mph tape”, however, the pilots placed the “frill-necked lizard sitting inside the orange numeral 3” on their helmet visors, and elsewhere around the place.

This 3SQN scheme remained in use from 1969 until January 1971.



Brian's 'selfie' (taken long before they were fashionable) in a 'lizard-decaled' helmet, en route to Tengah on the standard flight plan of 'direct' heading (141 deg magnetic) at 41,000 feet.

In January 1971, it was decided that 3SQN should "dress up" its aircraft a little more. There were lots of suggestions including trying to develop the earlier 3SQN schemes from Sabres and Mustangs but the deciding factor was that the RAAF Engineering fraternity did not want a tailored scheme for each squadron; it wanted a largely standardised scheme – to make things easy for the 478 (and 481) Maintenance Sqn paint shops – and not to have too much repainting of aircraft when Mirages were moved from one squadron to another.

As the paint shops already had the "three dart" template used on the tails of 75SQN, 76SQN and 2OCU aircraft, 3SQN was asked (told) to work up something using the existing "three dart" tail template. It was painted in orange and black for 3SQN; as distinct from black and white (75SQN), red and black (76SQN) and yellow and black (2OCU).

The "lizard" was added as the central tail motif, inside the "three dart" tail flash.



Lizard Tail Decoration, 1971

The 3SQN badge (an official RAAF decal) remained affixed to the left side of the aircraft nose. This 3SQN scheme remained in use from January 1971 until early 1972.

In January 1972, pressure came upon 3SQN to cast away its unofficial “frill-necked lizard” logo. Indeed, an official dictum was issued to all RAAF squadrons to use only the motifs from their official squadron badges. That meant 3SQN had to use the “flaming grenade and fleur-de-lis” on the tailfin.



The use of the official 3SQN Badge decal on the left side of the nose was also discontinued, as they tended to tear off at high speed!. This paint scheme remained in use from early 1972 until much later.



Three more pix from Brian's collection:

High Tech! The Mirage cockpit.



This instrumentation allowed the 'Lizards' to navigate alone at high-speed and low level, at night or in bad weather.



Lizard beats Lightning...

A 74SQN RAF Lightning F6 being embarrassed in Brian's gunsight. (Taken during a regular 'Tiger Rag' deployment to RAF Tengah, before the Brits withdrew to 'East of Suez'.)



Brian writes: "On 27 August 1971, 3SQN marked the disbandment of RAF Western Hill [Penang] with a six-ship flypast. Western Hill had many RAAF personnel on strength and its disbandment was a consequence of Britain's withdrawal from 'East of Suez'. I took the photo from the back seat of A3-107, with Rod Heideman driving. - This photo ended up on the wall of Chief of Air Staff McNAMARA's office."



The pilots in the 3SQN Butterworth crewroom after the Western Hill flypast. The "international orange" flight-suits matched the Squadron colour!



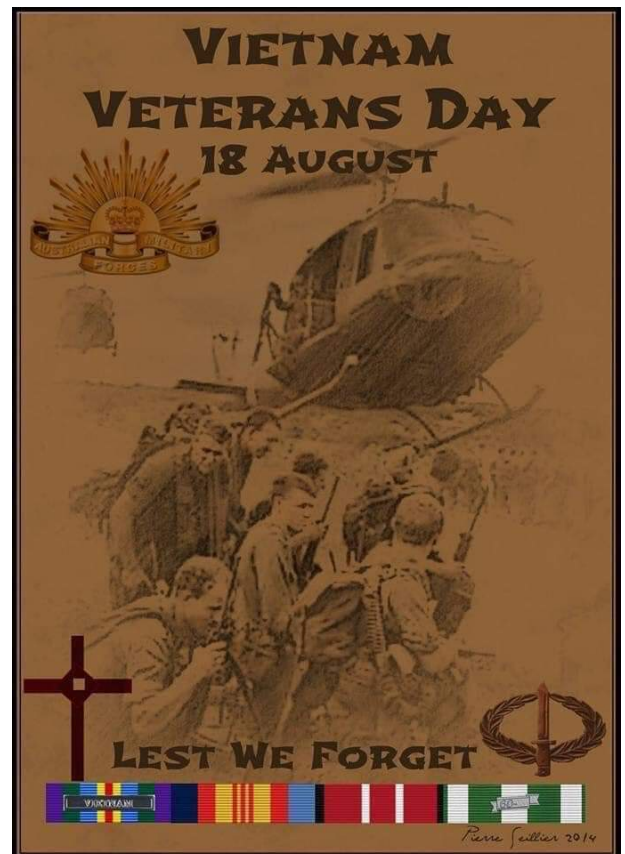
An older couple were at home watching TV. Phil had the remote and was switching back and forth between a golf channel and a porn channel. Becoming more and more annoyed Sally finally said, For goodness sake, Phil...leave it on the porn channel... you know how to play golf.

Vietnam Vets Day.

Vietnam Vets Day, which was formally known as Long Tan Day (It was changed in 1987, by the then Prime Minister, Bob Hawke, after the long overdue Welcome Home Parade), was a very sombre affair this year, due of course to the Covid-19 scourge that is roaring throughout the world. Vietnam Vets Day is held each year on the 18th August, on the anniversary of the Battle of Long Tan.

The Battle of Long Tan was a significant moment in Australia's war in Vietnam. On the 18th August 1966, in a rubber plantation near the village of Long Tan, Australian soldiers fought one of their fiercest battles of the war. The men of Delta Company, 6th Battalion Royal Australian Regiment, faced a force of some 2000 North Vietnamese and Viet Cong troops. The battle was fought in wet and muddy conditions during a heavy tropical downpour.

By the end of the day, 17 Australians had been killed in action and 25 were wounded, one of whom died a few days later. This was the largest number of casualties in a single operation since the Australian Task Force had established its base at nearby Nui Dat the previous April.



On this day, Australians commemorate all the battles fought by its Troops in Vietnam, from large-scale operations to platoon and section-level encounters. We remember the sailors of the Royal Australian Navy who supported land operations and members of the Royal Australian Air Force who served in combat and transport roles.

Almost 60,000 Australians served in Vietnam, with 521 losing their lives in the war and some 3,000 wounded. The Vietnam War was the longest conflict in which Australians were involved in the 20th Century. The first Australians to arrive in South Vietnam in 1962 were members of the Australian Army Training Team Vietnam. Australian forces would continue to serve in the war until 1972.

Although most events were cancelled, some were held, although on a much smaller basis. One such event was held at Cotton Tree on Queensland's Sunshine Coast.



The Sunshine Coast chapter of the Vietnam Veterans Association, which is based in Maroochydore, and which holds the event at the Cotton Tree Cenotaph every year, decided to hold a small ceremony in honour of the men and women who took part in the conflict.

We went along.



Cotton Tree Cenotaph.



Master of ceremonies for the day was Laurie Drinkwater. Laurie is the Patron of the Vietnam Vets Association, Sunshine Coast and served in Vietnam with 6 Battalion from June 1966 to June 1967.



As usual, the wonderful Vietnamese community were well represented, once again organised by Thai and Diamond Dang.



Being the gentlemen that we are, John McDougal and I took it upon ourselves to stay close and make sure no harm came to these lovely grandmas.



Harry Smith and Diamond Dang.

Harry, an old Hobart lad, was the OC of D Company, 6th RAR, during the Battle of Long Tan.

On the 18th August, after heavy mortar shelling of the Australian base at Nui Dat the previous night, companies from 6RAR were sent out to locate the Vietnamese units involved. Smith led the 105 soldiers of D Coy and the 3 man NZ Artillery Party out on patrol, but at 3:15pm, while patrolling a rubber plantation at Long Tan that afternoon, they encountered a reinforced regiment-sized Vietnamese force (the Viet Cong 275th Regiment, supported by the North Vietnamese Army 806 Battalion and D440 and D445 Battalions) attempting to advance on the base.

A monsoon struck at the same time, but Smith organised his forces to successfully hold off the assault, while coordinating support from Australian, New Zealand, and United States artillery units back at Nui Dat.

D Coy was reinforced at 6:55 pm by a B Company Platoon then A Company in APCs, the Vietnamese having started to withdraw.

Under Smith's command, D

Coy had fended off a numerically superior force, with at least 245 Vietnamese confirmed as killed, and another 500 believed wounded. 800 enemy killed or died from wounds were listed in records found in 1969. 9 Delta Company men were given gallantry awards, but many of these had been



downgraded from the original nomination: Harry's leadership of his men during the fierce fighting saw him recommended for the Distinguished Service Order, but he instead received the Military Cross.

On the 14th August 2008, after years of campaigning for better recognition of Long Tan veterans, Harry Smith's Military Cross was upgraded to the Star of Gallantry (the Australian honours system replacement for the Commonwealth Distinguished Service Order). On the same day, two others who fought at Long Tan had their bravery awards upgraded to correspond to the original nominations. On the 9th March 2011 at the Maryborough Military and Colonial Museum, Harry was presented with the Star of Gallantry by local MP Paul Neville. Many of the Long Tan veterans were in attendance for the ceremony.

The ceremony at Cotton Tree was short, was only attended by a few Vets and a dozen or so well wishers from the public.



Thai Dang addressed those present, thanking Australians for their sacrifice in coming to the aid of his fellow people all those years ago. He assured all that their efforts and their help will never be forgotten.

Hard work pays off in the future; laziness pays off now.



Harry Smith recounted that terrible day back in 1966 when his group of men were attacked by a huge force of North Vietnamese in a rubber plantation at Long Tan.





He then laid a wreath in remembrance of his fallen mates.



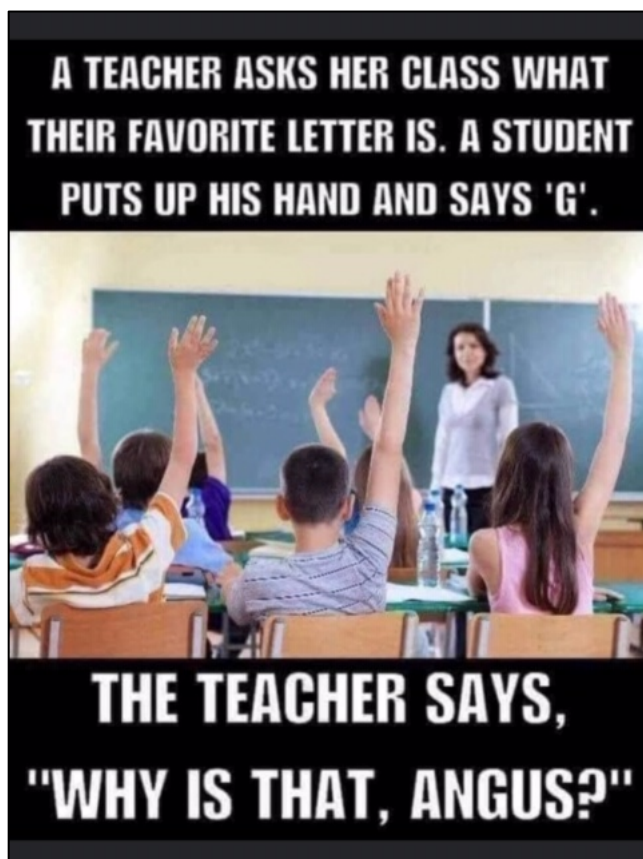
Michael Howe, the President of the Vietnam Vets Association, Sunshine Coast, laid a wreath.



Thai and Diamond laid a wreath.



A former soldier of the South Vietnamese Army laid a wreath.



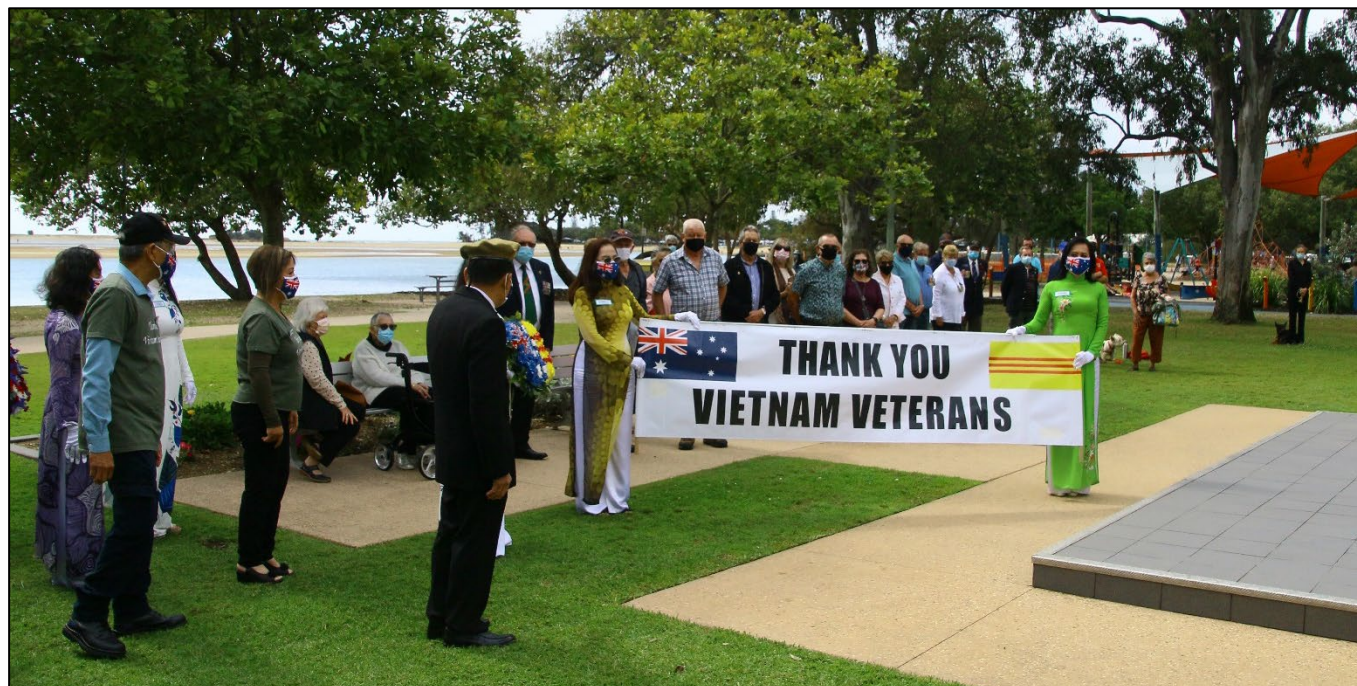


Kate Jardine played the Last Post after which those present conducted a minute's silence, following which she played the Rouse.

During this ceremony, her trusty dog sat at attention.



The ceremony was then declared closed, as usual, the lovely grandmas were in demand for a final photo, then most walked along the [RIVER](#) and headed for the Maroochydore RSL for a thirst quencher.



Prior to everyone leaving, the very generous Thai and Diamond then presented everyone with a thank you "Cheap Charlie" coffee mug.



In other areas of brisbane, small groups gathered to remember fallen mates, Gary Olsen, the 2 Squadron, Queensland, Treasurer, laid a wreath at the Cleveland Cenotaph.



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WRAAF News



Olympian achieved several firsts in life and in service.

While several Olympians have worn the uniform of Australia's Air Force, Doris Carter's story is particularly inspirational.

From an early age, Doris displayed an athletic ability that set her apart from her peers and she pursued a variety of sports throughout her school years before specialising in high jump. She was selected to represent Australia at the 1936 Olympic Games in Berlin and became the first Australian female track-and-field athlete to reach an Olympic final.

Despite carrying an injury into the final, pushed on to finish just outside the medal placings.

Sadly, the onset of World War II curtailed any further Olympic dreams she may have held – but, as one door closed, another opened.



In 1942, at the height of the war, Doris joined the Women's Australian Auxiliary Air Force (WAAAF). Three years later she was chosen to lead the WAAAF contingent in the Victory March in London.



Though she entered civilian life not long after the end of the war, this was not to last. In 1951, she was called up to serve as the first director of the newly established Women's Royal Australian Air Force (WRAAF) with the rank of Wing Officer. Her outstanding leadership helped shape the WRAAF, which was recognised with the awarding of the Order of the British Empire.

But even in retirement, Doris Carter's firsts kept coming. In 1996, at age 84, she became the first woman to lead the Melbourne Anzac Day March, sharing the role with Air Commodore Keith Parsons.

Doris Carter, a tireless contributor to any cause she took on, passed away in 1999.

**I don't want to
brag or make
anybody jealous,
but...
I can still fit into
the earrings I wore
in high school.**

The WAAAF.

During WW2, the WAAAF was the largest of the three women's services. By the end of the war, about 27,000 women had enlisted. Women were posted to bases throughout Australia, but were never permitted to serve overseas, or in combat roles. Against all expectations, the WAAAF were 'rapidly transformed from a motley collection of young women from different backgrounds (be it country or town) into an efficient, disciplined body, able to carry out orders without confusion.'

The Women's Auxiliary Australian Air Force (WAAAF) was formed in March 1941 after considerable lobbying by women keen to serve and by the Chief of the Air Staff who wanted to release male personnel serving in Australia for service overseas. It was disbanded in December 1947. A new Australian women's air force was formed in July 1950 and in November became the Women's Royal Australian Air Force (WRAAF). The WRAAF was disbanded in the early 1980s and female personnel were absorbed into the mainstream RAAF. Australia's first female air force pilots graduated in 1988 and today, every role in the Air Force is open to women.



The following photos are from the State library of Victoria.



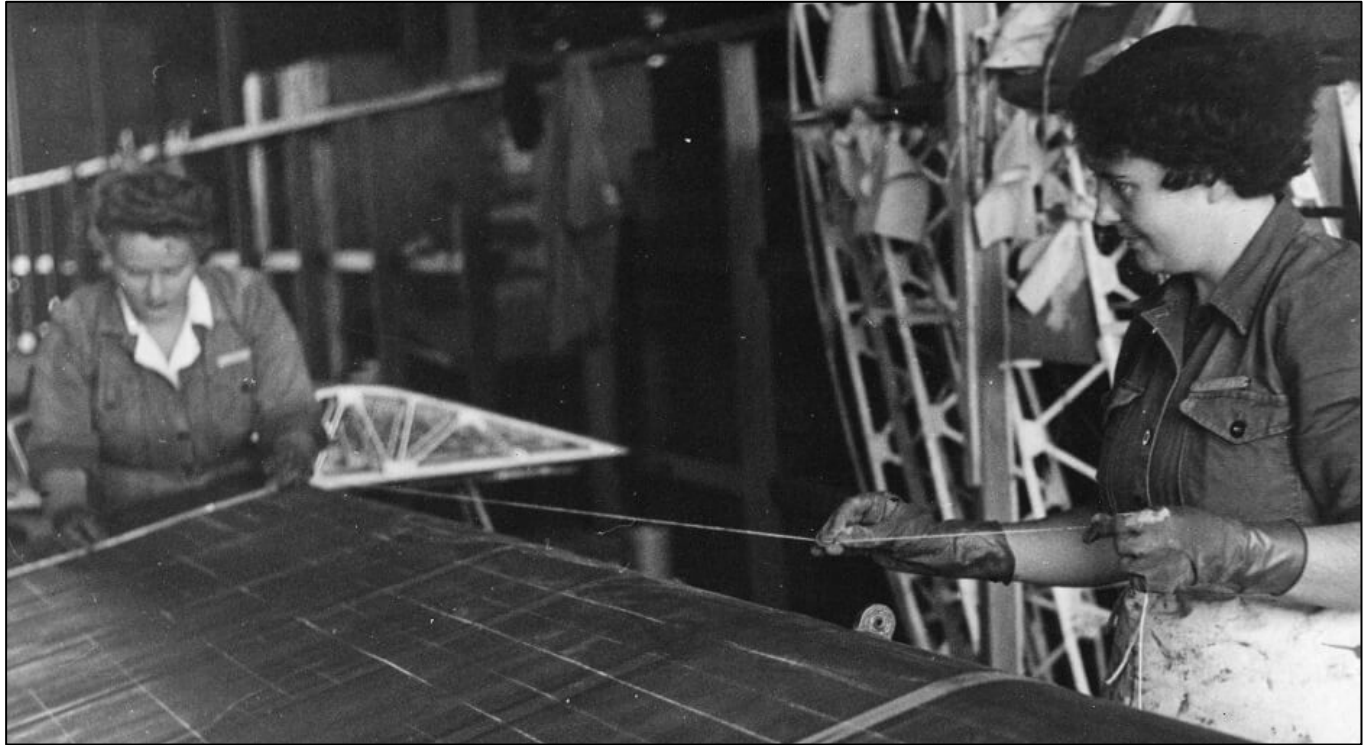
Shirley Beckett was the first girl in the Commonwealth to be sworn in to the W.A.A.A.F. The oath was administered by Pilot Officer Taylor at No. 1 recruiting depot Melbourne.



Alma Warren and Dorothy Heitsch, working on an aircraft engine.



The WAAAF was the first military organisation in Australia for women which focused on skills other than tending the sick or injured. The establishment of the WAAAF paved the way for similar organisations in Navy and Army. Some women joined the WAAAF because they saw it as their patriotic duty, others to see the world and some to escape the social confines of life at home with the men away. Critics viewed the new organisation as a radical move and at least one national leader, the Minister for Defence, Harold C. Thorby, (right) opposed it. 'Aviation takes women out of their natural environment, the home and the training of the family,' he said.



Beryl McNeill and Nell Kinkaid, stretching fabric over the aileron of a Catalina flying boat.

These fabric workers knew to an inch the amount of material required to cover their aircraft.

It's no exaggeration to say that military life came as shock to some women: they had trouble adjusting. The WAAAF was designed and run as an efficient military organisation. In all areas, except pay and entitlements, women were treated the same as men in the Royal Australian Air Force. Pay and conditions were vastly different to men, women were only paid a percentage of the equivalent male wage and married women were not allowed to remain in the WAAAF.

There have been numerous stories written about the lives of women in the WAAAF. Many are both entertaining and informative and provide a clearer picture of what the women went through. One 18-year-old recruit to the WAAAF was handed a hessian bag and told to use a pitchfork to fill it with straw for her bed and, thinking bigger is better, she piled as much straw into that bag as possible. After a restless and somewhat painful night, she removed a good portion of the straw. Another woman, posted to No. 1 Fighter Squadron, located in a poorly ventilated unused train tunnel in Sydney City, received a rare treat courtesy of the American Allies. She was given a five-course meal including doughnuts for breakfast, lunch and dinner - a far cry from the usual rations provided by the WAAAF.



Another WAAAF member complained of the apparent injustice of the authorities running Air Raid drills only when it was raining.



Corporal Dorothy Trewin checking the instruments in the cockpit of a bomber aircraft.

As the strength of the WAAAF increased, its members began to invade the traditional male dominated areas. Women of the WAAAF worked in more than 70 different musterings across the entire organisation, including as truck drivers, signallers, electricians and anti-gas instructors. They also worked on machine guns, in repair shops, in mess rooms, in hospitals and in parachute sections. They worked wherever they were needed.

The end of the WAAAF.

With the end of World War II, the WAAAF was progressively disbanded, with the last members demobilised in July 1947. The quiet dignity with which the WAAAF served won praise and admiration, not just from the men of the Air Force, but from the entire community. In 1950 their skill, abilities and contribution were recognised in the formation of a permanent women's Air Force.

Some 27,000 women served with the WAAAF and many still consider their time in the Force as a highlight of their lives.



WAAAF armorers, Margaret Deal and Rosemary Kemp, installing a Vickers machine gun into an aircraft.



Ivy Benson and Betty Ali from Victoria and Dulcie Noble from South Australia folding parachutes.

These women trained for several months, learning how to air, inspect and maintain the parachutes. After their final course, lasting two months, they could prepare a parachute ready for use in 30 minutes. They worked under enormous pressure – a man's life literally depended on their precision and care! Each parachute had to be aired and given a complete overhaul every two months.



Esme Coase, Joyce Gallen and Dorothy McIntosh, load practice rockets onto a Beaufighter.



Nola Walton, from Brighton in Victoria

Women were a crucial part of the RAAF communications system. They staffed Radio Direction Finding Stations to guide aircraft home, large numbers were radio-telephone operators and most of the telephone and teleprinter operators were WAAAF. The coastline of Australia was screened by radar, keeping operators on duty 24 hours per day.



Women in the WAAAF working in a large telegraphic operating room.

The WAAAF was an Australian wartime success story.

A quiet man is a thinking man.
A quiet woman is usually mad at you

Shannan Forrest.

Ever since Shannan Forrest was young, she knew she wanted to travel the world as an aeronautical engineer in the Air Force. Growing up as a 'RAAF brat' with her father in the Air Force, now-Wing Commander Forrest can recall going along to RAAF Base Laverton to watch the Air Force Cadets fly gliders every weekend. Even though she wasn't in cadets, she would often volunteer to get involved in the glider maintenance.

"My hands were small enough to fit in the holes and I helped re-skin a wooden fabric glider," she said. "It was interesting and fun, but it was probably my work experience in high school with a local contractor at Avalon Airport building the F/A-18 Hornet aircraft which really helped me make a final decision to become an engineer. The company also designed and built the Nomad aircraft and I helped them complete the mathematics required to keep the aircraft flying longer."



Declining an engineering cadetship with the company, she applied and was accepted into the Australian Defence Force Academy and moved to Canberra to study a Bachelor of Engineering – Aerospace. After four years of study, her first posting was to Weapons Systems Support Flight at RAAF Base Williamtown, where the team was making their own software patches for the F/A-18 Hornets.

“Our team got to design the oxygen delivery warning system and a number of other testing systems for the aircraft, which was really exciting and important,” Wing Commander Forrest said. She then moved to No. 3 Squadron at RAAF Williamtown, where she spent two years as the maintenance officer.



Senior Engineering Officer of Number 2 Operation Conversion Unit, Squadron Leader Shannan Forrest and Armament Officer, Flying Officer Stephanie Hall from Number 1 Squadron discuss engineering characteristics of the F/A-18A Hornet engine exhausts. (2015)

She investigated the operation of the undercarriage doors for the Hornets. “My team redesigned how the doors were fitted, which was then rolled out across the fleet, including in the United States,” she said. But it was her next move back to Laverton, Victoria, which she said was one of her most exciting postings. Wing Commander Forrest and her team got to test the fatigue life of the F/A-18 aircraft to see how many hours they could fly before the airframe would break. “We tested the tail section of the aircraft, we would run this complex, world-leading, test rig and check for cracking each day, and if it cracked, we would design the repair system for it. The whole idea was to keep testing until it would break.”



Wing Commander Forrest's career has since involved multiple overseas postings, where she has had roles in safety, contract management, logistics and leadership, including an eight-month deployment as a commanding officer in the Middle East in 2020. "Being an engineer isn't just about design. You learn to break down complex problems into simple parts that you can manage and solve in new ways," she said. "In the Air Force as an aeronautical engineer, you can work in ground roles, flying roles, logistics and acquisition. There are so many opportunities, places to travel and ways to challenge yourself."

Get together.

Vici Goninan said "I caught up with these girls recently. We were planning on a get together in Canberra for the 70th/100th anniversary which would've been fabulous but as that wasn't possible, by pure luck we were all in SA at the same time. Timing is everything!"

They were at Williamstown together between 1976-1981 or so.



L-R: Rose Gibson, Connie Leone, Vici Goninan, Teresa Fox, Robyn Smith.

History of the Women's Royal Australian Air Force.

Even in the Nineties we must learn never to take things for granted; we should always wonder how things evolved and more pertinently, how we reached the stage we are at present. This is particularly so when noting the current career opportunities for the female members of the RAAF.



There was a time, not so long ago, when female officers were only employed as Officers in Charge of WRAAF (OIC WRAAF) and airwomen were only recruited into the more traditional female based musterings such as clerical, steward and supply. The Service female of the Nineties has the world at her feet; she can do almost anything, go anywhere and aim for senior ranks. Nowadays female pilots, air traffic controllers, engineers, fire-fighters, police dog handlers, engine fitters, and musicians (to name just a few) are happily employed in musterings which were, until a few years ago, exclusively male domains.

Have you ever stopped to wonder just how this all came about?

The conditions of service, employment across the board and equal pay, now accepted as the norm by female members, were all the result of years of hard work, a dedicated belief in the knowledge that women can do anything and a tenacity to fight to the end to ensure that they were given the opportunity.



The first female Air Force pilots were Flight Lieutenant Robyn Williams and Officer Cadet Deborah Hicks.

The hierarchy of the WRAAF did just that and thanks to their efforts the female service members of today reap the benefits. Ironically, the fight was so hard and they were so brow-beaten that most of them left before they could take advantage of the new conditions.

Now it is timely to write the history of this struggle so that those of you who may never have even heard of the WRAAF will understand what those members did to ensure that the modern female



airwoman and officer could be employed in such a variety of categories and musterings and receive a commensurate wage for their efforts.

The Australian airwoman came into being during World War 11 with the creation in 1941 of the Women's Auxiliary Australian Air Force (WAAAF). Approval was given on 4 February 1941 to enrol 320 women who were employed in 73 different musterings as diverse as Fabric Worker to Photographer, Clerk to Cook and Meteorological Charter to Motor Transport Driver. During the war years, the WAAAF proved themselves and won high praise. For those women who had previously stayed at home this war-time interlude was far more exciting than their humdrum, domestic life and to this day they still regularly attend WAAAF Reunions throughout Australia. Their Fiftieth Anniversary was celebrated at RAAF Williams in 1991 and over 1000 ex-members attended the two day celebrations. Unlike most British Commonwealth countries, Australia decided at the end of the 1939-45 war, to disband all her women's services except the nursing services, but less than three years after the last of the WAAAF were demobilised in 1947 the Government reintroduced a Women's Auxiliary Air Force (WAAF).

In July 1950, Cabinet approved the re-establishment of a women's air force in principle and in August came recognition that women were essential components of the armed forces, in peace and in war. No longer an Auxiliary, the proposed new Service was regarded as a Branch of the PAF until November 1950, when his Majesty, King George VI, approved the adoption of the title 'Women's Royal Australian Air Force' (WRAAF).

Conditions of service for WRAAF were similar to those for airmen but an airwoman's pay was considerably less than the male rate in the early days and remained so until 1977 when at last equal pay was approved. From the beginning the WRAAF was part of the Permanent Air Force, but quite distinct from the RAAF; WRAAF Officers well recall that difference as they had very limited command and control over airmen. Over the next twenty years there were some additions to the jobs airwomen could do and the geographical areas in which they could be employed, such as Townsville and Darwin, but essentially they were still confined to tasks that were very closely aligned to jobs taken by women in the community generally and were still limited to mainland Australia.





Other milestones were reached slowly with the next major achievement not occurring until 1972 with the promotion of three WRAAF officers against three RAAF posts. A change in policy in 1969 permitted a member of the WRAAF to continue serving after marriage if she elected before marriage to do so and undertook to meet in full the normal service requirements expected of unmarried members. In 1974 pregnant women were permitted to remain in the service; a great break through after the years of sending pregnant, single WRAAF members to homes for unmarried mothers and then discharging them!

In 1975 after public pressure forced a review of servicewomen's employment there were substantial changes. Many non-traditional areas were opened up to women. That year saw the first female engineering cadet accepted, the first female radio technician and the first female clerk financial accounts enlisted. (1975 was the same year that women were allowed to wear sleeper or stud earrings in uniform – an incongruous contrast of achievements). The way was now open for women to be recruited directly into the RAAF.

The first of these ladies was an education officer, appointed in February 1976 closely followed by an accountant, administrative officers, air traffic control and equipment officers. Finally in 1977 all the officers and airwomen in the WRAAF (with the exception of two officers who elected to remain and retire at 50) were transferred to the RAAF. Our thanks go to those women with a vision, who worked hard, sat on interminable committees, fought endless battles against the Victorian attitudes with the Establishment, wrote copious service papers and although it was too late for them to benefit from the change, finally won the day and all women were transferred into the RAAF with a commensurate wage which reflected their true worth.





Samantha Luck was the first female to conduct Aircraft Security Operations in the Middle East, in March 2015.

At the time of transfer to the RAAF, the type of employment for airwomen was wide ranging, however, initially the RAAF classed all air crew positions, along with ground defence, disciplinary and marine craft musterings, as combat positions plus the positions in certain operational squadrons, together with the support element which would deploy, as combat related. Over the next six years there was only one small but significant change which occurred in 1987 with the recruitment of the first female pilots, however, like female radio technician who could then not serve in an operational squadron, our female pilots were also limited to non-combatant aircraft, such as VIP aircraft.

In May 1990, the Australian Defence Force changed the policy towards employment of women by lifting the caveat on combat-related positions. For airwomen, this change meant that almost all positions were opened to women in equal competition with the men; though the surface finisher and electroplater musterings are closed for health reasons associated with embryo-toxicity. A major review of the ADF policy on the employment of women was completed in 1992. The focus was to determine whether women should continue to be excluded from combat and combat-related duties as currently provided for under the Sex Discrimination Act 1984. The outcome of this review was that on 18 December 1992 the Government removed the restrictions on women serving in all combat-related employment and retained employment exclusions only for duties that can be classified as Direct Combat. This will only effect the Ground Defence officer category and the airfield defence guard mustering in the RAAF; women are now eligible for flying duties on all ADF aircraft.

For the women of the Royal Australia Air Force of the Nineties the sky is the limit; with ability and ambition, she can aspire to the highest levels in her chosen field.





Shirley McLaren

Ex WRAAF [Shirley McLaren](#) received her OAM on Australia Day 2021, from the GG in recognition of her services to veterans and their families and to the community.



Shirley was on the first course and is responsible for WRAAF getting the service medal. Because we were discharged to get married we were not able to get one for many years. Shirley advocated for many years. Her OAM is truly justified.





32 Comms Nov 1982



Standing L-R: Andrew Yarnold, Cynthia Browne, Desiree Bowman, Leonie Lamont, SGT Dave Macky,

Seated L-R: Diane James, Carol Allan, Peta Welfare, Kerry Sandles.



WRAAF Rookies Course 294 (Basham's Beauts) Sept 1982



Back Row L-R: Diana Cooper, Tanya Beardsell, Sharlene Neller, Desiree Bowman, Gaye Neilsen, Darlene Law

Middle Row L-R: Sandra Copelin, Leonie Lamont, CPL Dave Basham, Heather White, Elizabeth Lax, Sharon Bright

Front Row L-R: Peta Welfare, Carol Allan, June King, Diane James, Debbie Schuman, Kerryn Sandles



John Laming.

Aeroplanes and other stuff.

The kid glove treatment.

New recruits to the so called "hospitality" industry are taught that in all things, the customer is always right. Obnoxious fools that complain unfairly about the standard of food or service, are to be treated with the utmost politeness and servility according to management instructions. I envy the patience and fortitude that is often displayed by shop assistants, waitresses, hotel staff towards customers who are rude and insulting and who should be thrown out on their ear. Yet it is ultimately the customer who pays the money that keeps the employee in a job and puts food on the table. This applies from the manager of a business right down the line to the newest employee. Keep the customer happy and you eat - it is as simple as that.



In the airline industry it is usually the cabin crew who come face to face with the loud mouths, the drunks, the ungrateful, and sometimes the dangerous. One written complaint and invariably the flight attendant is before the Management court with his or her job on the line. There is no grilling of the customer, but the flight attendant will be interrogated with the view of guilty of upsetting a passenger unless irrevocably proven innocent. Membership of a strong trade union will sometimes balance the scales of justice.

Occasionally a nasty passenger will get just deserts. Like the groping Kiribati seaman in seat 15A of the Air Nauru Boeing 727 which was en-route from Hong Kong to Tarawa via stops at Taipei, Guam, Ponape and Nauru. With other members from the crew of a cargo ship, he had been paid off after the vessel had completed its voyage to Hong Kong. His six month contract completed, the seaman was returning to his island home. The sight and close proximity of a cabin crew of beautiful Pacific Islands air hostesses was all too much for him after the hardened whores in Hong Kong.

A few beers, and the seaman became bolder in his advances towards the No.4 junior air hostess working in the rear of the cabin. Her training had briefly covered the handling of cranky customers and crying children, but she was ill prepared for the groping hand of a leering seaman. She



snapped back which caused much loud laughter from the rest of the seamen in adjoining seats. The culprit grew angry at the lack of interest from the young air hostess who was from his own island, and renewed his passes at her. Eventually she complained to the captain who decided to personally sort out the chap in 15A.

Leaving the first officer at the controls, the captain entered the cabin and ordered the seamen to keep his hands to himself. He also instructed the cabin staff not to serve any more alcohol to the man.

The seaman was unimpressed by the presence of the captain wearing four gold bars on his epaulettes, but agreed to behave. Shortly after the captain had returned to the flight deck however, the seaman made a drunken pass at another of the air hostesses and it became obvious that the situation was deteriorating with the junior hostesses fearful of continuing with cabin service at the rear of the aircraft.

The aircraft had just started to descend toward Taipei, when the captain again appeared in the cabin and shirt fronting the seaman threatened to have him put off the aircraft on arrival at Taipei. The seaman considered himself somewhat of a bush lawyer and argued with the captain over his rights as a fare paying passenger.

The captain calmly played his trump card and told the passenger that unless he promised not to make a further nuisance of himself, not only would the captain have him arrested by the airport police on arrival at Taipei, but that arrangements would be made to have him tortured in prison. This threat had the immediate desired effect and to twist the knife a little further, the captain ordered the seaman to apologize to each of the cabin crew individually. The remainder of the flight was uneventful, with the seaman and his ship mates being model passengers all the way to Kiribati. There were no complaints made to the airline management..

Up yours

A few years later I was in command of G-BKMS a British Paramount Airways Boeing 737 operating a holiday charter flight from Berlin to Tel Aviv and return. We had a full load of passengers for the return trip, which meant we could not take enough fuel in the tanks to get to Berlin with normal reserves. The problem was exacerbated by strong forecast headwinds and poor weather for the arrival. We contacted our company agent by radio who advised that approval had been received to land en-route for fuel at Linz in Austria.



After take off from Tel Aviv, I made a PA to the passengers that our arrival into Berlin would be behind schedule due to a requirement to refuel at Linz. Most of them were Germans nationals returning from sight seeing tours of the Holy Land. An hour into the flight, a German cabin attendant reported that one of the passengers, who was a journalist for a Berlin newspaper, was being generally rude and unpleasant to the cabin staff and making pointed criticism of the decision to stop at Linz.



Now German female cabin attendants are invariably tall, blonde and beautiful. Our crew were no exception, and certainly they are no shrinking violets when it comes to handling prickly passengers. I was surprised therefore when a little later the senior hostess appeared on the flight deck with tears in her eyes. She said that the journalist passenger had been complaining to all around that the service was poor and that in his opinion there was no reason for the aircraft to land at Linz.

I made another PA apologizing for the delay into Berlin due to the intermediate landing and stated a requirement for passengers to remain on board at Linz while refuelling took place. The senior flight attendant repeated the message in German. Apparently this did not satisfy the journalist, and he continued to annoy the staff with continuous pressing of his service call button.

I felt very sorry for the hostesses who had had a long and arduous flight from Berlin, because by the end of the day they would have been on duty for 14 hours and this clown had really upset their routine. I decided to have a chat with him during the stop-over at Linz. At this stage I was unsure of the ramifications of tackling a recalcitrant German passenger on the ground in Austria in a British registered aircraft leased by a Berlin tour operator!

Nevertheless, as the captain of the flight, I had a legal responsibility for its safe conduct.



After landing at Linz, the first officer took care of the refuelling and paperwork, while I jammed my uniform cap on my head to make me look taller and went down the back amongst the sea of passengers to find my man. Fortunately, he was a short-arse too and he spoke excellent English. He told me that he had done the trip several times with a German airline and had always flown direct Tel Aviv to Berlin without a stop. I tried to explain patiently that the hot temperatures at Tel Aviv coupled with strong return headwinds dictated that a landing was essential at Linz. He began to argue and at that point I blew up and suggested somewhat incautiously that he fly the bloody aircraft himself. Our relationship deteriorated immediately and I told him to stop hassling the cabin crew and to sit down and shut up. To my amazement there was loud hand-clapping and cheers



from the rest of the passengers who had also been annoyed at his boorish behaviour towards the cabin crew.

I pondered my limited future with this airline if the journalist went to print and decided reluctantly to write a short note of apology to him. I gave a brief listing of the weight of the aircraft, its payload and the fuel requirements, stating that these figures would prove that an en-route landing was necessary. The note was delivered to the passenger just before landing. He tore it up in front of the air hostess who had given to him.



At Berlin the wind and rain lashed the aircraft and as we landed my mood was as foul as the weather. The passengers disembarked and climbed aboard waiting buses while our company agent came into the flight deck to collect the paperwork. His name was Klaus, and he asked did we have a pleasant trip. The senior hostess had already mentioned the troublesome passenger to him and as we talked I had a glimpse of the journalist stepping into a bus. I pointed to him through the cockpit window and told Klaus that this bloke had been a problem to us all and could he perhaps take the passenger aside and have a word in his pink ear.

Klaus then said that he recognized the passenger as a regular traveller who was known to airline staff as complaining type. Meanwhile he promised to have a chat with the journalist in the airport terminal.

Twenty minutes later, and as we boarded the crew bus to go to our hotel, a smiling Klaus appeared in the doorway. He said that he had had a word with his colleagues at Customs and Immigration at the airport and explained that a certain passenger had been a real pain in the neck to the crew and could they suggest a remedy. They certainly could apparently and the passenger was quickly separated from the rest and taken to a special room. There he was told politely to strip off and a full body search was carried out. When the passenger protested, a rubber gloved finger was unceremoniously shoved up his posterior and carefully rotated a few



times. He was then left to shiver in the cold room, until his clothes were returned. Klaus said that the chap had definitely got the message and doubted that he would cause any more trouble in the future..

So yes, there really is a Santa Klaus, and he lives in Berlin...



"Don't forget it's my mother's birthday tomorrow."

Concorde crash, French cover up claims ex pilot

Back in September, 2019, former Concorde Pilot John Hutchinson, spoke out at a RAF Museum lecture citing a French cover up.

The Royal Aeronautical Society (RAES) lecture by Concorde pilot John Hutchinson was fascinating and astonishing. He presented clear evidence that the French authorities, who conducted the crash investigation, covered up the true cause and tried to blame Continental airways engineers and design weaknesses in Concorde. According to Hutchinson, the truth is that Air France was totally to blame.



Firstly he said in his lecture their maintenance procedures were extremely poor. During an undercarriage service a spacer, that kept the wheels tracking straight, was not replaced. The spacer was later found on the shelf in the maintenance hangar. The aircraft had done four flights with this defect prior to the crash so it wasn't the prime cause, but as with all accidents there were a number of other errors that all added up. This may have been another successful flight had the crew not of had such a cavalier attitude to flight safety. Hutchinson went on to say the first officer's licence had expired making the flight illegal. This wasn't a factor in the crash but demonstrates the unprofessional attitude in Air France.

Hutchinson, right, said the main fault lied with the Captain who overrode procedure and ordered the tanks to be filled to the brim instead of the normal 80%. He ordered more fuel than was required to be put in the aft tanks used for taxiing.



He also allowed 19 bags, that had not been weighed, to be loaded in the crafts hold. All this made the aircraft over-weight.

Presumably due to the weight and balance being out of limits he requested to use the runway extension, even though it was officially out of use because it was being re-surfaced. He also elected to take off with an 8 kt tail wind.

The French investigations verdict was that the crash was caused by a metal strap falling off a Continental airways DC10 onto the runway which burst a tyre, punctured the Concorde's fuel



tank starting a fire. What really happened, Hutchinson said, was that as the aircraft accelerated over the unprepared part of the runway it hit a ledge as it crossed onto the prepared surface at about 100kt. This caused the wheels to track to the left as they had no spacer to constrain them. The tyres overheated and burst starting the fire. The aircraft slewed off the runway to the left, hit a runway light and the metal strap which carved a piece of tyre off which was then thrown up into the wing tank setting up a shock wave. As the tank was full there was nowhere for it to go other than out through the top of the wing streaming fuel into the engine efflux.

The engine overheated but wasn't on fire and was still producing power.

The flight engineer ignored normal procedure and shut the engine down. As the aircraft was past V2 Hutchinson explained he should have allowed the aircraft to gain height before doing that. All this contributed to the aircraft crashing into a hotel killing all 109 on board and 4 people in the hotel.

Hutchinson revealed the death toll could have been a lot worse.

As the Concorde was careering off the runway it missed a fully loaded 747 waiting for permission to cross, by just 20 feet. On board that aircraft was the President of France and his wife. In addition to that a British youth orchestra had planned to stay in the hotel. Had it not been for their ferry being delayed they would have checked in and certainly perished as well.

Hutchinson then lectured what makes the French authorities' actions even worse was that they obstructed the UK's AAIB investigation, not allowing full and timely access to the crash site and certain evidence. The French prosecuted the Continental Airways engineers for manslaughter and they unfairly blamed design weaknesses in Concorde. The engineers were later acquitted on appeal, and this is where much of the hidden evidence came to light.

After the trial the French barrister, who successfully defended the engineers, was mysteriously found dead but the French didn't hold an inquest into that.

A disgraceful chain of events that eventually led to Air France, who wanted to see Concorde grounded, putting pressure on Airbus, who were the design authority for Concorde, to increase their charges to British Airways. This was a deliberate act to make the aircraft too expensive to operate and resulted in an unjustifiable slur on the reputation of one of the greatest aircraft ever to fly.



John Hutchinson joined the Royal Air Force in 1955 and spent eight years in the service, flying the Avro Shackleton in Singapore and then as a Flying Instructor and Examiner on the Jet Provost. This was followed by three years in corporate aviation flying a variety of light single and twin engine aircraft. He joined British Airways in 1966 as a co-pilot on the Boeing 707 and then went on to the Boeing 747. He gained his command on the VC10 in 1976. He joined the Concorde fleet in 1977 where he spent the next 15 years until retirement. During that time he became a Concorde Route Check Captain and a British Airways pilot selector. Since retirement from British Airways in 1992, he has worked as a consultant to the United States High Speed Research Programme. He sits on an Air Safety committee of the Royal Aeronautical Society and advises



as an Expert Witness in aviation related legal actions. He has lectured extensively all over the world to a wide variety of Companies, Universities, organisations and Aviation Museums, but his favourite has always been, and will remain, the great privilege of lecturing on cruise ships.



"It's okay! I found the keys."

Decoding the design of in-flight seat belts.

Why we buckle up differently in cars and planes.

The standard economy-class airplane seat has a few hallmarks. The tray table on the back of the seat in front of you, secured by a swivelling plastic pin. The button on the armrest for reclining your seat, (if you're lucky) which is an extremely rude or a totally fine thing to do, depending on your point of view and, perhaps, the duration of the flight. And then there's the seat belt.

What is the deal with this seat belt? It is not like other seat belts. It is a lap belt only, in two pieces, secured by an industrial-feeling flip-flop buckle that sits directly in the centre of your lap. Car seat belts are not like this. Even race car seat belts are not like this. In fact, no other modern seat belt is like this. Why?

It was difficult finding the reason, AmSafe, probably the biggest manufacturer of aircraft seatbelts, did not respond to repeated requests for comment. Various air travel safety experts either did not respond, stated that they did not know anything about seat belts, or declined to comment. One prominent manufacturer did agree to an interview; two nice engineers answered some questions but their names weren't mentioned. Amy Fraher, the author of *The Next Crash*:





How Short-Term Profit Seeking Trumps Airline Safety, actually ended an email with this sentence: “Nobody wants the public to know the truth!”

Seat belts, or safety belts, or restraints, have been around since well before airplanes, or even cars, having been patented in the U.S. for the first time in 1885. They were not found in early cars and remained at best an option in certain forward-thinking automaker lines, most notably Saab, until the late 1950s. In 1966, the publication of Ralph Nader’s book *Unsafe at Any Speed*, which attacked the auto industry for refusing to institute basic safety features in its cars, prompted the first American law to require all vehicles (except buses) to provide safety belts.

Seat belts became common in airplanes by the 1930s and 1940s, though even in 1947 there was pushback from the airline industry. They often insisted that a tight belt could cause internal damage upon a crash. This is very rarely true and also pales in comparison to the number of injuries, internal and external, that are caused when a passenger doesn’t wear a seatbelt. The US Federal Aviation Act of 1958, spurred by several airplane crashes, began the move towards better safety requirements; these were codified in 1972 and have been occasionally updated ever since.

The specific buckle used in aircraft was already old-fashioned by 1972. It’s called a “lift lever buckle” in the industry and it was common in the first few decades of mass-market cars, but by the early 1970s had widely been replaced with what are called “push-button” buckles, some version of which is likely in your modern car right now. Also, by this time, some carmakers, especially luxury or more experimental carmakers (read: Swedish carmakers), were playing around with what’s called the three-point harness. That’s the standard seat belt in cars now: it’s a two-part belt that includes a shoulder belt that goes across the chest as well as a lap belt, and which buckles at the hip.

There are a few reasons why the lift-lever lap belt vanished from cars but not from airplanes. For one thing, a shoulder harness in a car is attached to the car’s frame, a very sturdy part of the car. In an airplane, it would have to be attached to the wall (“bulkhead”), which is less sturdy. You could attach it to the seat, but you’d have to reinforce the seat, which increases weight, which we don’t want.

The buckle itself has the benefit of being fairly secure—it’s hard to unlock it accidentally—but fairly easy to unlock in an emergency. A car-style push-button buckle, which is typically mounted at the hip, could open on impact if something bangs against the button and given the meagre room in economy class, nobody wants to be digging around between the seats to find a buckle in a crash situation.



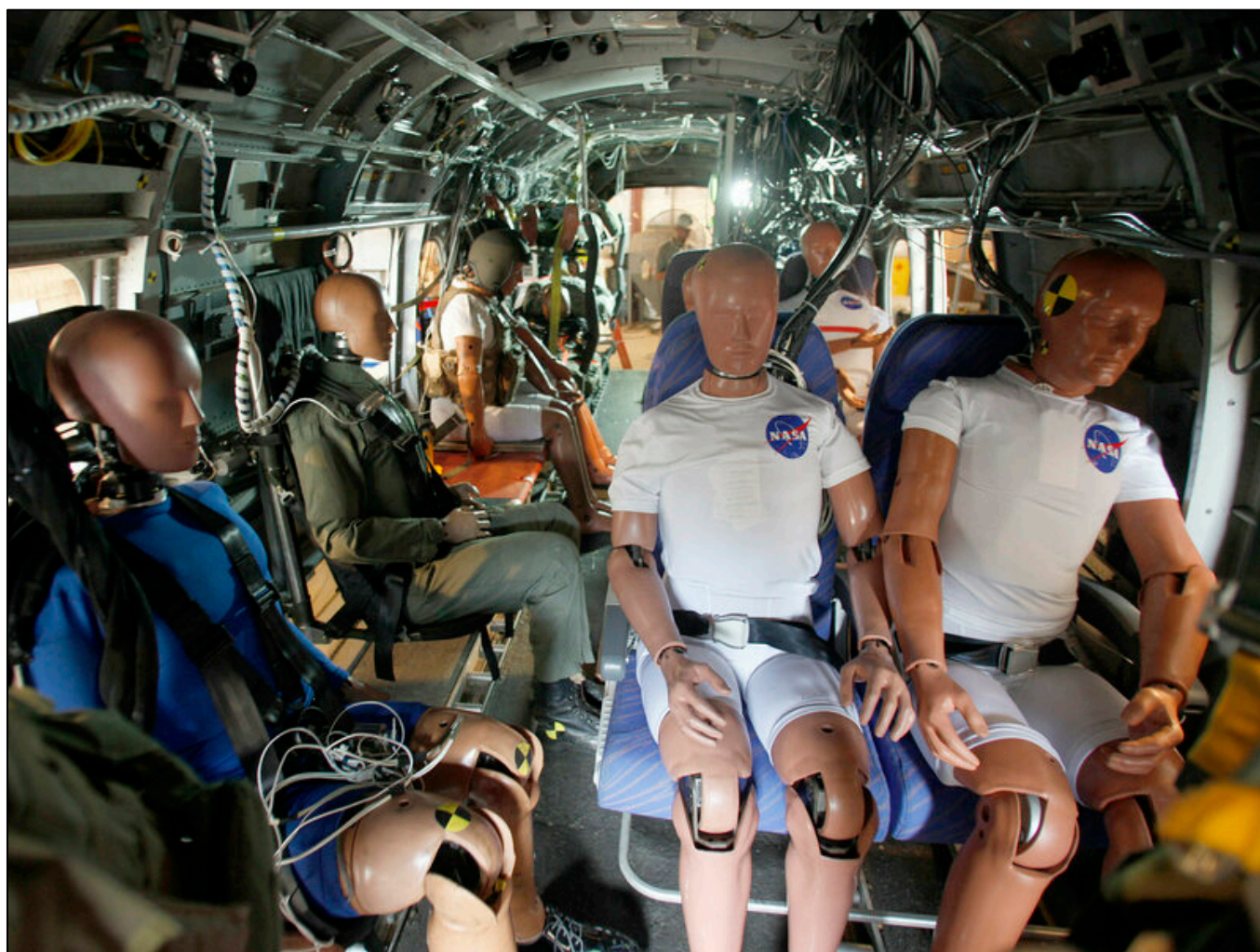
Lift-lever lap belts have remained basically unchanged for decades, aside from a shift in the material of the strap itself to be less stretchy. That makes them deliciously cheap for notoriously budget-conscious airlines. But cheapness isn’t the end of the story.

Airplane safety is not like automobile safety, because airplanes are not like cars. The primary goal of an aircraft seatbelt is not to save your life if the plane crashes as there’s not much in the



way of conventional safety gear that would help you. You can survive a car crash in which the car is totalled; your chances of survival in an equivalent plane crash are significantly less rosy. Aircraft safety belts are designed to keep passengers in their seats during minor and more common events, like turbulence or collisions on the runway. In those instances, what you really don't want is to be unsecured in an outrageously fast-moving vehicle, free to bang your delicate body into walls, ceilings, chairs, and other people.

Another primary difference is in the way airplanes move, compared with cars. Car accidents typically involve forward or backward or sideways motion, because cars generally stay on the ground. With that risk, you want a shoulder belt: it'll stop your entire upper body from bouncing around due to sudden acceleration or deceleration, but in a plane, it's more likely that you want to protect from up and down movement, as with turbulence. And a shoulder belt doesn't do you much good for that.



Crash testing seatbelts in a helicopter at NASA's Langley Research Centre.

Because the goal of an airplane seat belt is different than that of a car's seat belt, it's permitted to be different. The metric you have to know here is called "pitch," which is the distance between your seat and the seat in front of you (or the wall in front of you, or the wall next to you, or whatever's around you). The US FAA figures out safety needs by placing a crash test dummy with an accelerometer in its head in a seat and crashing it. The amount of speed the dummy's



head gets up to before smashing into something determines what kind of safety harness you need. The more speed, the more protection you need; more speed is more danger. If this is a confusing idea you can try banging your head slowly into a wall and then very very quickly into a wall. When you've regained consciousness, you'll understand how this all works.

The more pitch between your noggin and the obstacle around you, the more room you have to accelerate, and thus the faster your fragile brain case will smash. The FAA's regulation thus means that the more room you have, the more serious your restraints need to be. In an economy seat, the only thing you can really hit is a smooth seatback in front of you and it's also about nine inches away from your face, which doesn't give you much room to accelerate and thus decreases your restraint needs. In first class? You have more room, and more danger, and so in the few planes to have instituted three-point harnesses like in cars, they're in first or business class.

For the pilot and crew, the needs are even more intense. A pilot has a lot of room to move around, and also a whole lot of pointy things to smash into in the event of a crash or disturbance. So, pilots usually have five-point harnesses, similar to what you'd see in a race car's cockpit. In some small aircraft, shoulder harnesses have been required for all passengers since 1986.

That said, a three-point harness is not a lot safer than a lap belt in economy class; a lap belt is sufficient according to current FAA regulations. There is, according to interviews with injury research specialists, very little data on how shoulder harnesses and other restraints in general would affect the safety of airplane passengers and without data pushing the airlines to invest in different harnesses, they're perfectly content to follow the letter of the law.



[Back in 1993](#), an advisory circular from the FAA did make a strong argument for installing three-point shoulder harnesses, just like in cars. A quote: "Accident experience has provided substantial evidence that use of a shoulder harness in conjunction with a safety belt can reduce serious injuries to the head, neck, and upper torso of aircraft occupants and has the potential to reduce fatalities of occupants involved in an otherwise survivable accident."

And yet even then, the FAA did not seem to have much confidence in the cooperation of the airlines. Again, from that circular: "It is often heard that a shoulder harness is cumbersome, unwieldy, hot, and uncomfortable to use. Such objections for not installing and using a shoulder harness should be dispelled in view of the benefits gained from a correctly designed, installed, and used shoulder harness-safety belt system." That circular is just a guide to anyone wanting to install shoulder belts in their airplane; it's an elaborate consideration of all the best practices for upgrading, not a suggestion that shoulder belts be mandatory. Even so, it makes a pretty decent argument for not retaining the absolute minimum in safety restraints.

The aircraft industry has made some minor steps towards upgrading this system, instituting belts that actually have little airbags right in them. But the venerable lift-lever lap-borne seatbelt costs about \$50 each and passes the FAA's requirements. So they remain in our seats.



"Want me to get you a shopping cart?"



Where are they now?

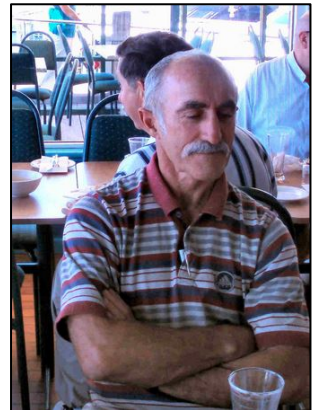
Ben Wiktorski

Andrew Sutton got in touch, he says: "I am trying to get in touch with Ben who I worked with in Newman back in the late 1980's. My wife and I were talking with friends the other day and my wife told the story of when she flew into Perth and Ben offered to pick her up and bring her up to Newman. I decided to do a search and found him on your site.

I am hoping you have some contacts that may be able to put me in contact him if still possible.

Regards and Thanks."

If you can help, let us know and we'll pass on the info to Andrew.





East Sale U2s.

[Last edition](#) we had a couple of photos of an aircraft that we said was a USAF U2 which happened to be at East sale at the time.

Frank Alley, who taught a lot of us at Radschool some moons ago, wrote to correct us. Frank said: "Excellent edition of the RAM! Re East Sale U2's: the aircraft in the photo is the high altitude version of the B57 Canberra, known as the RB57F. I was at Laverton when the U2's were based there. They were undertaking high altitude air sampling for radioactivity due to the French A-bomb testing in the Pacific. I got to know the head of the U2 pilots, then major Pat Halloran (right) I believe he retired as a major general. He has quite a history, flew fighters in Korea in the 50's, flew missions over Cuba during the crisis, trained RAF pilots to fly the U2's, trained pilots to fly the Blackbird. Went to China and without telling people of his background had a look at the wreckage of U2's shot down there.



Thanks Frank - tb.

Herc in trouble.

Also in our [last edition](#) we had a photo of an A model Herc which seemed to have got itself bogged. Reece Polmear got in touch, he says he thinks that photo was taken at Koroba in PNG during the influenza epidemic in late 1969. (Koroba is near the western boundary of the Madang FIA, NW of Tari.)

He's attached another pic of the incident which was taken from a paper titled "Australian Defence Force's Role in Regional Health Security" It's [HERE](#) if you want to read it.



In brief the paper says: .

History shows that infectious diseases often determined the ability of armed forces to maintain soldiers on campaign and sailors in ships. Prior to the industrialization of warfare in World War I, disease casualties outnumbered combat casualties often by a large margin. For example, during the last stages of the Australian Imperial Force's Palestine campaign, disease casualties outnumbered combat injuries by a factor of 30:1. Infectious disease threats still require careful pre-deployment planning and good medical support, especially in tropical operations where insect vectors may greatly increase disease risks.



It is worth examining the Australian Defence Force's (ADF) experience with military missions defined by an infectious disease epidemic. As new infectious diseases (Zika, Chikungunya, COVID-19) emerge to spread across the region potentially destabilizing fragile island nations rapidly, the ADF needs to consider its history in order to inform its planning for future scenarios where its transport and logistical assets from both the military and civilian sector could be applied in defending Australia by controlling an epidemic in the region.

Military forces have been applied to control infectious diseases historically when no other state function was available or seemed appropriate. During the last major outbreak of bubonic plague in Europe in 1720, the French Army constructed fortifications including a long perimeter wall to keep the citizens of Marseille confined in a type of quarantine to protect the rest of the nation. The soldiers of the British regiment the King's Shropshire Light Infantry were awarded a campaign medal for their efforts in controlling plague in Hong Kong in 1894. Human infections have not been the only ones requiring military forces. Animal 'depopulation' exercises in order to protect a livestock industry and prevent zoonotic infections spreading to humans have been conducted by the Malaysian Army in 1999 to destroy Nipah infected pigs, the British Army to kill cattle in areas of hoof and mouth disease in 2001 and the Thai Army to kill and dispose of avian influenza-infected chickens during the early 2000s.



The ADF's own experience has been largely limited to pandemic (globally epidemic) influenza. The ADF's first-ever humanitarian mission was to send medical teams in HMAS Encounter to the influenza-stricken islands of Samoa in 1918. In 1969 ADF medical teams were airlifted into the Papua New Guinea Highlands when pandemic influenza hit this particularly vulnerable, socially isolated population.

In 1918 the large populations living in the New Guinea Highlands were unknown. Subsequent medical experience, however, showed that such socially isolated groups were vulnerable to new respiratory infections, especially influenza, which often developed into lethal pneumonia. Another influenza pandemic known as the 'Hong Kong' flu began in Asia in 1968 when the virus changed its surface proteins, thus escaping neutralization by the human immune system. Public health authorities in Papua New Guinea were aware of the threat and obtained current supplies of the now efficacious influenza vaccine from Australia but were reassured when initial reports of influenza from the lowlands were less severe than feared. Over 200 000 doses of influenza vaccine were used in preparation for the arrival of the new influenza strain, but that was not a lot compared to the total Papua New Guinea population of a few million. In 1969 the two battalions of the Pacific Islands Regiment were still under ADF control as part of the Territory of Papua New Guinea. There were three DHC-4 Caribou aircraft from No 38 Squadron (DetA) based in Port Moresby with occasional C-130 Hercules missions from No 36 Squadron in Australia.

Influenza returned to Port Moresby in May 1969 and had spread into the highland areas by August. The remoteness of the highland populations with little medical infrastructure partially explains the poor outcomes that occurred. By October, the public health authorities were aware of over 1000 influenza-related deaths and knew these were only the ones that the administration



had managed to count; the actual mortality was likely to be much higher. An Influenza Relief Committee was formed 20 October 1969 chaired by the Minister of Health. The next day the committee met with ADF unit commanders and began planning what became known as 'Operation Enza'. It was past the time when an influenza vaccine would have been able to stop an epidemic, so emphasis was placed on delivering medical support to remote highland areas with the goal to prevent pneumonia deaths primarily through the administration of penicillin. Initially, the mission was to establish three small field hospitals as bases of operations in the highlands and then to send out foot patrols to remote areas with serious cases being medically evacuated by light aircraft or helicopter. The Commanding Officer of the 1st Battalion Pacific Islands Regiment (PIR) was in charge of ground operations with airlift being provided by 183rd Reconnaissance Flight at Lae and three UH-1 helicopters from No. 5 Squadron then on exercises in Papua New Guinea.



Each of the three contingents was based on a PIR company to which a medical officer and 15 medical assistants were added. Mendi in the southern highlands was the base of operations, which began functioning from 22 October. By 24 October, 350 military personnel were in the highlands assisting the existing civilian medical personnel. Further medical support was determined to be required on 27 October. Six medical officers with 61 medical assistants from two RAAMC field ambulance units were deployed from Brisbane between 28–31 October. An experienced senior medical officer was the liaison officer to the primary command cell, which was based in Port Moresby. Fourteen medical patrols, each consisting of a medical orderly, radio operator, several PIR soldiers and local health personnel, were expected to travel to remote areas on foot and then treat up to 1000 people per day. Cultural attitudes limited the willingness of severely ill people to leave their villages, so most treatment consisted of injections of penicillin with few evacuations.

By early November it was apparent that the influenza epidemic was waning. Most of the Australian based medical personnel returned to Australia on 20 November with airlift provided by RAAF DHC-4 Caribou and C-130 Hercules aircraft. At its peak, Operation Enza involved 700 military personnel for up to six weeks in the highland areas. Approximately 3500 deaths occurred during the influenza epidemic based on official counts. Although the military support was much appreciated in Papua New Guinea as a sign of commitment to help during a crisis, the reality was that once an epidemic was large enough to cause public health concern sufficient to ask for help, there was little that could be done to ameliorate the outcome.



Influenza remained a medical risk to the ADF in Australia, especially in training units. In 1985 the recruit training battalion at Kapooka march out parade was closed to the public by an influenza epidemic. Wagga Wagga's 7 Camp Hospital was over capacity with 60 additional inpatients sent



to 3 Camp Hospital in Puckapunyal. Attack rates of only 1–2% were still able to strain the deployed medical facilities during Talisman Sabre 2005 and 2019. The Royal Military College's field exercise of 2006 was cancelled due to 200 cadets with influenza. Although COVID-19 has not caused any epidemics within the ADF (as of June 2020) this possibility certainly cannot be ignored as a potential threat.

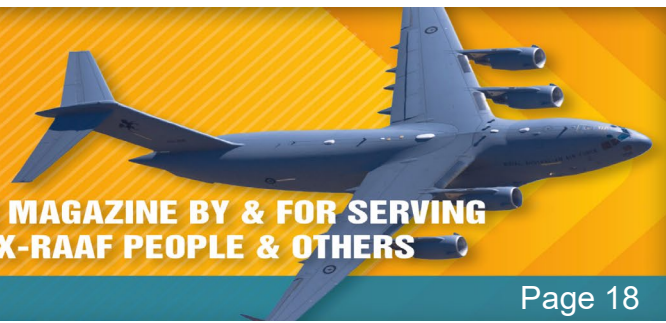


Infectious diseases are a type of threat agent that, has in the past and will certainly in the future, influence military operations. Usually, this will be an additional occupational hazard of the battlefield as with malaria during jungle operations. On occasion, however, infectious disease will become the primary focus of a military mission. If outside a zone of armed conflict, it is likely that the ADF will play a supporting role with other governmental agencies leading the response as in other natural disaster interventions. Careful thought needs to be given to regional contingencies that might be driven by changes in known pathogen (e.g. RRV) or the emergence of a completely new and unfamiliar agent (e.g. COVID-19). Although natural infections are always the most likely possibility, the ADF needs to have access to advanced diagnostic capabilities if required to rule out the intentional release of a biological agent for malign purposes. The ADF's ability to quickly deploy into difficult areas will likely be called on in the future to deal with unanticipated infectious disease problems in the Indo-Pacific Region.

How do you get rid of unwanted junk.
Put it in an Australia Post package and leave it outside next to your front door.



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DVA Issues

Veteran Suicide – Time for Reflection.

The Defence Force Welfare Association (DFWA) welcomes the release of the fourth Australian Institute of Health and Welfare (AIHW) Report on suicide among members of the ADF and Veteran communities. It is timely.



In speaking on behalf of DFWA, its National President, Mr Kel Ryan, said that the report is a salutary reminder that we all must tread warily when the issue of veteran suicide is discussed.

He went on to observe that:

“Earlier reports included data from 1 January 2001. This current report expands on this earlier work and validates historical data sources on the veteran community going back to 1 January 1985. This has enabled a more complete data base and now includes all veterans with one day or more service. The population under consideration has been doubled’.

DFWA welcomes this addition to the study of veteran suicide.

Release of the AIHW Report as the Royal Commission into Veteran Suicide commences its work is opportune and must prompt us all to respect the process that is now under way. It is not a time for a media or social media deluge of attention on veteran suicides or the process that has brought us to the present time. It is a time to respect the families of those who have taken their own lives.

Ms Gwen Cherne the Veteran Family Advocate Commissioner has so elegantly stated that this AIHW Report is but one layer of layer on layer of data that will allow us all to move forward in addressing the scourge of veteran suicide.”

Tragically 1,273 ex ADF men and women have taken their own lives over the past 20 years, that's more than one a week. .

DFWA commends the AIHW for this Report which you can read [HERE](#).



Covid Vaccinations.

Vaccinations are currently top of everyone's mind. Regardless what some people might think, they are the best way to protect yourself and your community and, not surprisingly, well informed veterans have been asking for information about how to get a COVID vaccination and about how to access their vaccination certificate.



The information below should answer most of your questions so, please, share this with your members and networks.

Booking your vaccination

The simplest way to check your eligibility and book a vaccination is through the Department of Health's COVID-19 Vaccination page ([HERE](#)).

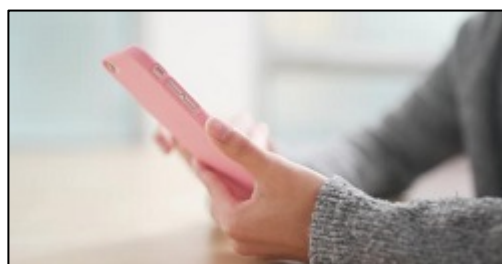
Getting your vaccination certificate

Once you've had the jab, there are a few ways that you can get your vaccination certificate. The simplest way is to ask your vaccination provider to print a copy for you. Alternatively, you can phone the Australian Immunisation Register (AIR). Call their dedicated Veteran and Defence Support Line on 1800 653 809, select Option 4 and the helpful hotline staff can mail you a copy of your certificate.

COVID-19 Disaster Payment.

From 2 August 2021, NSW resident veterans and family members may be eligible for the COVID-19 Disaster Payment.

This payment will be available to those who have lost working hours due to a COVID-19 public health order, including those who receive an income support payment such as:



- Service Pension
- Income Support Supplement
- Veteran Payment
- Age Pension paid by DVA
- Education Allowance



Different rates of payment are available depending on individual circumstances. The COVID-19 Disaster Payment will be made by Services Australia. Applications can be made through your myGov account.

There is a Dept of Health video which will explain who is eligible and if so, how to make a claim. You can see it [HERE](#).

Disability Pension changes.

From 1 January 2022, pending passage of legislation, the DVA Disability Pension will be removed from the income test for Social Security payments. This will simplify the way income support payments are calculated, indexed, and

administered by DVA and Services Australia. The initiative will exempt the Disability Pension from the Social Security Act 1991 income test and the rent assistance test under the Veterans' Entitlements Act 1986.



As part of these changes Disability Pension will be re-named 'Disability Compensation Payment' to better reflect the nature of the payment. The Defence Force Income Support Allowance (DFISA) will no longer be paid because the Disability Pension will not reduce income support payments from Centrelink and Age Pension from DVA. These payments to affected Disability Pension recipients and their partners may increase.

DVA Disability Pension will no longer affect the Rent Assistance of Service Pension, Income Support Supplement and Veteran Payment recipients. This means that Disability Pension recipients and their partners may receive increased Rent Assistance payments, or receive Rent Assistance for the first time if they are renting privately. DVA will contact you towards the end of 2021 if you may become entitled to Rent Assistance to invite you to update your accommodation details so that your Rent Assistance is calculated on up to date information. You can update your details online using MyService via myGov. If this is not possible, you can contact DVA via phone 1800 VETERAN or email. You will need to provide evidence of the rent you pay.

Rent Assistance is payable to Service Pension, Income Support Supplement and Veteran Payment recipients who pay rent of more than the rent threshold of, as at 1 July 2021, \$125.80 (singles) and \$203.60 (couples combined) per fortnight.

You cannot receive Rent Assistance if you live in state or territory government public housing. If you or your partner already receive Rent Assistance with a Family Tax Benefit payment from Services Australia, you will not be eligible for Rent Assistance from DVA as well.

For more information, go to the DVA website's Rent Assistance and DFISA pages (after introduction of the legislation). More information will be provided in the next edition of Vetaffairs



Additional mental health support for white card holders.

The Hon Andrew Gee MP Minister for Veterans' Affairs Minister for Defence Personnel recently announced that ten thousand veterans with complex mental health needs will have access to a network of qualified GPs nationwide, following the expansion of support provided by the Australian Government.

The Coordinated Veterans' Care (CVC) Program has been expanded to provide additional support for DVA White Card holders with an accepted mental health condition. The Australian Government already provides free mental health care to anyone who has served one day in uniform, but the new program goes a step further in providing dedicated and coordinated care to veterans with chronic conditions and complex care needs.



No two veterans have had the same experience while in service and their level of health care requirements and support should reflect these differences. The CVC Program aims to specifically support each participant based on their individual needs. Expanding the program means veterans with complex mental health needs can access this life saving support through their local GP.

Our country asks so much of our men and women in uniform. In return, Australia needs to ensure they have the best care possible we can provide once their service concludes. This further mental health support is a very welcome and positive development. Previously open only to DVA Gold Card holders, the CVC Program engages General Practitioners and practice nurses to provide veterans in need with a multi-disciplinary care team, who develop and deliver comprehensive care plans to suit the individual needs of each veteran.

The CVC program has proven to be effective in reducing unplanned hospitalisation and improving the quality of life for veterans in need of critical mental health care. 4,888 GPs are already providing services to veterans and their families through the CVC program, and other GPs around Australia, who are not in the program already, are encouraged to consider joining.

The Australian Government is focused on addressing veteran mental health and suicide prevention within the Defence and veteran community. Expanding this program to Veteran White Card holders provides veterans with complex needs with the support they require to receive the best possible medical treatment.

White Card holders need to have an accepted chronic mental health condition and meet the other eligibility criteria of the CVC Program. For more information on the CVC Program and eligibility visit the [DVA website](#).



A Chinese bloke comes into the pub, stands next to me and starts drinking. I said to him “do you know any of the martial arts like Kung Fu, Ju-Jitsu or Karate”? He says to me, “why the hell you ask me that, is it because I’m Chinese?” “No” I said, “it’s because you’re drinking my bloody beer.”

Veterans Home Care Program. Misleading information being circulated

DVA has become aware of emails circulating within the veteran community that contain inaccurate information related to the Veterans Home Care (VHC) Program.

The VHC Program provides access to low level services to assist eligible Department of Veterans’ Affairs (DVA) clients to remain independent in their homes. Eligible DVA clients under the *Veteran’s Entitlements Act 1986* (VEA) that hold a Veteran Gold Card, or Veteran White Card for an accepted service-related injury or condition, are eligible for an assessment to receive services under the VHC Program, such as domestic help, personal care, respite care, and safety-related home and garden maintenance.

The emails incorrectly state that the VHC Program ‘may be discontinued due to lack of participation’.

DVA is not considering the discontinuation of the VHC Program for any reason. The VHC Program continues to be a well utilized and popular program, helping clients remain independent in their own homes. In 2020-21, the VHC Program provided services to over 36,000 clients.

The phone number provide in the email is also incorrect. Eligible DVA clients should contact their VHC Assessment Agency on **1300 550 450** to have an assessment for services. Information on the VHC Program is also available via our website: dva.gov.au/vhc.

Michael Harper
Deputy Commissioner Victoria/
Assistant Secretary VEA Compensation & Support
Client Benefits Division
Phone: (03) 9284 6445

Vet Affairs Information kit.

The Hon David Feeney MP, Shadow Minister for Veterans’ Affairs, has produced a very handy little booklet which provides a lot of information on the services provided by DVA. Although not answering all your questions, it does provide a comprehensive guide to services and payments available to veterans and their families. Although printed a few years ago, most of it is still current.



It is a 70 page booklet, possibly too big to print out, but you should save it to your computer as it could be a very handy reference for you.

You can get it [HERE](#).

More face-to-face services for veterans and their families

Face-to-face services for veterans and their families are being expanded, thanks to an enhanced service arrangement between DVA and Services Australia.



From 1 July, veterans and their families have been able to receive face-to-face assistance for a range of DVA support services through the 318 Services Australia service centres located across the country.

The new arrangement expands on the services already available through some service centres and means that more face-to-face services, tailored for veterans and their families, will be available in regional and rural Australia. The new arrangements will have no impact on DVA's current Veterans' Affairs Network (VAN) offices. If you have a VAN office nearby, you can still access all services there.

How will the new services impact my family and me?

- Greater access to new service arrangements from 1 July 2021
- Easier for veterans and their families to access face-to-face services
- Increased access for those living in rural and remote areas to receive face-to-face support
- More equitable and connected face-to-face opportunities for veterans and families to access DVA services

What services can I access?

- Onsite wireless internet for public use, as well as access to self-service facilities including computers, printers and phones.
- Document lodgement.
- Certification of documentation.
- Checking that forms contain the right information.
- Support to create a MyService account.
- Printing documentation from MyService.
- Guidance on how to make updates to information when circumstances have changed.

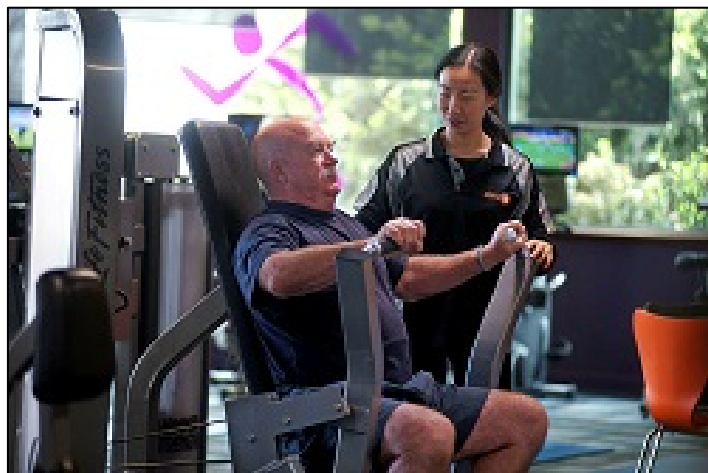
You can use the new DVA face-to-face services in Services Australia sites around Australia. To find a Services Australia centre, visit the [find us page](#) on the Services Australia website.



Changes to exercise physiology arrangements.

The Government is keen to ensure that medical treatment services for veterans and war widow/ers are safe and effective. With that in mind, DVA works with clinical experts to get the most up-to-date advice about treatments and services.

As part of this work, clinical experts routinely provide advice to the department about various musculoskeletal services. Under DVA arrangements, musculoskeletal professions include physiotherapy, osteopathy, chiropractic and exercise physiology.



It has long been the case that DVA does not pay for concurrent treatment for the same condition from physiotherapists, osteopaths or chiropractors, because patients may not receive clinical benefit from this.

From 1 September 2021, exercise physiology – as a musculoskeletal treatment service – will be considered in a similar way. This means that DVA will not pay for the second service where a person has exercise physiology and another musculoskeletal service on the same day, for treatment of the same condition.

Read the full story on the [DVA website](#).

Discount rates for veterans on North Queensland holidays

Defence Holidays North Queensland is a not-for-profit company owned by the soldiers of North Queensland since 1972.

It has recently bought the [Island Leisure Resort](#) located on Magnetic Island, North Queensland, which is a relaxing 20-minute ferry ride from Townsville.

Along with its sister property, [Cocos](#) at Trinity Beach north of Cairns, it is available for holidays at a much-reduced rate (30% discount) for all serving and ex-serving personnel.





Public servants and emergency services from all states can also enjoy the same discount.

There is further information [HERE](#).

Entitlements and services for veterans living overseas.

DVA Health Card arrangements are primarily designed to support entitled persons seeking treatment within the Australian health care system.

DVA has reciprocal arrangements in place with the United Kingdom, Canada and New Zealand. Treatment can sometimes be provided under reciprocal arrangements for accepted conditions, if necessary you should contact DVA on overseas.treatment@dva.gov.au if you don't know what this is. Apart from the reciprocal arrangements, you cannot use your DVA Veteran Card outside Australia. See [HERE](#).



The Last Shilling.

Australia's repatriation scheme, initiated in response to the First World War, has provided for returning service men and women for over a century. In the last quarter of that century, the repatriation system in Australia has undergone rapid and dynamic change. By 1994, the divestment of the old 'Repat' hospitals was already well advanced, most being absorbed into the individual state healthcare systems, with the Department of Veterans' Affairs (DVA) in consequence becoming a major purchaser (rather than provider) of healthcare for the nation's veterans.

These veterans—together with war widows/widowers and other dependents—were by now an 'ageing clientele', or so DVA imagined. Statistics appeared to suggest that, although the pool of veterans would steadily decrease in the years ahead, the demand for specialist healthcare for the elderly would rise markedly. New policies were put in place to meet this changing requirement, while DVA began to ponder its long-term future. Although the fast dwindling 'first wave' of veterans from the First World War, together with the still substantial 'second wave' from the Second World War and post-1945 conflicts such as Korea, had been augmented by a 'third' from the Vietnam War, DVA considered that one day its work and that of the Repatriation Commission would be complete, the metaphorical 'last shilling' having been paid to the last veteran.



However, by the early years of the new millennium, it was already apparent that DVA's 'ageing clientele' assumptions had been awry. A succession of 'out of area' and regional operations, including peacekeeping commitments, had begun quietly in the 1980s but in the following



decades grew in frequency and intensity. Cambodia, Rwanda, Somalia, East Timor, Bougainville, Solomon Islands, together with the Gulf War and operations in Afghanistan, Iraq and elsewhere, ensured the almost continuous deployment of the Australian Defence Force (ADF) in a way that had not been experienced before.

A major consequence of this activity was the emergence of an unexpected 'fourth wave' of veterans, young men and women who brought with them a wide range of new issues and new expectations, prompting major new policy initiatives by DVA. At the same time, DVA acquired responsibilities for military compensation and rehabilitation, leading to the Military Rehabilitation and Compensation Act 2004 and the creation of a new Military Rehabilitation and Compensation Commission to sit alongside the existing Repatriation Commission. Increasingly 'veteran-centric', DVA was now focussed firmly on the overall well-being of veterans, young and old, and by 2015 had embarked on a remarkable transformation journey to modernise infrastructure and processes and change the working culture within DVA.

Simultaneously, as the significant anniversaries of the First World War approached, DVA redoubled its Commemorations program, aiming to increase public awareness of the sacrifices made by Australian servicemen and servicewomen, including Indigenous Australians, now as well as in the past, and to involve the veteran and ex-service community itself in a wide range of commemorative events.



In this impressive book, *More than the last shilling*, Professor Philip Payton, distinguished historian and Navy veteran, brings alive the fascinating story of the repatriation system in Australia, from 1994 until its centenary in 2018. He builds upon an earlier volume, *The last shilling*, published in 1994, which told the repatriation story up until that date and carried a foreword by one of my predecessors as Governor-General, Bill Hayden AC (1989–1996). In this book, employing a wealth of primary material, much of it consulted for the very first time, Professor Payton has skilfully woven together important facts, key events and telling anecdotes to illuminate a story that sheds new light on a vital aspect of Australia's most recent history. I commend this book to all Australians.

You can read the book [HERE](#).



Q. What do you call a person who is happy on a Monday?

A. Retired!

*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

War-Gaming Tomorrow:

“It’s possible this will end in an all-out invasion”

[Jim Molan](#)

Saturday, 11 September 2021

The biggest strategic challenge for Australia is not the Biden administration’s post-Afghanistan intent and competence – it is the state of the US military and the regional threat. Intent can change overnight. Military capability takes years to waste and years to rebuild.

Not much in the short to medium term can be done to balance up the Chinese advantage in military strength in China’s littoral. Regardless of whether a US administration intends to come to the aid of its allies or help Taiwan, Japan or South Korea, the US now may not have sufficient military strength to be confident of winning. What would it matter how strong China was if the US and its allies were still able to deter China’s aggression or defeat China if deterrence fails? There is now serious doubt among US leadership that the US can do either.

China has one strategic aim: to be dominant, first in the region and then perhaps in the world. A high degree of consensus exists on this even on





Capitol Hill. Being dominant is critical to the Chinese Communist Party. This is a zero-sum game. China must reduce US power to increase its own. To achieve this, China has built a world-standard military and, in areas in which China chooses to fight, it dominates the US in numbers, technology, range of weapons and short, medium and long-range accurate rocketry capable of reaching close US bases. Some call this the Taiwan scenario without understanding specifics, but Australians must understand that the US and its allies might not win. US power is not infinite.

Recognise the Threat.

Australia is a nation that lacks self-reliance and resilience because it depended for so long on the US for security and prosperity and has overindulged in globalisation, as the pandemic reminds us. These circumstances have led us to develop a very good: small but fragile one-shot military

- lacking lethality (cannot fight nasty enough),
- sustainability (it cannot fight for long enough),
- mass (it is not big enough).

Ironically, our defence force is the best it has been for the kind of wars of choice it has fought for 75 years while being severely deficient for the future. Australia is large enough and rich enough to defend itself in these frightening times; we just choose not to. The first step is to recognise the nature and magnitude of the threat.

The Coalition has done more for national security and defence than any previous government. Ministers work hard to solve legacy issues for a force designed for a different purpose. Ten years is a long time in the Indo-Pacific for the \$270 billion remediation plan to work:

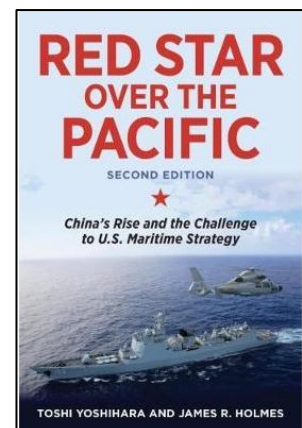
- Our missile production project is across 20 years,
- The submarines and new frigates are even longer, and
- After 10 years, the Australian Defence Force still may be able to last only for days in a modern war dominated by China, even side-by-side with US forces.

In 10 years the ADF may be marginally more lethal, marginally more sustainable, but no bigger, and defence will be backed by a deeply vulnerable nation lacking resilience and self-reliance. This is an existential failure for Australia.

The US only just remains the most powerful nation in the world. Such power loses much if you are forced to fight in your enemy's backyard and your enemy has allies. As military analysts Toshi Yoshihara and Jame R Holmes point out in their book *Red Star Over the Pacific*:

“An Asian power fighting close to home can fling most or all of its forces into battle. A faraway global power may have no such luxury.”

To assess Australia's defence adequacy, it is necessary to state clearly the nature of the threat, to judge what Australia can do and what remediation is required. Generalities are of no value. We know about:





- pandemics,
- global financial crises and
- economic management.

What we know nothing about is fighting modern wars with allies against regional superpowers such as China.

The government role becomes crucial, and it is only prudent to prepare for all contingencies so risk and priorities are understood. Even highly informed Australians think we must have somehow reached military perfection given the money we have spent. But the questions must still be asked:

- Will China come for Australia with hundreds of ships and millions of soldiers?
- Can the US help us?
- Can we do anything to improve our position?

The US is The Target.

I do not believe massive Chinese forces will invade Australia in the first instance, outside of a wider war. We are not the main target, just the handy kicking boy now. The US is the target. The CCP objective is to reduce US power, and Taiwan should be seen as the means. Taiwan is a very nice-to-have for the nationalistic CCP, but any diversion from a focus on US power would be a strategic error on China's part. How long Taiwan could hold out against China becomes less important. Taiwan may be used by China to entice US naval forces to enter an area of great vulnerability. China's aim then would be to cause the US such heavy casualties that it has to withdraw from the western Pacific. Alternatively, China may so deter the US that it does not even come to the aid of Taiwan with military force in the first instance. Defeat or reluctance to engage by the US are most serious concerns for Australia.

I have long said that conflict over Taiwan could occur within three to five years. Despite the Biden administration's tough talk, there is no indication that an increase in US military power is to occur in the next few years. The outgoing commander of the US Indo-Pacific Command, Admiral Philip Davidson, told congress in March he thought war might occur over Taiwan within 10 years but more likely in six years. He

advocated hardening and defending the US base in Guam, assuming Guam would be a target of China's rockets and missiles. If Guam is, so are Japan and Korean bases.





Project 2049 Institute defence expert Ian Easton said in October last year: *"I am increasingly concerned that a major crisis is coming. It is possible to envision this ending in an all-out invasion attempt and superpower war. The next five to 10 years are going to be dangerous ones. This flashpoint is fundamentally unstable."*

The equation for US involvement in a Taiwan scenario has become very complex. Failing to intervene could hurt US prestige on a scale like Britain's failed bid to regain control of the Suez Canal in 1956. Ray Dalio, of hedge fund Bridgewater Associates, considers that crisis accelerated the disintegration of the British Empire and signalled the pound's decline as a reserve currency in favour of the dollar. In September last year Ray Dalio wrote: *"The more of a show the US makes of defending Taiwan the greater the humiliation of a lost war. That is concerning because the United States has been making quite a show of defending Taiwan while destiny appears to be bringing that closer to a reality."*

Australians should be deeply concerned as to what China might do once it has forced the US to withdraw from the western Pacific by force or deterrence. The entire region might go pro-CCP by recognising the reality of CCP power. This is the existential threat to Australia and the freedoms that we know. Australians must never forget how the 14 conditions delivered to Australia by China would change this nation forever.



Geography still plays a very important part in war. Military forces still need bases from which to prepare, mount attacks, hide and protect resources. The higher the level of technology, the more important the bases. The location of Taiwan makes it vulnerable to air and sea attack and makes its defence resources vulnerable. That is not to say that Taiwan will be a pushover for the People's Liberation Army, but Taiwan ultimately will succumb to the PLA if China can organise its forces, hold off US and allied moves to interfere and then, when ready, apply adequate military force.



Sudden Attack Option.

But why would China deploy its forces in an eye-pleasing manner around Taiwan and in its close mainland bases, then start its fight with Taiwan without first reducing US forces that are the main threat to China? The reduction of US power in the western Pacific is China's main aim, and once that is achieved, Taiwan is China's. A Taiwan-first approach plays stupidly to US strength, and we cannot count on China being stupid. Taiwan is a nice-to-have for nationalistic CCP reasons, but it is not more important than forcing the US out of the western Pacific. The CCP would see this clearly. Many empires that no longer exist assumed their enemies were stupid.

The US way of war is to station trip-wire forces in countries that may need US help from an aggressive neighbour, and if aggression occurs the US immediately deploys other ready forces to help, but then takes a much longer period to marshal overwhelming force to win. We have seen this in world wars, the Cold War, in Korea, Poland and the Baltic States, as well as in two Gulf wars. This will not work against China in a modern war in the China seas. To understand the limits of US power, take just one day in June this year. Of the 11 carrier strike groups, on that day three were deployed, one each in the Pacific, Atlantic and the Gulf. Of the nine amphibious ready groups, four were deployed, two in the Pacific, one each in the Atlantic and the Gulf. The other carrier and amphibious groups were in various states of readiness and maintenance in Japan or on the east and west coast of the US.

Word has leaked from US classified war games involving the Taiwan scenario that US operational concepts are not providing any confidence to US commanders that the US can prevail. In crude terms, on each occasion the US "has been handed its arse". The US is working on revising its plans because of those war games, but the problems may be far more complex and frightening than that.



Confronted with its own weakness, is this the time the US considers the use of tactical nuclear weapons?

The relevance of this situation is dark enough for the US, but it is even darker for Australia with its paucity of force in its one-shot military, enormous vulnerabilities within the nation, and weakness in its once great and powerful ally. If a major power such as China intends to go to war to achieve its aim of dominance, and if it intends to initiate hostilities at a time of its own choosing and essentially in its backyard, it has an overwhelming advantage and several operational choices. China's first choice is an incremental model used by Germany before 1939, where diplomacy and coercion took advantage of European naivety and war weariness, and violent armed force was not used until necessary.

Gambling on the weakness of any opposition, China worked this technique to the limit in the South China Sea, pushing its controlled areas another 1000 kilometres out from its coast. As well, China can now control all shipping through this area when it needs to. In this incremental model, if China hits more opposition than expected, it can back off or, if it is sufficiently prepared and wishes to do so, it could move to the full use of armed force.



The second choice is the decisive attack, similar to that used by Japan in attacking Pearl Harbour in Hawaii, a surprise attack out of a clear sky. This was a devastating blow from which it was hoped the US was not able to recover until Japan had consolidated and fortified its gains as far south as the Netherlands East Indies. Pearl Harbour was not the objective, the Dutch oilfields were. Such action is high risk but high reward and militarily logical. It would involve sudden cyber-attacks against the US and its allies' infrastructure across the world and against all US space observation and communications assets, blinding or denying them. Simultaneously, China would strike US and allied bases in the region, mainly in Japan and South Korea but also in Guam and possibly beyond, with rocket and cruise missile attacks using conventional warheads or even small tactical nuclear warheads.

Once local US air and sea power in the western Pacific had been destroyed, any remaining forces in the wider Pacific would be required to fight their way back in if they thought they were strong enough, starting several thousand kilometres farther from the Chinese coast. This would give an even greater advantage to China's longer-range and more prolific naval and air weapons, especially with the location of these weapons on the land edges of every strait in the region. China essentially would be in control of the first and much of the second island chain and could begin to reduce Taiwan's military and occupy the island almost at leisure, secure any wider gains and then decide its next moves in the region towards recalcitrant countries such as Australia. If Taiwan saw the writing on the wall, perhaps it might roll over.

If this sudden attack were successful, regional countries would see that US power in the region had been negated, with the closest US bases to the Chinese mainland in Hawaii, on the US west coast, Diego Garcia in the Indian Ocean or as far south as Australia. The sudden attack option could be seen as an alternative to the incremental model or as a logical development from a weak US and allied response to a no-fly, no-sail challenge by China against Taiwan. Looking at what all this would mean for Australia, it would be prudent for the government to focus on the worst case, whether considered the likeliest or not. In my view, from a military point of view, the sudden, decisive attack is the most likely and logical.



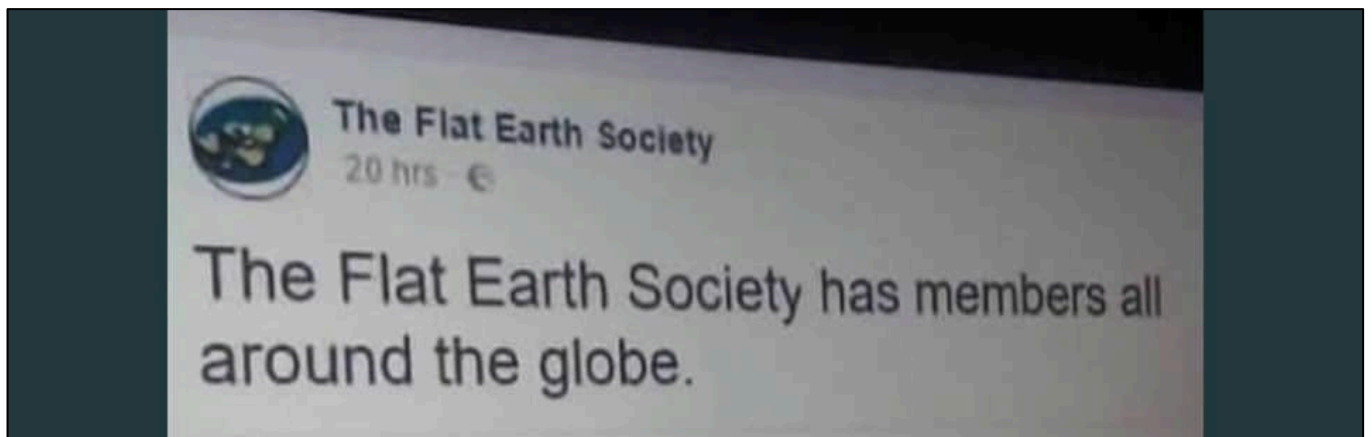
Prepare to Go it Alone.

But what does this mean for Australia? It is likely that Australia will never deter a war between China and the US. We are not a big enough player. Australia might deter a direct attack on Australia by China from within such a US-China war by being able to reduce our vulnerability to such an attack. For example, as a priority, Australia might invest in ballistic missile defence, the ability to manage a sea mine attack on our ports, or resilience to economic attack through the production of liquid fuel domestically and a reserve of fuels, ammunition, missiles and spare parts



for the military and our energy sector. But what Australia must now prepare for is the distinct possibility that the US might be forced out of our region for a very long time and China could run rampant. Is our nation's resilience and self-reliance enough for this, or our defence force lethal enough, able to fight for long enough, and big enough to defend against Chinese coercion or subsequent aggression while the US recovers? And what is our strategy to make the nation and the defence force resilient and powerful?

Finally, how much time do we have? The first step is to recognise the appalling threat.



Catastrophic bushfires ‘caused an explosion in ocean life’.

Smoke from the 2019-20 bushfires in Australia caused an explosion of life in the Southern Ocean that was equivalent to turning the entire Sahara desert green. Research published on Thursday 09 Sept 2021, in Nature journal has found that total carbon dioxide emissions from the bushfires was 715 million tonnes, twice as much as previously thought. Another paper, also published in Nature, says an equivalent amount of CO₂ was sucked up by a phytoplankton bloom in the ocean between New Zealand and South America caused by fertilisation of the ocean by smoke from the fires.

The bushfires caused catastrophic damage on land, killing billions of creatures, but Pete Strutton from the Institute for Marine and Antarctic Studies at the University of Tasmania, a contributing author on the second paper, said the phytoplankton bloom had positive impacts at sea. Part of the bloom would have sunk to the ocean floor, locking the CO₂ out of the atmosphere. In addition, as a critical building block in the aquatic food chain, the phytoplankton would have been eaten by other species, storing the carbon and dramatically increasing ocean productivity.

Professor Strutton said the bloom was not the same as a “toxic” algal bloom that starved the ocean of oxygen and was detrimental to life. “It is not like the kind of thing that causes deoxygenation when it decomposes”, he said. The unknown is exactly how much of the additional CO₂ from the bushfires was captured and lock away.



The researchers, led by Weiyi Tang from Duke University, said more research was needed to properly understand the implications of there potentially being more wildfires as a consequence of climate change. Professor Strutton said the team had studied 22 years of satellite data to assess the impact of the 2019-20 fires. “Nothing like the increase in productivity we saw has been observed in that 22 years in that part of the ocean”, he said.



Using satellites and autonomous profiling floats, researchers “observed a greening in the south Pacific sector of the Southern Ocean that exceeded the size of Australia.” The research paper said feedbacks between climate and wildfires were complex and often poorly represented in climate models, leading to high uncertainty in future projections. “There is increasing evidence that wildfires may have had an important role modulating atmospheric CO₂ during glacial – interglacial periods”, the paper said. “Given the increasing risk of wildfires with climate change (for example, in southeast Australia, the Amazon, and the western US), their central role in our global climate in the geological past, at present, and in future therefore argues for a more comprehensive representation of wildfires in climate models”, it said.

“Among other things, extensive measurements of wildfire aerosols and targeted studies of their effects on marine ecosystems are needed to further elucidate the wide-ranging impacts, especially for an event of the magnitude of the 2019-20 Australian wildfires”, the paper concluded.

More evidence that we simply do not know/understand how complex climate is and how skewed the modelling must be until all factors are known and built in.

What exactly is your ‘Fair Share’ of what someone else has worked for?



Covid Vaccine?

Brendan Godwin.

Firstly there is no vaccine. By the mere approval for emergency use means these drugs are an experiment. And a very dangerous one at that. They are experimental gene therapy. They hope they will work as a vaccine but so far there is zero clinical evidence of that. The correlative evidence shows they are not working.

We don't know what's in them. They are not obligated to tell the regulatory authorities and they are not. The RNA/DNA drugs are coded with instructions to do something and we do not know what those instructions are. We are slowly finding out from medical scientists doing their own tests and we can see some things and what we can see is not good. One medical scientist has found the human body is generating an immune reaction to something that is not on the ingredients list. They are hiding ingredients.



Dr. Robert Malone is the inventor of mRNA Vaccine technology and says the Spike protein, that the body generates from the RNA/DNA coding, is very dangerous, it's cytotoxic. (See <https://www.youtube.com/watch?v=Du2wm5nhTXY>). So far this year the jab is killing way more Australians than the virus. From the TGA adverse reports, that death count is around 350 at the present time, 60,000 in the US. Deaths in the UK - 61% had received one dose and 44% were people who had received both doses. 60% of people being admitted to hospital with Covid-19 in England have been fully vaccinated. 52% of deaths in Israel are fully jabbed. The population of Israel is about 84% vaccinated. But the new cases of COVID in Israel are about 84% with vaccinated individuals.

Clinical evidence of efficacy is testing a person that has been all jabbed up and that person develops an immune reaction when exposed to the virus. That is a test that has never been conducted. The drug companies only had to show reduced symptoms to get approval. These 95% efficacy rates were produced from models, many written by the same people that write climate models. Totally falsified by the data out of Israel and the UK.

We don't need a vaccine passport for experimental drugs that are killing a lot of people and appear to be failing experiment.

You only need two tools in life, WD-40 and duct tape.
If it doesn't move and should, use WD-40. If it moves and shouldn't, use duct tape.



Did 45K people die within 3 days of getting Covid vaccine?

While attending a rally in Southern California in July 2021, attorney Thomas Renz claimed that an anonymous government whistle-blower had proof that an estimated 45,000 people had died within three days of receiving their COVID-19 vaccine. Renz was speaking at a Clay Clark's ReAwaken America Tour in Anaheim, California, on July 18. The [video](#) and its purported claims were shared by a number of far-right conspiracy websites, including Info Wars and Fear Unmasked. Though the claims were unfounded, many posters of the video argued that the allegations made during Renz's speech provided evidence that the federal government was lying about the safety and efficacy of the COVID-19 vaccine.

"I'm filing papers in federal court today, so you guys are the first to hear. Go ahead and post it, it will be censored in about six seconds," Renz told the audience.

According to [Snopes](#) – It's all crap!

I'm the type of husband that helps his wife look for the missing chocolate that I ate.

Why you shouldn't compare Covid vaccines.

"In the US, the first two available Covid-19 vaccines were the ones from Pfizer/BioNTech and Moderna. Both vaccines have very high "efficacy rates," of around 95%. But the third vaccine introduced in the US, from Johnson & Johnson, has a considerably lower efficacy rate: just 66%.

Look at those numbers next to each other, and it's natural to conclude that one of them is considerably worse. Why settle for 66% when you can have 95%? But that isn't the right way to understand a vaccine's efficacy rate, or even to understand what a vaccine does. And public health experts say that if you really want to know which vaccine is the best one, efficacy isn't actually the most important number at all.

See [HERE](#).

Shops: No shoes, no shirt, no service. **People:** OK, no problem.

Traffic laws: Wear a seatbelt in your car or get booked. **People:** OK, no problem.

WHS: While working in certain places you must wear safety gear. **People:** OK, no problem.

Airlines: You must be seated and wear your seatbelt with your tray table up when landing. **People:** OK, no problem.

Airport security: Before getting onto the aircraft you may need to remove your shoes, your belt, anything from your pockets and go through this X-ray machine. **People:** OK, no problem.



Supermarkets: Please wear a mask while you are shopping to help reduce the risk of infecting others with a potentially deadly virus. **People:** How dare you take away my personal liberties and rights.

Corona Virus inoculation debate.

No detractor is doing their own research, all they are doing is finding someone to corroborate what they already believe. Unless you're a scientist, running a peer reviewed study, you only know what you've been told by someone else. You don't have better data than the Therapeutic Goods Administration (TGA). You have google and a flimsy grasp of science or logic. Give me a break with this "I did my own research" bullshit. We have experts in different fields to guide us. These detractors don't know how the human body works at cellular level.

Give us a break. Tb

Russia V's the US

Perhaps [THIS](#) says it all!

[God is watching.](#)



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The Cri in Rocky.

Back in 1968, 38 Sqn sent one (or was it two) Caribous up to Shoalwater Bay near Rockhampton where 7RAR and 9RAR were field training prior to being sent across to Vietnam.

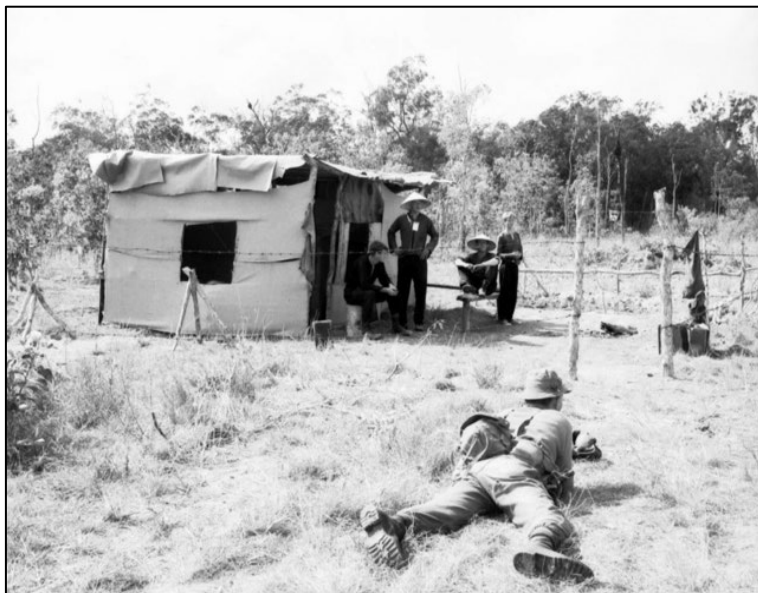
The Caribous were meant to keep both 'teams' supplied with food, fuel and other requirements and to transport personnel in and out of Rocky as and when required. All good training prior to a posting to Vietnam.

Accompanying the Caribous were a number of Iroquois choppers from 5 Sqn and a Winjeel from Pt Cook that was to act as an FAC. The Army had a couple of their mighty little Porters too.

I can remember flying into Rocky airport, refuelling then flying out to Shoalwater Bay, which I think was called "Pink-lily Swamp" and being shown our 'tent-line' where we were expected to sleep, live and maintain a couple of aircraft. Our boss had a look at the conditions, said "thank you - but no thanks" to Army and we all climbed back on our aircraft and returned to Rocky Airport where we set up our maintenance facilities. I can't remember what happened to the 5 Sqn mob or the Winjeelers, or the Porter people, but that was their problem, we were just happy we didn't have to play Army out in the bush. With maintenance facilities sorted, it was time to look for some accommodation.

After a bit of haggling, we settled on the majestic old Criterion Hotel which is on Quay St, overlooking the Fitzroy River.

Being 24 year old young blokes, we didn't realise or care much about the history or the significance of the Criterion, to us it was a million times better than a tent in the bush, it was an adventure, we had a comfy bed, 'proper' showers, good food, access to a cold beer at the end of the day and being only a short walk from the centre of Rocky, there was a fair chance there would be a bunch of girls who we 'knew' were just waiting to meet us.





It's only now, after all those years when we revisit Rocky and look back on those exciting few weeks that we realise what a great old Pub the "Cri" is.

In 1855, prior to the separation of Queensland in 1959, the New South Wales Government had requested that William Henry Wiseman the Commissioner for Leichardt, locate a suitable place on the Fitzroy River for a settlement. Rockhampton's name and place had been decided on in 1856 although the settlement was not officially proclaimed a town until 25 October 1858. In 1857 a Mr Palmer erected a store in Rockhampton and soon after a Richard Parker, who had been living in Gayndah which at that time was the town of most importance north of Maryborough and Ipswich, moved east to Rocky and erected an iron-bark slab and shingle roof pub which he called The Bush Inn.

In 1858 the discovery of the Canoona goldfield rapidly changed the fortune of the Bush Inn which enjoyed overwhelming patronage and clientele over the four months that the rush lasted. In 1959-60, it was enlarged and rebuilt, the entrance to the public bar was from the corner of Fitzroy Street and Quay Lane, and the business premises extended back along Quay Lane. The layout of the Bush Inn now included a coffee room approached through a garden, and a billiard room at the Fitzroy Street end of the building.



Parker died in 1860 and his widow Maria, kept the Inn going until remarrying a John Watt in 1861. The Bush Inn was sold in 1862 to a John Ward who changed the name from the Bush Inn to the Criterion Hotel which it has remained ever since.

In 1989, with wealth from the mine at nearly Mt Morgan contributing to the development of the town, the hotel was rebuilt and on completion was the finest hotel in central Queensland. At the time it was considered way ahead of its time containing such 'modern' conveniences as gas-lighting and toilets with ample ventilation.

The Hotel became well known for the black tie balls and dinner parties that were held within its walls from the turn of the century until the 1950s. It has also hosted many distinguished visitors during its existence including Prince Henry, Duke of Gloucester (when Governor-General), his wife Princess Alice, the former Prime Minister of Australia Sir Robert Menzies, Dame Nellie Melba, Sir Donald Bradman, and Charles Kingsford Smith. Sporting teams such as the touring English cricket sides have also been accommodated at the Hotel and during the second world war it was commandeered for the use of American service personnel. It also served for a period of time as the headquarters of General Robert L. Eichelberger who was on the staff of General Douglas MacArthur. Eichelberger commanded over 70 000 American troops stationed within the Rockhampton region.



We were in Rocky early in October 2021 and of course had to have a look at the old girl once again. We approached Ryan Turnbull, the current owner, and asked if we could have a look around and he was gracious enough to give us a key to our old room. Back in 1968 we 'lived' in the room below (arrowed) which we thought was royal like and that all our birthdays had come at once.



Not a lot had changed in the room since we'd left it over 50 years ago, we noticed the addition of a small fridge which obviously doubled as a bed side cabinet and a small shower cubicle on the right foreground in the pic. Previously communal showers and toilet facilities were "down the hall" but as that was what we 'enjoyed' in our accommodation block back at Richmond, we just accepted that as the norm.



The view out on the balcony was just as pleasant as we remembered it, though it has been upgraded considerably. Years back there was a grass verge on the other side of the road which contained a small shelter shed type construction directly opposite our window.



The current view from the top floor balcony. Years prior, the area beyond that little white car was all lawn and a shelter shed stood about where that person is walking.



The dining room layout has also changed. Once it was a very formal affair, with starched white linen table clothes, silver cutlery and a [dinner chime](#) announcing meal time.



The corner bar hasn't changed a lot, still old school, comfortable with plenty of wood panelling.



But the rest of the hotel has been very tastefully redeveloped.



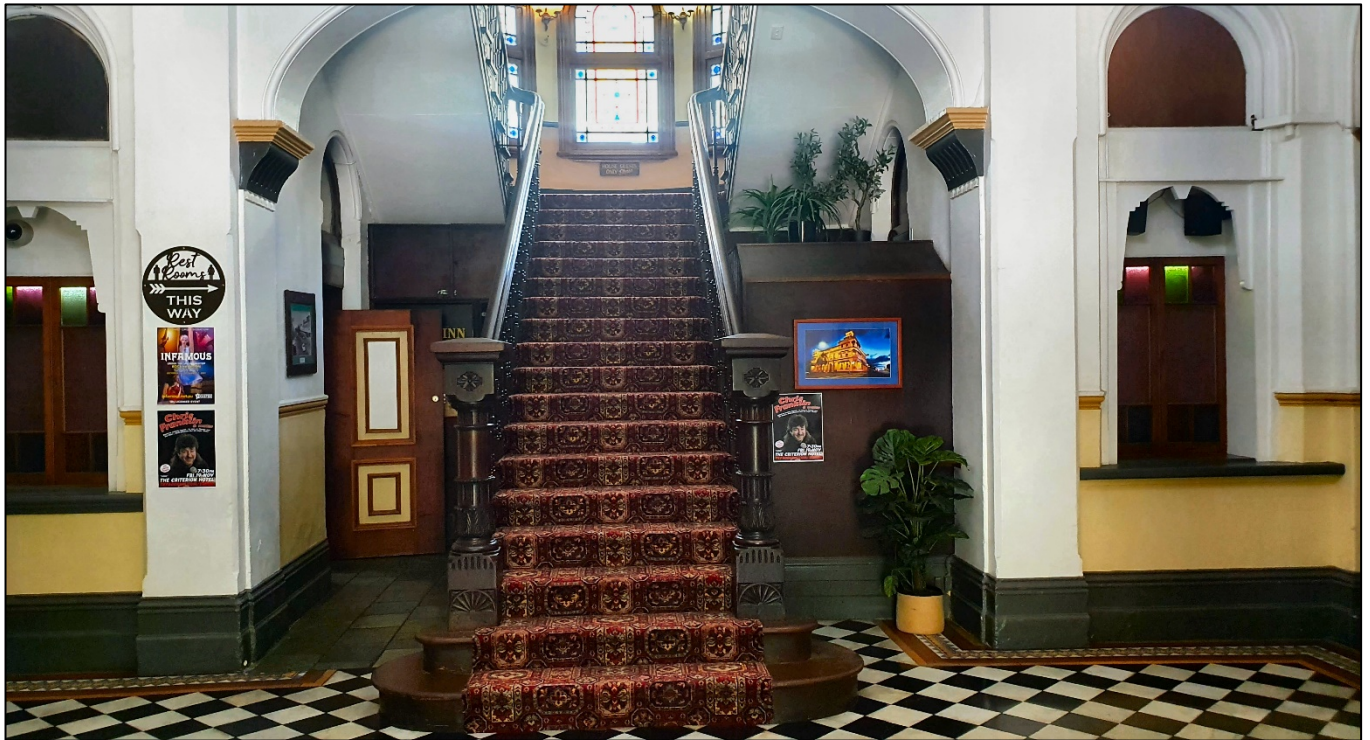
The Bush Inn Bar and Grill used to be a small bar area that sold Mac's beer in tiny 4oz (120ml) glasses. As the standard drinking glass size in NSW back then was the 10 oz (300ml) middie we couldn't believe anyone would want to drink a beer from such a small glass.

In 1961, like most small independent breweries back then, Mac's was gobbled up by CUB which continued to produce and sell the brew until 1976 when it was closed down.



The little bar was completely remodelled and is now this attractive bar and grill lounge area (below).





The grand entrance to the hotel has been retained.

If ever you get the chance to visit Rocky, make sure you put the Criterion on your “must see” list. Pop in and say hello to Ryan Turnbull and spend a few hours enjoying a fine meal and a couple of cold ones in a fabulous location.

Rocky itself is a must see town, with a population of nearly 81,000 people, it contains some wonderful old buildings, built back in time when gold was found in the area.



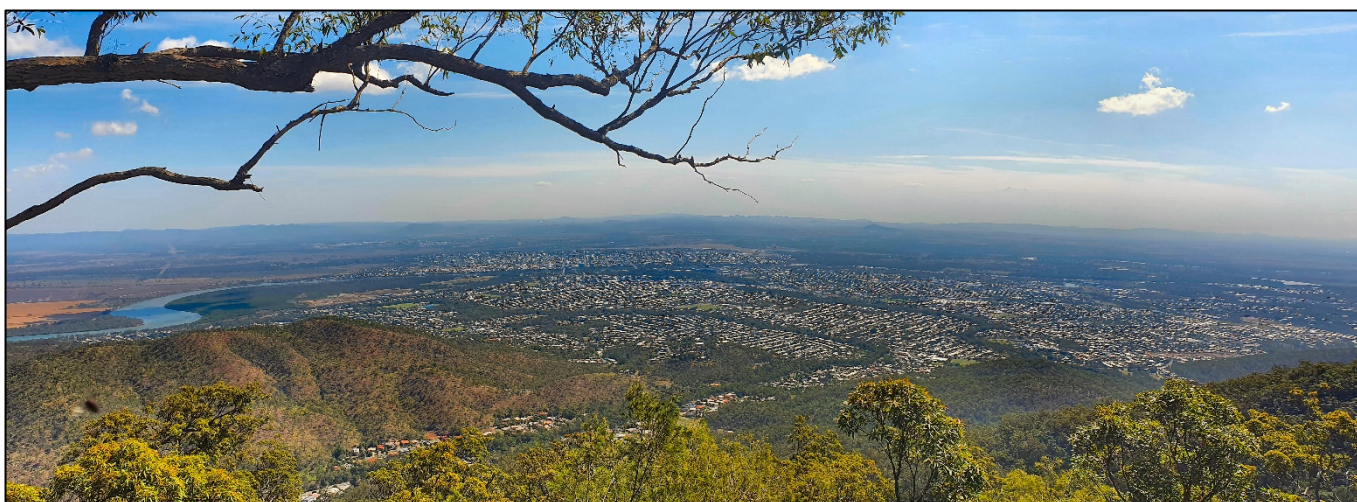
The Catholic Cathedral.



The Rocky Post Office.



The Boathouse licenced restaurant on the Fitzroy River. Great for breakfast, lunch, dinner or just a drink or two.



And a trip to Rocky would not be complete without a trip to the top of Mount Archer lookout.

There are a few ways of getting there, it's about 640km north of Brisbane so you can drive it in one day although at the moment there are lots of road works along the way which will slow you down. You can fly, Qantas, Virgin, Sunstate, Air New Zealand, Singapore and Etihad all offer a service to Rocky but our method of choice is to take the Tilt Train. This wonderful service leaves Brisbane at 11.00am and gets into Rocky at 6.50pm daily. If you're a TPI or EDA, it's free. If you're a pensioner a business class seat is only \$92.50 and a full adult fare is \$157.25 each way. Economy is pensioner \$67.50 and full fare \$101.25.



It gets along, reaching speeds just over 160kph and the food on board is excellent and keenly priced. Our suggestion, go business class. Seats are superb.





Without freedom of speech, we would not know who the idiots are.

Mental Health Foundation.

The Mental Health Foundation Australia (MHFA) are hosting a Defence and Mental Health Symposium on Friday 29 October at Brisbane City Hall. They have a wonderful line-up of speakers and panellists – see [HERE](#). They plan to add 1 more speaker with 'lived experience' perspective.



If your organisation is willing to promote the event to your database of Queensland members and supporters (using the above link), once during August and again in the first week of October, MHFA would be most appreciative. MHFA would acknowledge this partnership by displaying your logo on the bottom of the event web page, and on opening and closing slides at the event. If you wish to proceed, please reply with a high-resolution copy of your logo.

Also attached is a poster that you might wish to display at your premises and/or events. Even promotion of the symposium helps raise awareness and hopefully start conversations that reduce stigma.

Kind regards

Susan Warby Project Officer QLD

Multicultural Mind Hotline: 1300 MHF AUS (643 287)

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W: www.mhfa.org.au, A: Suite J, 450 Chapel Street, South Yarra VIC 3141

Avalon Airshow CANCELLED

The 2021 Australian International Airshow at Avalon in Victoria has been officially cancelled. Organisers said that considering the increased uncertainty created by the impacts of the Delta variant of COVID-19, Airshow 2021 was officially cancelled. The pandemic had already required the airshow organising team to work through many past challenges in respect of the 2021 event, including postponement from its original planned dates.



However, recent developments as a consequence of the COVID-19 Delta strain meant the planning environment had become too unpredictable.

AMDA Foundation Chief Executive Ian Honnery said delivering such a complex, hallmark event in the circumstances would involve risks of uncertainty for attendees, participants, industry and the Australian public. "Therefore, the difficult decision has been taken now that Airshow 2021 will not go ahead," Mr Honnery said. "It is deeply disappointing for the AMDA Foundation team, our stakeholders, exhibitors, participants and patrons that this signature industry trade show and public entertainment spectacular will not proceed.

"But public health and safety must be paramount and responsible levels of certainty must be achieved for all involved in or attending such a complex and multi-faceted major event. The biennial Australian International Airshow and Aerospace & Defence Exposition at Avalon is staged with major participation from the Royal Australian Air Force and substantial support from the Victorian government, and is a significant event on the Australian calendar.

New dates for the next airshow were also announced – 28 February to 5 March 2023.

Mr Honnery said that with an expected transition to post-COVID normalcy, Airshow 2023 would return to international prominence as one of the world's great air shows. "Showcasing the colour, spectacle and excitement of aviation, and the industrial and technological potential of aerospace, defence and space as national strategic capabilities, Airshow 2023 will again take Australia to the world by bringing the world to Australia.

"Neither the sky, nor space, will be the limit at Airshow 2023!"

France.

The pic at right says it all!!! This sign is on the little school in the French village of Villers-Bretonneux, a school rebuilt by the donations of Victorian school children after WW1. The school is appropriately named Victoria. On 25 April, 1918, Australian troops recaptured the village from the German Army. Australia's National War Memorial in France is located a couple of km's outside the village.



Someone recently wrote: "Dear France. I get that you are pissed off over this sub deal. I would be too. From the reports we are getting it was a massive cash cow at Australia's expense and going no-where fast. Before you chuck the baby out with the bath water and impose trade sanctions against us can you do us a little favour? Can you go and stick some flowers on each of the 46,000 Australian graves through France and Belgium who's sacrifices greatly contributed in allowing you to chuck this massive tanty in the first place?

Thanks cobber. Australia."

Well said I reckon – tb.



During WW2, the Germans built a fake wooden airfield with wooden aircraft, vehicles and hangars in order to trick the Allies. The RAF, having known of the secret project for months, patiently waited for them to finish and then dropped a single fake wooden bomb on it.

We seem to be getting closer and closer to a situation where nobody is responsible for what they did but we are all responsible for what somebody else did.

3TU 75th Anniversary

The 15th October this year marked the 75th Anniversary of the establishment of the former 3 Telecommunication Unit, near RAAF Pearce in WA. Although the unit closed in 1991, the camaraderie of the Sigsop mustering and technical and admin staff who served there, has been preserved over the years by the 3TU Association.

The occasion was celebrated by a reunion dinner at the new RSLWA Veteran Central in the Perth CBD. Association members from around the nation have registered to attend the celebration, which is planned to include a tour of RAAF Pearce and a nostalgic visit to the old 3TU site, now devoid of all buildings.



3TU operated on a 24/7 basis for 45 years and in 1991 was awarded the Governor General's Banner in recognition of the outstanding service to Australia's national security.

THIS has to be the best ever IKEA commercial.

Easy Lies and Influence in the \$90b submarine boondoggle.

No-one knew what the evaluation process involved, but it was clear the decision was political, not driven by the obligation of government to spend public funds for the best product and the best price.



In February 2015, faced with the imminent threat of a leadership challenge, then prime minister Tony Abbott tried to purchase the support of key South Australian Liberal Party members by promising that a local Adelaide shipbuilder would be in the running to construct a fleet of submarines to replace the ageing Collins-class vessels, at an estimated cost of \$20 billion. The design and construction of these submarines represented the largest defence procurement in Australia's history.

Despite the oversight of the National Security Committee, three White Papers by successive governments confirming a commitment to acquire new submarines, extensive and well-established defence procurement protocols, the creation of a Defence Capability Plan seven years prior, and the known interest and capability of international commercial shipbuilders, including ones based in France, Germany and Japan, an open tender was abandoned by the



government in favour of a new, untested and less-rigorous purchasing process known as 'competitive evaluation'. Then treasurer Joe Hockey, sent in to do the dirty work, asserted there was 'no time for a tender process'—and was perhaps later rewarded with a plum posting to Washington as Australia's US ambassador.

No-one knew what the evaluation process involved, but it was clear the decision was political, not driven by the obligation of government to spend public funds for the best product and the best price.



Defence procurement runs into billions of dollars and is ordinarily governed by a suite of tendering and contracting processes based on established risk profiles. The key phases of acquiring major new defence assets typically include the identification of a capability gap by the Australian Defence Force; the involvement of the purchaser, the Defence Materiel Organisation, and in the case of new technology, the expert Defence Science and Technology Group; and the establishment of a Capability Development Group to liaise with the ADF as a go-between. The process then involves a Cabinet-approved 'first pass' to proceed to open tender, sourcing the capability on the open market; the preparation of user requirements that form the basis of the tender; briefings and engagement with industry; and the issue of request-for-tender documents. After the receipt of tender responses, an evaluation process, informed by technical, environmental and commercial working groups with the relevant expertise, starts work to progress towards the second round of Cabinet approval. It is not until this second round that a preferred tenderer is identified and contractual negotiations commence, followed by acceptance testing and evaluation to ensure the assets can do what they are required to do—if they cannot meet the validation and verification requirements, the deal does not proceed to the execution of contracts.

On 26 April 2016, only fourteen months after the evaluation process had commenced, the successful submarine partner was announced by new prime minister Malcolm Turnbull (a



strategic partnering agreement would subsequently be signed on 1 March 2019, with a separate contract in place for an integrated weapons system to be used in the newly designed submarines). To the very great surprise of the competitive Japanese consortium, a French company, DCNS (now Naval Group), had secured the contract to build the submarines, on the condition that it do so in Adelaide. The problem was that DCNS, jointly owned by the French Government and global arms manufacturer Thales, was tainted by well-publicised probity issues, including persistent allegations of bribes and security breaches. Even the most basic search of online information would have raised red flags, including reports that eleven of the company's employees were killed in revenge for unpaid kick-backs in Pakistan and corruption involving French officials.



Since 1997, DCNS has reportedly been involved in five major [corruption scandals](#), three of them reported before its selection to design our sub-marines—two more scandals involving allegations of murder and the compromise of information continue to swirl around the company. And in Australia, Naval Group is suspected of grossly over-inflating invoices by tens of millions of dollars on other projects.

Corruption risk in a multibillion-dollar national security project involving new, classified, proprietary technology, and attracting the interest of foreign defence and intelligence agencies, is clearly a relevant consideration for the purchase of defence assets, due to the potential for the theft of critically sensitive information and for the technology to be compromised by the thousands of foreign contractors and sub-contractors engaged on the project. A new standard for the prevention of bribery, released in 2016 by the International Organization for Standardization, should have been given serious consideration in the context of a broader recognition of the risk of a national security breach.

In early 2020, the ANAO conducted an audit into the selection process, including the probity procedure. The auditor's report found that the Department of Defence had effectively designed and implemented the evaluation process to select a partner for the submarine program. The report made no reference to anti-corruption due diligence being undertaken by any agency, and it appears none was undertaken on any of the preferred partners either. The evaluation process, it turns out, was never intended to assess either the capability of the end product—the submarine—or whether the total cost of the project was value for money. It was intended for one purpose only: to select a project partner in time for the July 2016 federal election campaign.



Now, more than six years after Tony Abbott's initial announcement, the failure of the evaluation process is abundantly clear. Standard defence purchasing principles and risk-assessment processes were apparently abandoned. No-one checked to ensure that local jobs and materials were locked in, and few of the promised jobs have been delivered. It was not even clear that the



project was technically feasible. Furthermore, the cost has now blown out, according to evidence presented to Senate estimates, with the final price of the submarines and their weapons systems expected to exceed \$145 billion in what is known as 'turned- out' dollars—and over the life of the submarines, the cost is thought to end up in the region of two to three times this sum. The first submarine is not due for completion until 2032, although the audit report says it will be 2034.

Furthermore, the Japanese consortium understood it had lost the contract because of political expediency, creating tensions in international relations and Australia is now indebted to a partner company facing serious corruption allegations.

Promises of defence spending in the order of millions, if not billions, are routinely scattered around marginal seats like confetti during election campaigns. Arms dealing has been heralded as the next economic boom for Australia. Former ministers have been appointed to key advisory and well-remunerated consulting roles to arms manufacturers, leading to further acquisitions and the subversion of tender processes. Risk assessments and compatibilities are overlooked, money is spent on materiel that is ill suited to defence purposes and our defence capability is compromised. Only last year, Thales Group persuaded the Attorney-General's Department to redact parts of an Auditor-General's report on national security grounds. The report was critical of the purchase of light army vehicles from the aerospace company after intense lobbying for \$1.3 billion, twice the price quoted by a US manufacturer, with the resulting loss of hundreds of millions of dollars of public funds.



The most galling aspect of it all is that billions of dollars of our money was used to save a former prime minister's neck. It's an awfully expensive price tag for ambition.

This is an extract from *Easy Lies & Influence* by Fiona McLeod released in August as part of the 'In the National Interest' series published by Monash University Publishing.

Some of the biggest cases of mistaken identity are among intellectuals who have trouble remembering that they are not God.

Asbestos.

You may have heard about a possible asbestos exposure to personnel who worked on RAAF Base Laverton in building 474. Building 474 has had several uses, it was the new Radschool building, then the Aerospace Materiel Systems Program Office (AMSPO), then Defence Aviation Safety Authority (DGTA), then Air Force Training Group (AFTG).

It's this building:



Workers who have worked in building 474, at RAAF Williams Laverton Base are warned of potential asbestos exposure. Enquiries into the historic use of the building and likely exposure period have not been conclusive. Defence WHS Branch has requested Groups and Services to ensure this information is distributed widely.

In December 2020, an occupational hygienist report confirmed friable asbestos existed in the ceiling spaces of Ground Floor, B Wing and C Wing, as well as Level 1, B Wing and C Wing of the building, consequently air monitoring and asbestos fibre monitoring were undertaken in areas below the ceiling line. At the time of the monitoring fibres detected were found to be below the asbestos exposure standard.

While the monitoring levels undertaken in May and July 2021, indicate levels of fibres to office workers remained below exposure limits, however it cannot be confirmed that asbestos fibre levels were consistently maintained below the exposure standard level prior to these reports being delivered this year. The latency period for asbestos related diseases is between 10 to 50 years, therefore if you or anyone you know worked in any of these areas you should register with Defence Asbestos and Hazardous Chemicals Exposure Scheme (DAHCES). An asbestos fact sheet is attached for your information.

This [LINK](#) will take you to the Defence Asbestos and Hazardous Chemicals Exposure Scheme and details the process for you to register under the scheme.

In short, ring 1800 333 362 and they will take you thru the rego process. If you spent time in Bld 474 on Laverton, please consider registering under the Scheme.

Tea or coffee?



Support for ADF firefighters.

As a part of the 2021–22 Budget, the Federal Government allocated \$6 million in support of Australian Defence Force (ADF) personnel who participated in fire training at the Point Cook Fire Training School between 1 January 1957 and 31 December 1986. These personnel were potentially exposed to a range of toxic chemicals at a time when personal protective equipment standards were lower than today.

The Scheme will provide eligible personnel with:

- simplified access to compensation and treatment for a list of 31 specified conditions, under the Safety, Rehabilitation and Compensation (Defence-related Claims) Act 1988;
- screening for colorectal cancer and melanoma, for early detection and prevention; and
- individually tailored lifestyle advice under the 12-month Heart Health Program.

The ADF Firefighter Scheme is scheduled to begin on 20 September 2021. Serving and former ADF firefighters who participated in fire training at the Point Cook Fire Training School between 1 January 1957 and 31 December 1986 can register their interest in the Scheme by emailing ADF.Firefighter.Scheme@dva.gov.au

For more information, please visit the ADF Firefighters Scheme page of the Department of Veterans' Affairs [WEBSITE](#).

If you or a member of your family require assistance with navigating any claim with the Department of Veterans' Affairs, please contact charity RSL DefenceCare on (02) 8088 0388 or email info@rsldefencecare.org.au or the Welfare Officer at your local RSL sub-Branch.



Obviously as intelligent as her sign.



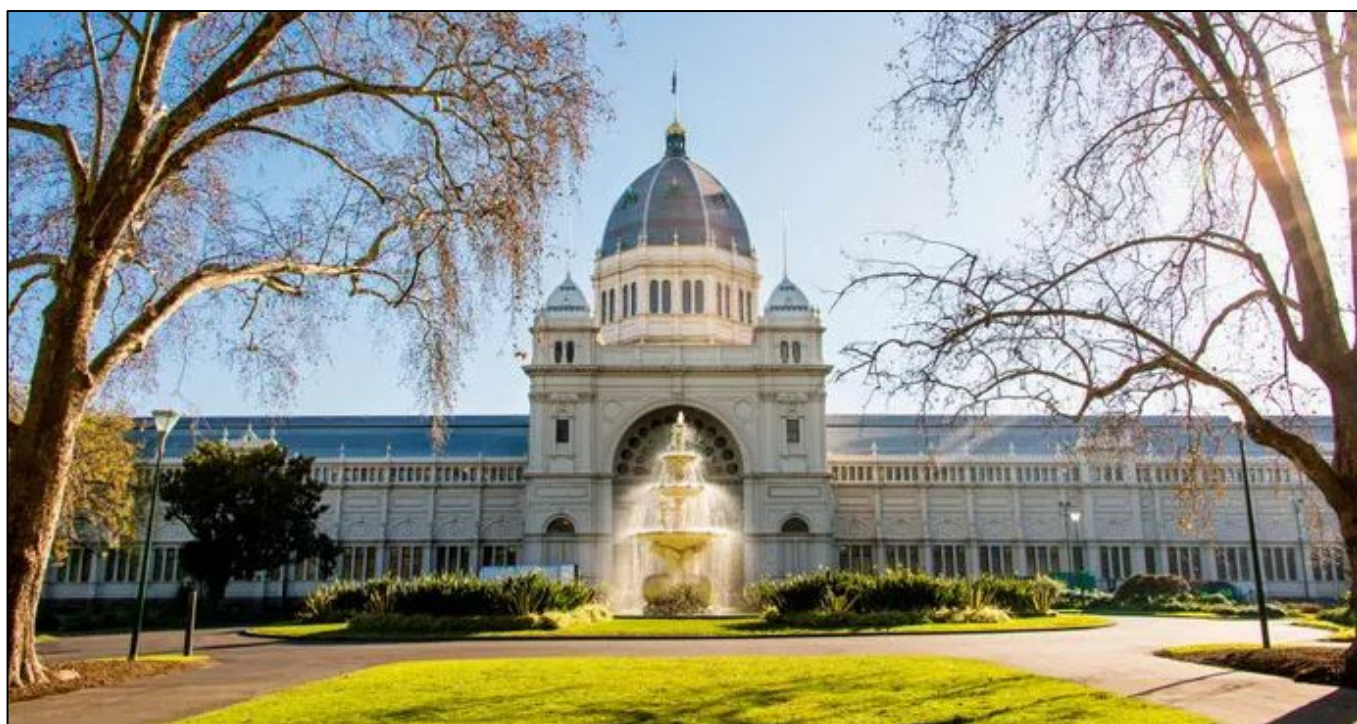
The White Ensign Club.

Back in the early 1960s, if you lived in Victoria, the pubs used to close at 6.00pm. About a quarter to 6pm every night, you would hear the barman/maid call “last drinks”, everyone would order half a dozen 7 oz beers, take them outside, park them on a window-sill and drink on until you finished. Back then there was no **“point 05”**, if you could find your car you could drive it home – a lot did and sadly they are not here today.

6 O'clock closing was introduced in 1916. Prior to 1915 Victorian hotels closed at 11.30pm, the Gov't then legislated to close them at 9.30pm then in 1916, during WW1, legislation closed them at 6.00pm. In 1919, after the war, the earlier closing time was made permanent and remained that way until the 1st February 1966 when 10.00pm closing became law.

Prior to that, most suburbs around Melbourne had a “sly grog” outlet, a few people would keep dozens of ‘long-necks’ in a fridge in their garage and if you wanted one or six, and you knew where to go, you knocked on a door. Highly illegal but seemingly not policed all that vigorously.

Of course the 6 O'clock rule didn't apply to ADF bases as they were on Commonwealth property. At Laverton the Airman's Boozer and games room stayed open to 10.00pm but being young and bullet proof, we needed a change of scenery and one such place that definitely offered a change of scenery was “The White Ensign.”





The White Ensign was run by the Navy and was situated in the magnificent Exhibition building in Carlton. The Exhibition Building was built in 1880 to host the Melbourne International Exhibition and today is one of the last major 19th century exhibition buildings left in the world. It also housed the first Parliament of Australia in May 1901.

Opened in 1952, the White Ensign provided a home away from home for junior Navy people. Sailors from the Naval depot at Flinders often travelled up to Melbourne on their weekends off, the White Ensign offered them cheap sleeping accommodation as well as meals and other amenities. If a Navy ship pulled into Melbourne and the sailors wanted a few days off ship, they too could bunk down at the White Ensign in one of the rooms (right). It also had a bar, which Navy called Screamers, which stayed open late and if you had an ADF ID card you could get in and get an 'after-hours' drink. This rule seemed to have been relaxed for the female population of Melbourne as most of the female patrons we encountered didn't seem to fit the ADF mould.



The facilities weren't all that flash either, from memory the 'bar' was a wooden trestle table and there was always a gallon or two of beer spilled on the floor – but at that age, who cared.

But over the years people's expectations changed, the White Ensign did not meet current standards and eventually it was closed in Sept 1971.

Why is called 'Greed" to want to keep the money you have earned,
but not 'Greed" to want to take somebody else's money?