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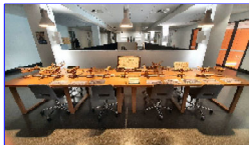




New Menu



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.

Unfortunately we have had to delay the event - once again!! The current Covid Omicron epidemic has many worried and they are not keen to travel at this time. One major concern is they are worried they could catch the virus and need to be isolated in some outback town in Qld for two weeks. An understandable concern - that left us without a choice.

We haven't decided on a new date yet - there is considerable work involved in re-scheduling this event so we are going to wait until we can see the light in the tunnel, we don't want to have to do it again.

We do have a few ideas but we won't make them public just yet but when we do settle on a date we will give everyone several month's notice..

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

Raffles.

All the running around organising the "aborted" Scootaville event has cost money but we're recouping some by holding a few raffles. At present we're raffling a hand-made cigar-box electric guitar. If you live close to Brisbane and would like to own this exclusive item, please go to the [Raffle](#) site and buy a ticket.

Over the coming weeks we'll have other items up for raffle - we'll let you know. If you can help, please do, it's all for a very good cause - Legacy.

AND!! Please when you buy tickets please fill in the form so we know who you are. Some people just deposit money but don't tell us who they are, some tell us who they are but don't deposit any money.

Can the following please get in touch with us:

1. Stuart Smith
2. Someone who made a deposit on the 10th December (EMB/SMB)
3. Doug Bower
4. Anthony Thompson
5. Someone who made a deposit on the 8th Dec from the Railways credit Union

We're holding funds from these people in Suspense.

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:	<input type="text"/>
<input type="button" value="Submit"/> <input type="button" value="Reset"/>	

Please transfer your joining contribution to:

BSB: 124-021 **Account number:** 1048 7401 **Title:** RAAF Radschool Association.
Bank: Bank of Queensland.
 and include your name in the "Remarks" window on the deposit.

AND!! If you work for or know of a firm that would be kind and generous enough to sponsor the Radschool Association, please get in touch.

Errors

Our aim is to have this site error free – but that's probably impossible. But with your help I reckon we can get pretty close. If you see any errors, be they punctuation, spelling, links that don't work, facts wrong etc, (no matter how small) please let us know so we can fix them.

Thankfully, Ken Morris, who lives over in the West, proof reads our print before it goes public and points out our many errors, not a lot escapes him I can tell you!

Thanks Ken.

You can download the full magazine in PDF format [HERE](#).
 It is a very large file, contains 276 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



Robert Allan.

Vic Smith advises the passing of Robert "Bob" Allan on the 7th November, 2021. Bob joined the RAAF as a [Radio Appy](#). After Radschool, he was posted to Amberley after which he had postings to Melbourne, Richmond, and Pearce. He finally discharged after 20 years with the rank of FSgt. He settled in Bundaberg. Sorry, no further details.



Bob Wilson.

Col Hill advises that Bob Wilson, ex 16 Radio Appy, passed away on the 10th November. Col says "He died peacefully after a short illness and will be greatly missed by the remaining members of 16 Radio Apprentice Course and through his family's association with the Taree community".



Sorry, no further details.

Tony Semler.

Col Hill advises that Tony Semler also of 16 Radio Apprentice Course passed away on Friday the 1st October in the Royal Adelaide Hospital after lengthy illness. He will be greatly missed by the remaining members of his apprentice course and his long association with the Australian Air Force Cadets.



Chris Jaensch

John Sambrooks advises that Chris Jaensch passed away on Thursday the 11th November, he was only 37 years old, far too young.





Chris joined the Air Force in 2002, trained as a pilot and after graduation flew various aircraft types including the CT4B, PC-9, Hawk 127 Jet, DHC-4 Caribou and C 130J Hercules. He was a veteran of service in Afghanistan, as well as humanitarian and disaster relief operations including the Typhoon Haiyan response in 2013.



After discharge, Chris joined Qantas in 2017, initially on the 747 fleet before becoming a Melbourne based 737 FO. Chris was on leave from Qantas at the time of his passing, having returned to the RAAF during the pandemic where he instructed at 1FTS on the PC- 21 in East Sale. He was a well-liked and highly respected member of both the QANTAS and R.AAF flying communities.

Those close to him would remember his passion for aviation, in particular the old Caribou. He was involved with the RAAF Museum and Historical Aircraft Restoration Society (HARS) as a Caribou pilot and published a photobook [CARIBOU — The Final Years in RAAF Service](#) in 2019. He is also remembered for his story – [From the Cockpit: de Havilland DHC-4 Caribou](#).

Bob St John sent [THIS](#) tribute.

Our thoughts and deepest sympathies are with his wife Lizzy and sons Isaac and Mason at this extremely sad time. For those of you who knew Chris, please look out for each other.



Lindsay Kimber

We have been advised that Lindsay Kimber has passed away, he was only 69 years old. Lindsay lived in Townsville and his funeral was held there on the 11th November. Sorry, no further details.



Gary “Gus” Heiligman.

John Broughton advises that Gary passed away at 1825hrs on Sunday the 17th October 2021 after having suffered a massive heart attack during the previous night. He spent time at 2OCU, 3SQN, 77SQN, 478SQN and HQSC. His funeral was held in East Maitland (NSW) on Friday the 22nd October 2021. He was a gunny.

“Gus” was amongst the best of well-respected gentlemen. John “Glum” Gillam well remembers him “as a Corporal who was one of his earliest 1on1 on the job instructors - the poor bugger discovered how slow a learner I could be”. Barry “Bones” Einam & Brian “YT” White fondly remember when they first met Gus when he was a Cpl Gunnie at 77SQN in the early ‘70’s – “he was instrumental, on many occasions, in teaching, pushing and mentoring us young Gunnies and Framies to work as a team – especially during config changes. Despite the heavy workloads of the day, they were always enjoyable times, thanks to Gus and the like-minded Framie and Gunnie NCO’s we had at the time – work hard, play hard and always help your mates”.

He will always be fondly remembered and sadly missed by his family, friends and many, many Mirage Mates.

Roger “Knocker” Foxlee.

We have been advised that Roger sadly did not awake from his slumber on Friday 29th October 2021. He was 72. His passing has come as a huge shock to both his family and numerous good mates and details are yet to be advised. “Knocker” was one of those characters who “once met was never forgotten” – lovable larrikin and bushie to the core, he was also an outstanding Sumpie and RadTech – a very knowledgeable man. He spent time at 2OCU, 75SQN and 77SQN.

“Knocker” turned a few heads when he returned to Butterworth and 75SQN after a re-mustering to “Rad Geek” – the SENG0 at the time was Jon “Bones” Pike and after becoming aware of “Knocker’s technical history”, ensured that he was retested and repromulgated as an Engine Runner on Mirage aircraft. This was an absolute bonus to the squadron as he could Engine Run and Troubleshoot aircraft with Radar and Radio unserviceability’s in an almost similar environment to that which aircrew





obviously operated in. He could also help out the Sumpies and Framies from time to time, as an extra Engine Runner for config. change flow checks and such and was once of great assistance to the Framies when they had to troubleshoot a jet which would “shut-down by itself on taxi” !!

The mere mention of “Knocker’s” name will undoubtedly bring a smile to the face of anyone who knew him, for many years to come. He will be sadly missed by his family, fondly remembered by all and sorely missed by his Mirage Brothers.

Lyall Robert Klaffer.

WGCDR Ian Gibson advises us of the passing of Air Commodore Lyall Klaffer (Ret’d) on the 20th November 2021. He was 93 years old. Lyall Klaffer was born in Prospect, a suburb of Adelaide and left school at age 14 to work at F.H. Faulding & Co. His ambition was to become a fighter pilot so he attended night school at the School of Mines to obtain his Leaving Certificate. He joined the Citizen's Air Force on 24 February 1947, then completed a course at the Air and Ground Radar School at Ballarat after which he was posted to Fairbairn serving with No.4 Tactical Reconnaissance Squadron and 87 Squadron.



He had to enlist in the RAAF to be eligible for the first post war pilot course at Point Cook which he joined in February 1948. After initial training, Klaffer was sent to the Central Flying School at East Sale where he completed his course as the 'most proficient pilot' and was posted to 3



Squadron at Fairbairn. He arrived in Canberra for the second time in October 1949 where he flew Mustangs with Ross Coburn and Bob Hunt. (Click the pic above for names)

On 15 September 1949 he was involved in a tragic accident south west of Canberra when his squadron was practising formation flying. Another pilot, Jack Edwards, clipped Klafter's wing, and while Edwards managed to release his parachute, it failed and he crashed near Bonshaw. Klafter was luckier and crash landed at Canberra airport. In July 1950 Klafter was posted to East Sale again to attend a flying instructor's course but the Korean War had begun and pilots were needed for Australia's 77 Squadron then based at Iwakuni in Japan. Before commencing his course, Klafter was posted to 77 Squadron.

He served in Korea from 8 July 1950 to 7 April 1951 flying a Mustang in 105 operations over Korea. He was awarded the US Distinguished Flying Cross for his "aerial achievement over Korea on 13/12/1950" and was also Mentioned in Despatches.

After completing his tour in April 1951 he was posted to 75 Squadron in Malta but he was soon appointed as an aide-de-camp to the new Governor General, Sir William Slim, taking up his duties in April 1952 and serving with him until October 1952 after which he returned to his duties with the RAAF. He was posted to Williamtown in the late 1950s where he met and married Anne Clery. He was appointed to the Directorate of Flying Safety in Canberra in 1959 and moved to a house in Hannan Place, Ainslie. He and his wife's first child was born in Canberra in March 1962 but, by the end of the year, he was posted to East Sale. He served in the Vietnam conflict and was afterwards posted to the US. In January 1977 he moved to Canberra for the fourth time when he took up the position of Deputy Director General Personnel Services and later as Director General Co-ordination and Organisation RAAF, however, his stay lasted only ten months before he was posted to command RAAF Base Edinburgh near his home town of Adelaide.



He remained in charge at RAAF Edinburgh until in late 1980 when he was offered a promotion to Defence headquarters in Canberra. He declined the offer for the benefit of his family and resigned his commission on 24 February 1981. He was awarded the Medal of the Order of Australia in 1989 for his service to the community, particularly through his contribution to the Australian bicentennial celebrations of 1988.

Bevan Delaney

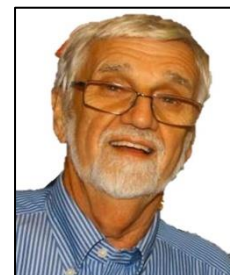
We have been advised that Bev Delaney passed away on Friday morning, 10th December and was buried on Thursday 16th Dec in Mandurah WA. Sorry, no further details.





Geoff Court.

Geoffrey Hugh Court passed away on Sunday the 19th December after suffering, in silence and with bravery and dignity for many months. Geoff initially contacted cancer in his eye which later spread to other parts of his body. He had been on experimental day treatment at the Mater Hospital in Brisbane for some months but eventually the disease was too strong and he decided it was time to give it away and to go home. He rested at home for a few days but in the end it was a battle he couldn't win and he left us at 2.00pm on the 19th. We were lucky to have shared a few hours with him recently, at a regular Friday morning coffee break, where, ever the happy bloke that he was, although experiencing severe pain, he never complained.



Geoff was born in the UK and his family, like many others, emigrated to Australia when Geoff was 8 years old. After stop-overs in Fremantle and Melbourne they eventually settled in Sydney and Geoff was bundled off to school where he excelled and on completing his matriculation, won the maths prize for the entire State of NSW. He was accepted to study medicine at Sydney Uni but changed his mind and instead applied for and was accepted by the Air Force as a trainee Pilot.

He joined the Air Force in 1967 and was on [62 Pilots course](#). He passed BFTS at Point Cook but had some trouble with the Vampire at Pearce and instead of accepting a Nav course, decided to discharge and joined (the then) DCA as an Air Traffic Controller. He trained with DCA in Melbourne and on graduation, was posted to Brisbane but was soon on his way to PNG with an initial posting to Lae after which it was down to Moresby Tower. We met Geoff in Moresby where in the late 1970's, we worked together and enjoyed the odd SP together.



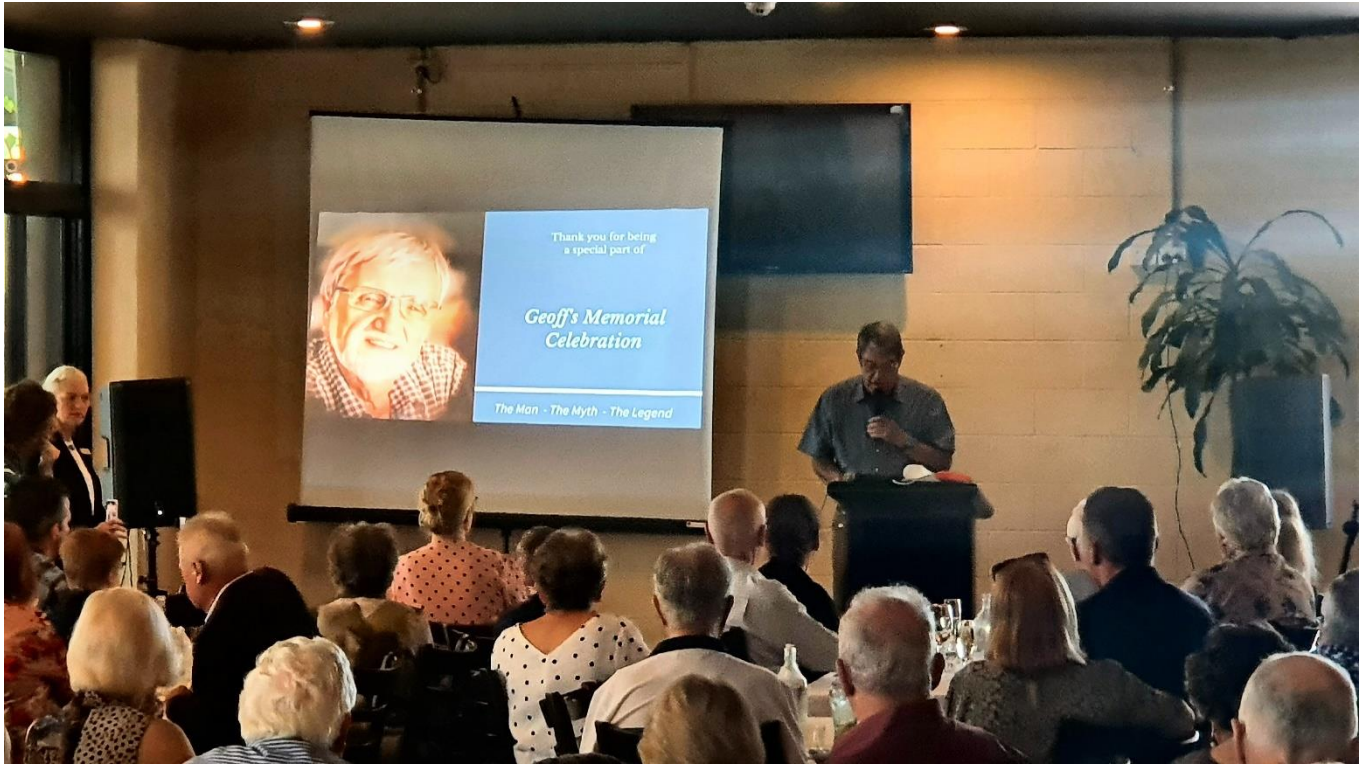
His long time mate (51 years), Dave Thompson, also an ATC, says of Geoff "he was a very handy bloke, he could fix anything, electrical, mechanical, pneumatic, hydraulic - he could fix it, well almost always. Although there were a few notable exceptions to his mastery of matters mechanical, like the time, when, after working on a recently purchased old Jag, the steering of his Jaguar disconnected on a UK motorway, however, in fairness he fixed that too. He often mentioned his own Dad's skills. His Dad had been part of the team that designed and built the nose cone for the Concorde and went on to fabricate the gates of the Warragamba dam. Obviously he had passed on a good set of genes to young Geoff."

Dave says "Geoff had one memorable experience while on duty in Moresby. This was around the same time the Queen had been visiting some provincial centres in PNG and her return to Port Moresby was in two aircraft. One for her and her retinue and one for her luggage. Well Geoff managed to send the Queen's aircraft, quite correctly, to the international terminal but sent her luggage to the Aero Club at the other end of the airfield where the crew shut down, locked up and shot through. Consequently when "Missis Kwin, Mamma bilong bigpela family"... her title in Pidgin English, arrived at her hotel all hot and tired there were no fresh clothes to be found."

(Note to her Majesty - if you read this, now you know!!)



His family had a moving and very well attended Memorial Farewell for him in Brisbane on Sunday the 2nd January, 2022.



Dave Thompson giving a tribute at Geoff's farewell.

Geoff's ultimate aim in life was to be shot by an angry husband at the age of 99, sadly it wasn't to be. He was a combination of genius, daredevil, humorist, annoying bastard, loving husband and father but the best way to describe him is to say he was a "bloody nice bloke" – he will be sadly missed.

RIP mate!

Graham Vickers

Rob "Spida" Rider advises the passing of Graham Vickers who was a member of No 10 Radio Apprentice Course back in the '50s. He died peacefully on 6 December 2021 from an extremely rare form of blood cancer after a short illness in Cairns. He was still working in the communications field up to the time of his hospitalisation. After retiring from the communications area of the Queensland Police Service, he began his own communications business and was also involved in many sporting associations - especially working with juniors. He is greatly missed by all who knew him.



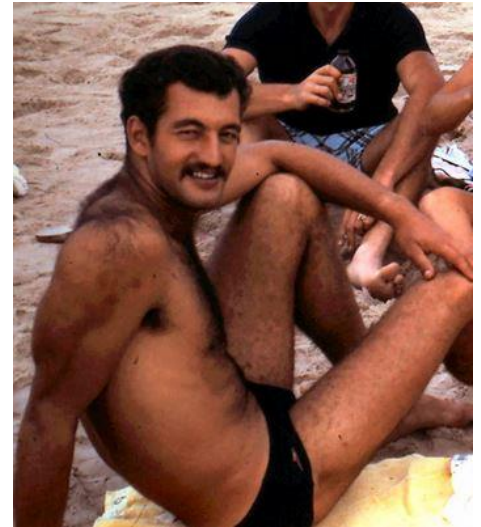


Walter "Wally" Salzmann.

Michael Harris from the Mirage Mob, advises the passing of Wally Salzmann on the morning of the 11th January, 2022 after having surrendered to pancreatic Cancer which he fought for 8 months.

Wally was a Framie and spent a lot of time on Caribous, first with 38 Sqn at Richmond then in Vietnam with 35 Sqn from Nov 1969 to Nov 1970. For some years he travelled up from NSW to Brisbane to march with RTFV-35Sqn on ANZAC Day but for the past few years the illness prevented this.

At this time funeral services have yet to be arranged.





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Page 3 Girl.

Our lovely Page 3 girl this issue is Bonita (Bonnie) Boon. Bonnie was born in Brisbane and was schooled in Mt Gravatt, one of Brisbane's southern suburbs. She was the youngest of 4 children, with two brothers and one sister. After graduation, she applied to enter Teacher's College, but not having enough points in her final "exam score" she missed out. Not deterred, she enrolled in the Kangaroo Point Business college.

Prior to this, her two brothers had joined the Air Force, one as an electrician, the other as a framie and they kept telling Bonnie of the great life a member of the Air Force enjoyed. Not getting her wish to be a teacher, she was a bit unsettled, her mum wanted her to apply as a teacher's aid from which she could re-apply to get into Teacher's College but she thought business would be better. She started the Course, but as her brothers kept talking Air Force, she thought "why not?". She had spent some time at RAAF Recruiting in Brisbane looking over the jobs that were (at that time) available for women, she looked at the Personnel Selection Assessor and Dental Assistant



musterings but as there were no vacancies in those two musterings, in the end the Photo Plotter (APHLOT) position took her eye and although the job description was a bit vague, it was the highest paid. So she applied and three months into the Business course, she was accepted.

In April 1972 she started her Air Force journey as a WRAAF at 1RTU in Edinburgh. She joined a 4 week recruit training course ([Course 207](#)) after which she and two other raw recruits, Marilyn Melehan and Gail Livesey, were sent by train to Central Photographic Establishment (CPE) at Laverton to begin the 6 month Air Photo Plotters Course. In November 1972, having completed the course, she began her career as a Photo Plotter, filing and cataloguing maps, plotting aerial imagery onto maps, registering aerial imagery etc. Initially Bonnie was under the impression that the mustering was exclusively female and that Laverton was the only posting for Photo Plotters – she was in for a shock. Not long after arriving at Laverton, she passed her LACW trade test and shortly after sat for and passed the CPL exam.

One day, after she had been at CPE for a couple of years, she happened to notice a couple of airmen who had arrived in the plotting section and were doing research. The penny dropped, this was when she discovered there were male photo plotters and that they alone enjoyed postings.



She also learned that female plotters were not eligible for selection for further progression to Photo Interpreter with overseas training in the US and later in the UK. Her female co-workers seemed to accept these restrictions as the norm – she didn't! The men arriving at CPE became her moment of awakening and eventually led her to ask the question of DEFAIR why women were not being posted. Subsequently, beginning January 1975 a colleague, Brenda Proctor and she excitedly accepted a 'C' grade (6 month) posting to RAAF Support Unit Canberra (RAAFSUCAN) 'detachment Fairbairn' to work as an assistant to the Photo Interpreters. Sadly, in July 1975 they wouldn't extend the posting despite pleading, so back to CPE Laverton they went. While there, in April 1975 she was promoted to Corporal.

As it transpired other WRAAF Photo Plotters then received short term postings to Fairbairn and Base Squadron Amberley.

During this period at Laverton her passion for sports developed and endured throughout her RAAF career. She learnt to play hockey, badminton, basketball and orienteering and competed at Interservice level in athletics, swimming and softball. There would be contests against the RAAF Publication Unit WRAAFs in cricket and softball and once against ARDU girls in a rigorous game of soccer. The foundation was set for representation for later years playing Combines Services Hockey. These were great ways to get to know other musterings as well as so many amazing people from all services.

She also became fascinated with flying. Many put their names in the hat to get the chance to fly in a Dakota with a Perspex observation bubble on the regular "FISHEX" surveillance flights around Tasmania. She had her first exciting flight in a Machhi from ARDU which was her introduction to the phrase 'eject, eject, eject' should the harrowing need arise. Another memorable flight was in an Army Pilatus Porter with a friend whose service hat would never smell the same again, though Bonnie admitted to experiencing a similar upset stomach quite a few times in other "famil" flights.

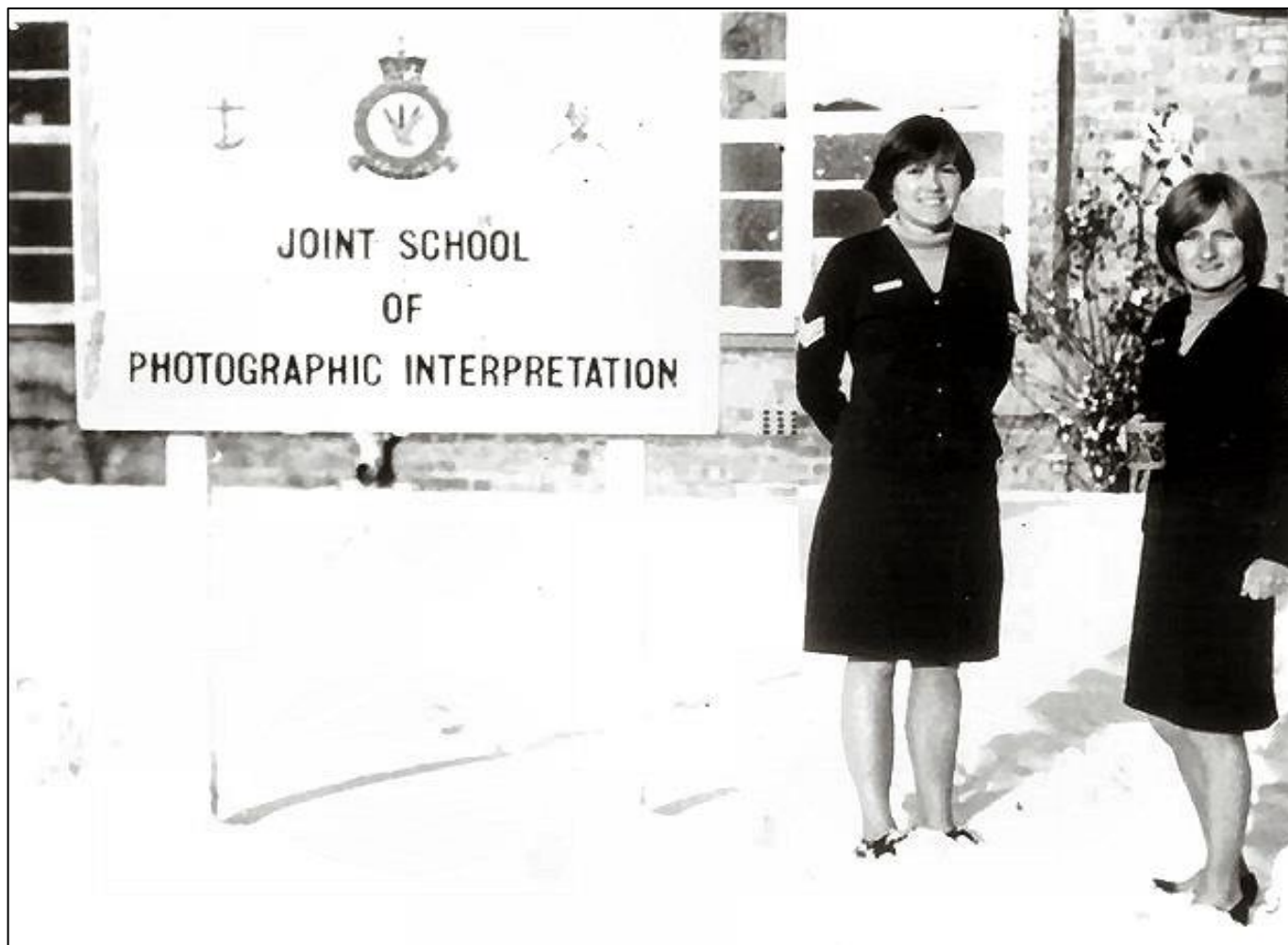
In the summer of 1976, it was off to Wagga for an Instructional Techniques Course where under attack from the heat and the ever present flies, she completed the course.

By late Nov 1978, after more agitation by her work colleague and friend, Brenda Proctor, unbelievably both were offered an overseas attachment to RAAF London to commence the 5 month training as Photo Interpreters at the Joint School of Photographic Interpretation at RAF Wyton. The course ran from Jan until May 1979. They were made 'Provisional Sergeants' before departing Australia and became substantive on successful completion of the Basic course in March 1979.





On passing the basic course they were remustered to Photo Interpreter after which they completed an intensive Tactical Course in May and then took off for a well-deserved holiday to Europe before returning to Australia.



Bonnie (left) and Brenda Proctor at RAF Wynton – that is snow in which they are standing.

Bonnie says she and Brenda left Australia just after Christmas in 1978 but packed for an Australian winter, not a UK winter. They had an idea it would be cold but there's cold and there's cold. Prior to going they begged L group to be issued with blue skivvies and with the RAAF issue cardigan packed securely in the bag it was off to the UK. Tramping through the snow 3 times a day between the Sgt's Mess and the school, wearing uniform skirts, skivvies and two pairs of panty hose, they froze. Even though the snow was a novelty they eventually wised up and got permission from the School CO to wear suitably warm civvies.

Back in Australia, with 3 stripes on her arm, in August 1979, it was off to HQ at Amberley but within 6 months she was posted across the road to 1 Sqn She had some dealings with 2 Sqn, which was at Amberley back then and still operated the Canberra aircraft but instead of being used as it was designed, was equipped with high resolution cameras and flew around the pacific taking photos. Bonnie's job was to analyse and catalogue these photos.



Her time at 1 SQN holds so many fond memories. Overseas exercises allowed her the opportunity to travel: for RIMPAC to Hickham AFB, Hawaii Feb/Mar 1980; for Exercise Giant Voice to Mt Home AFB, Idaho USA Oct 1980 followed by Red Flag at Nellis AFB Las Vegas Nov 1980. In-country exercises included Pitch Black Darwin 1980, Exercise Sandgroper Pearce Sep 1980 and Kangaroo 81 out of Amberley. 1980 was a busy year!

Through her posting at Amberley and resulting Exercises, she took the opportunity to fly in Caribou, Chinook, Hercules, Canberra, Orions (on a couple of missions each lasting 12 – 13 hours), Boeing 737, USAF KC135 during K81 refuelling F-111 and the F-111. She also started flying lessons at the Base Flying Club but although not a natural born aviator, it was something on her bucket list at that time.

***At Mt Home AFB in the US are:
L-R WGCdr Bruce Searle the CO,
CAPT Tom Bergam USAF Exchange Navigator,
SQNLDR 'Thatch' Phillips the XO, and Bonnie.***

Ironically she was unable to do her job to support the Squadron when it went to Butterworth because, at that time, there was no on-base accommodation for female NCOs and no suggested options were accepted. In December 1981, soon after the Butterworth disappointment, she was posted to Canberra. She tried to fight this unexpected end to her comparatively short 1 SQN chapter, but without success.

So it was off to 'The Barn' situated at Fairbairn; more heat, more flies, more cold with frozen water pipes, more icy winds, and sometimes snow. She became the supervisor of a male section as she was now the only female Photo Interpreter as her colleague Brenda had discharged. She endured Canberra for a bit over a year then it was off to Wagga again, this time for a month-long Sergeant Supervisory and Management Course. Back in Canberra she was promoted to Flight Sergeant and appointed the section supervisor.

While in Canberra she was able to go flying in an HS 748, the Iroquois and Squirrel helicopters being used at 5 SQN's Helicopter Flying School and she managed to escape Canberra via many C-130 flights.





Her unit played for 'The Ashes' trophy against the British Embassy Defence personnel whilst the American Embassy Defence Staff taught them a few lessons about softball.

As a Flight Sergeant she had the honour of leading the women's flight onto the parade for the presentation of the Queen's Colours at Richmond in March 1986.

All the ladies were temporary attached to Richmond for a month for drill practice and on the day, performed faultlessly.



Back in March 1982, Her Majesty had approved a new design for the Queen's Colour for the RAAF. This Colour was presented to the RAAF by Her Majesty on 5 March 1986 at RAAF Base Richmond.

The Colour is of sky-blue silk with fringe, cord and tassel of gold and crimson silk. The Colour bears in the centre the Royal Cypher with the Union Flag in the top left-hand corner and the RAAF Roundel in the bottom right-hand corner. A border of wattle is embroidered around the Colour; inside this border are the five stars of the Southern Cross, and a larger star, which signifies the Federation of Australian States.





After the parade and it's ensuing celebrations in the various Messes, Bonnie returned to Canberra but not for long as in June 1986 it was time to pack the bags again and off to East Sale for a month long Basic Weapons Course, then instead of heading home it was off to Williamstown for another course, this time an Introduction to Joint Warfare, though this course only lasted a week. With these two additional tickets to her name she returned to Canberra and enjoyed a normal life for about 18 months then the dreaded message was received, another posting, this time back to CPE at Laverton where she was to manage the film library, process photographic requests and generally ensure the unit ran smoothly. While there she also undertook a language aptitude test at the Point Cook School of Languages.

In Jan 1989, the all too familiar message was received, another posting, though this time back to Amberley – back to maroon land. Another A grade posting, this time to 82 Wing where she was promoted to WOFF (1st May 1989).

82 Wing was being reorganised and she was moved across to the Photographic Processing and interpretation Facility (PIIF) at 6 Sqn, the recon SQN. From 1970, 6 Sqn had operated F-4E Phantoms leased from the USAF, but they were replaced by the General Dynamics F-111s in 1973. 6 Sqn took on responsibility for F-111C conversion training and late in 1979, also received the first of four reconnaissance conversions of the type, re-designated RF-111C. Bonnie's job at 6 Sqn was to run the reconnaissance intelligence section.



During this period with 6SQN she went on exercise Pitch Black working out of Tindal and flew on a low level tactical mission in a C-130 for the fully kitted SASR to make a jump. (have to be crazy/tough to do that). Her last overseas exercise was with 6SQN RF-111s on Exercise Allied Exposure with Air National Guard in Reno Nevada in September 1991. After the exercise four RAAF Techs and she shared a car and a motel room in a flying visit to see the main sights of San Francisco.

While at Amberley it was back onto the books, she completed the week long Introductory Maritime Tactics Course which was held at HMAS Albatross at Nowra, NSW and in 1991 the two week Counter Surveillance Instructors Course at the Army's School of Military Engineering at Casula, near Liverpool in NSW, then later in 1991 it was down to the Point Cook school of languages for a 3 month KHMER colloquial language course.

But it wasn't all study and work, there were many opportunities to enjoy a "famil" flight in one of Amberley's aircraft, though, as before, sometimes experiencing a rather upset stomach.



Early in 1992 it was back to Wagga for a 2 week Instructional Techniques Course then in 1993 it was back to Wagga again, this time for another 2 week Training Design course.

These two courses were in support of a posting with a difference. This time it was down to the School of Military Intelligence (SMI) at Kokoda Barracks, the Army Camp at Canungra on the Gold Coast hinterland. This was a big shock, was this the same ADF in which she had spent so many years? Being a singular 'blue orchard' in a green jungle



environment was very interesting to say the least. When she was eventually made to wear DPCU, as the camouflage gear was called, she lost her Air Force identity.

There were so many contrasts to RAAF way of life - marching to the mess or the barracks; compulsory mess attendance for functions; compulsory involvement in out of hours activities such as 'clean up Australia' Saturday, Red Shield appeal Sunday, a compulsory night Base Swimming Carnival; regular unit PT sessions starting at 0700 hours and no time off in lieu; compulsory attendance at the ANZAC dawn service and serving rum breakfast prior; compulsory participation in the obstacle course ending with jumping off the 10metre tower into the weir; Steyr practice and proficiency training; compulsory 15km Route March wearing DCPU and webbing belt, and carrying a rifle with the irregular change into double time.





The training area has roads going up hills that seem to go on forever and was a killer for teams carrying or rolling huge truck tyres up and down. Crawling through man made dirt tunnels in total blackness and having to rely on the person in front of you while hoping the tunnels had been cleared (of vermin) properly before going in. But then of course there was the actual instruction during Courses.

Having completed the two instructional courses at Wagga, her job for the next six and a quarter years was to run the Photo Interpreter courses at the Defence Intelligence Training Centre which was set up at Canungra. Role playing in Army courses and 'Resistance to Interrogation' activities took a lot of time away from Course preparation but it gave her a real appreciation of activities taking place outside of her own small Air Force environment.

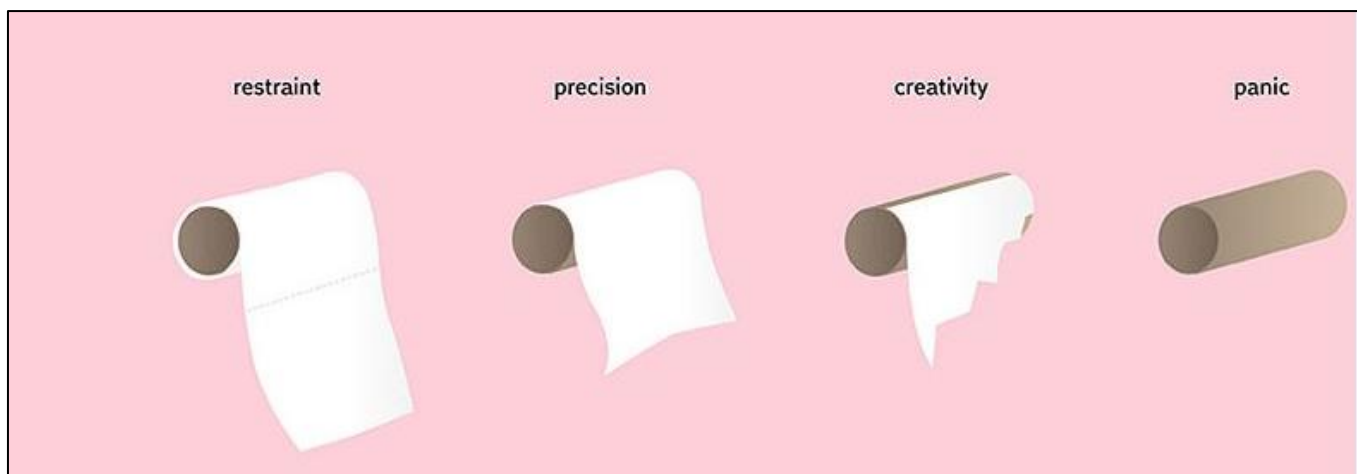
Whenever she needed a 'blue fix' she would find a reason to drive back to her administrative unit at Amberley.

In April 1998, after 26 years with the Air Force, she decided it was time for a change, so she took a discharge in Brisbane. She realised there wasn't too much demand in civvy street for someone with her unique talents, so she decided it was time for a vocation change. She enrolled at Griffith University and completed a 3 year Bachelor of Arts-nursing degree, then it was off to Ipswich Hospital for 17 years of self-satisfactory work.



The majority of her nursing career was as a general nurse in the speciality out-patients department which had a major advantage, no night shifts, no weekend work. She spent many satisfactory years gaining new knowledge and updating skills. Her most satisfactory role was being able to advocate for patients in their contact with doctors when the need arose.

Finally, in 2018 she decided it was time to hang up the scrubs and to start to take it easy. Now she spends her time singing in a A Cappella chorus (barbershop) which is headquartered in Paddington (Brisbane) and she is very involved in the local Ex-WRAAF Association. She is also lucky to have a 101 year old mum who still lives in her own home and who she often helps out with day to day living.





Appy Photos.

We were given the following Apply pics, from Laverton, but we don't know the blokes, the course or the when. Can anyone help?





RAAF Women's Hockey, Canberra.





15 TTC



Standing L-R: Peter "Blitz" Krieg, Hans-Robert (Fritz) van (Animal) Amstel, Ted Hughes, Bob (Scrubber) Schrivener, Ray (Spider) Worner.

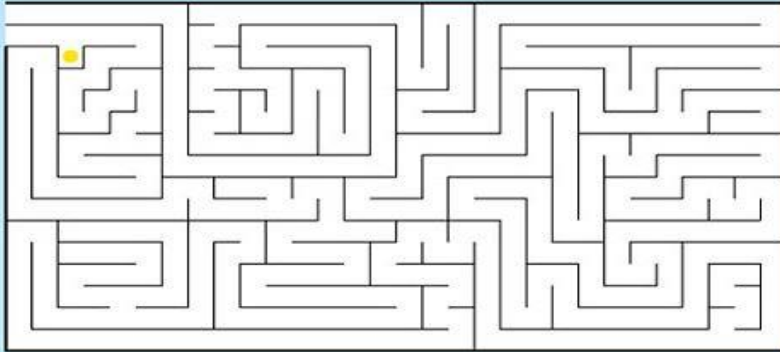
Front L-R: Anthony Kociuba, Mick Murphy, Noel Quarrel, unsure, Laurie Tippins.



BLUEPRINT OF



entrance >
exit <



● things you need to buy

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Computers and stuff.

Sam Houlston.

Undelete files from Onedrive.

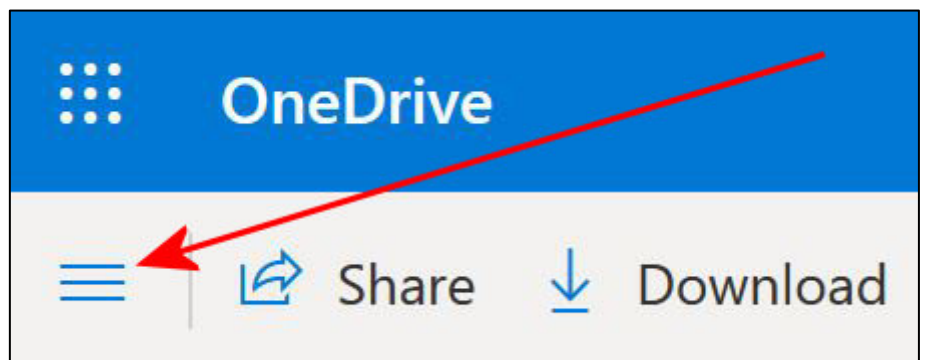
How-To Geek

If you deleted a file or folder from your OneDrive account, you can restore them from the Recycle Bin within 30 days but you have to be quick as after 30 days the deleted file or folder is automatically and permanently deleted from the Recycle Bin.

You can do this from either your desktop or mobile device.

Here's how to restore a deleted OneDrive file or folder using your desktop device.

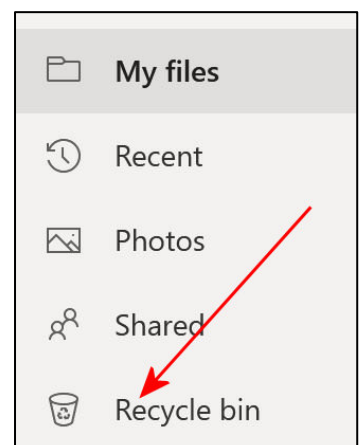
First, from your desktop, [log into your OneDrive account](#) then click the "hamburger" icon (arrowed) at the top left. This opens the window below, .



Click on Recycle Bin.

This will open the OneDrive Recycle Bin, look for the file or folder you wish to restore, right click it then click "Restore". This will restore that file or folder to your OneDrive account.

If you want to restore all the items in the Recycle Bin, just click "Restore All Items" at the top of the screen.



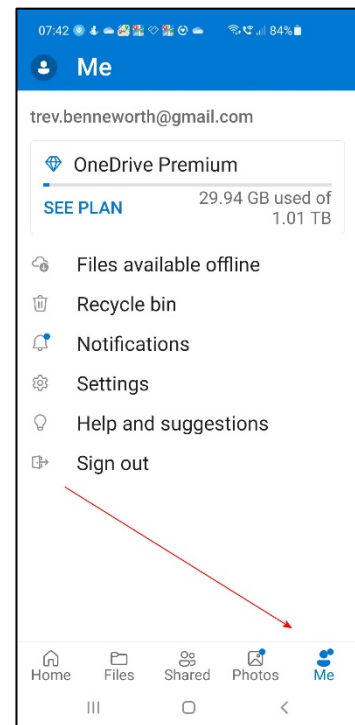


Here's how to restore a deleted OneDrive file or folder using your Android device.

To restore using your Android device you must first download the OneDrive App. (You can of course use an iPhone device too but not having one we're unsure how to do it – but it will be similar to this.)

On your Android device, open the OneDrive App, a window will open and depending on your device, will most likely open in HOME. Click on **Me** down the bottom right of the screen and the window at right will open. Click on Recycle bin and restore the item(s) similar to the method outlined earlier.

REMEMBER: You are not restoring a file or folder to your desktop or mobile device, you are restoring the item to your cloud storage site. You are only using your desktop or mobile device to accomplish the restoration.



If you don't have a sense of humour, you probably don't have any sense at all.

How-To Geek

How to watch YouTube using an Android or iPhone device.

Smartphones are great for watching YouTube videos, but the smaller controls can be a little annoying to use. Thankfully, the YouTube app is full of handy gestures. If you don't know about them, you're really missing out. The gestures here are available in the YouTube app for iPhone, iPad, and Android devices. They do not work on the YouTube mobile website. The one exception is the double-tap to skip gesture, which does work on the website.

Double-Tap to skip forward and back.

YouTube puts buttons for Play, Next Video, and Previous Video on the screen, but what about skipping a little bit forward or backward? That's where this handy gesture comes in. Simply double-tap the left or right side of the video with one finger to skip forward or backward 10-seconds. You'll see arrows to indicate the skipping.

Two-Finger Double-Tap to skip chapters.

Some long videos on YouTube have "chapters" to divide the video into sections. These chapters are indicated on the scroll bar, but you can also easily skip through them with a gesture. This



time, double-tap the left or right side of the video with two fingers to skip to the next or previous chapter. You'll see arrows and the chapter title on the screen when it works.

Slide finger to scrub through video.

Google removed the ability to tap anywhere on the seek bar to skip to that spot in the video after complaints of accidental taps. The replacement is a lesser-known gesture. First, with a video playing, tap and hold your finger on the video. Keeping your finger pressed on the screen, slide your finger left-to-right to scrub through the video. A little box will show you a preview of the video. Lift your finger off the screen to start playing the video from the position you land on.

Pinch-to-zoom to fill the entire screen.

A lot of smartphones these days don't have the same aspect ratio as YouTube videos. You may notice black bars on the sides of the video when you watch in full-screen. A simple gesture can fix this. All you have to do is pinch two fingers out to zoom in on the video. It will now fill the entire screen, but keep in mind that this does cut off some of the top and bottom of the video.



Swipe video down to minimize.

Say you're watching a video and you want to keep browsing on YouTube while it plays. There's a handy gesture for that, too. Simply swipe—or "pull"—the video down from the top of the screen. The video will continue playing in a minimized bar at the bottom of the screen. You can tap or swipe it up to go back to the full video.

These gestures are all very simple, but YouTube doesn't make them super obvious.

How to wrap text in Microsoft Excel.

Wrapping your text in Microsoft Excel keeps your file easy to read. It also makes the width of your columns more consistent which will help your spreadsheets look more professional.

Here are different ways to do it.



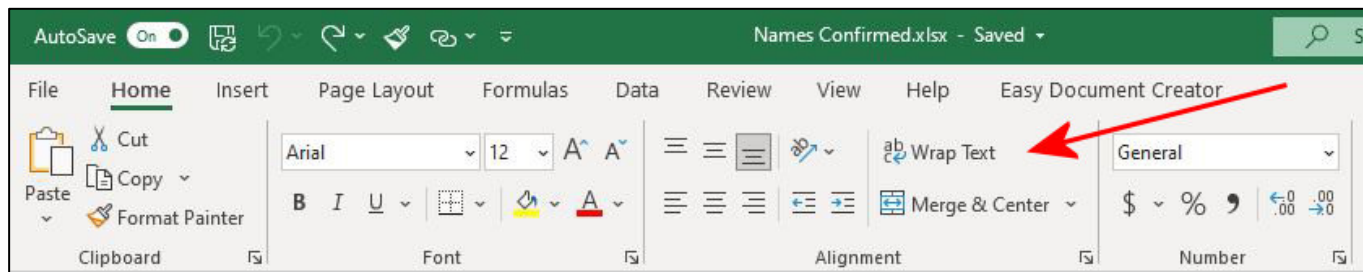
Wrap using a keyboard shortcut.



Perhaps the quickest way to wrap text to the inside of a cell (so that the text automatically fits and doesn't get cut off) is by using a keyboard shortcut. First, open your Excel document and select the cell you want to wrap. Press Alt+H, (This opens the Home tab in the ribbon with all shortcuts highlighted) press the "W" key. The text in the cell will wrap to fit automatically, which is useful for quickly wrapping text one cell at a time.

Wrap using the "Wrap Text" option

Another easy way to wrap text in Excel is to use the "Wrap Text" option on the ribbon. First, start by opening a new or existing document in Microsoft Excel. Then navigate to the ribbon (the toolbar at the top of the screen) and select the "Home" tab. In the body of the spreadsheet, select and highlight any cell or a range of cells where you want your text to automatically wrap as you type.



In the "Home" ribbon, click "Wrap Text." The button now appears slightly shaded, showing that any text you write in the selected cells will wrap to fit inside each cell completely.

Type anything you want into the cells you selected. The text will wrap automatically so you can read it easily and avoid text overflow into other cells. Wrapping text using this method is extremely useful if you're formatting cells in a hurry, and it's ideal if you want to select a large number of cells to automatically format as you fill in the data.

The only drawback to wrapping text this way is that you have to manually resize the width of the cell if you have a significant amount of text in it. For example, writing a lot of text in a single cell makes it look overly compact and difficult to read.

To fix this manually, widen the column by navigating to the edge of the column in the toolbar and click and hold it. You'll see the width value for that column pop up in a little box. When you unclick that little box disappears. Drag the cursor to the right until it reaches your desired size. You can do the same thing to adjust the row height and make it look a little tidier. Adjust the height and width until you're happy with the result.

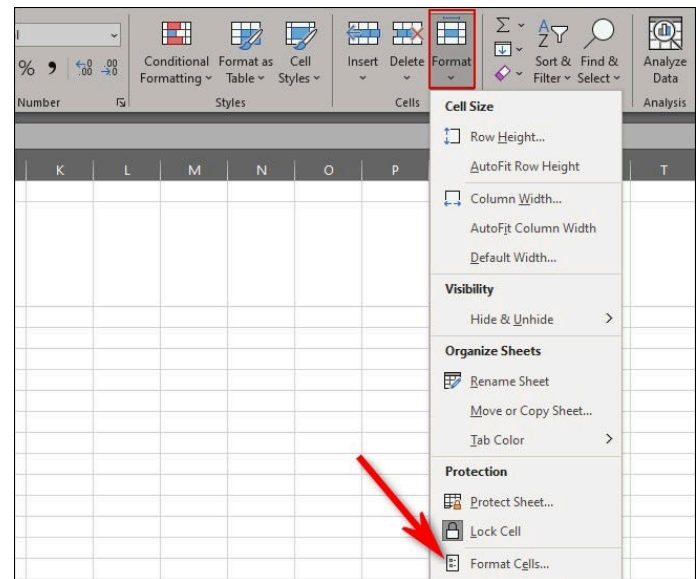
Sounds really great and a load of fun. A great effort in the organisation of this gig. Let's hope there is no CORONA to stop us, Victorian people, from attending. If you already have your numbers, then thank you for the opportunity to put my hand up.

Wrap using the "Format" option.



You can also wrap text in Excel using the “Format” option. First, select any single cell or range of cells in the body of your spreadsheet that you want to wrap. In the “Home” tab of the ribbon, select “Format.” A drop-down menu will appear. Click “Format Cells.”

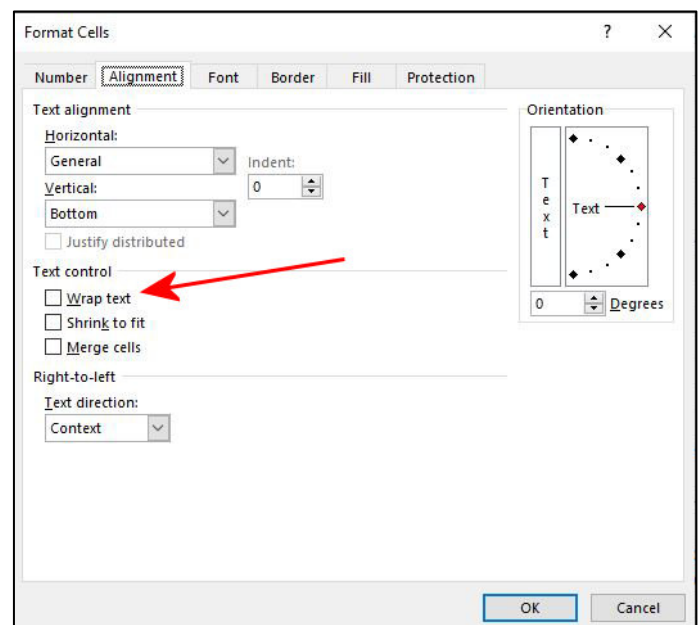
(You can access the same menu by right-clicking in any cell or range of cells and selecting “Format Cells,” which might be a little faster depending on your preference.)



After selecting “Format Cells,” A formatting menu will appear. In the format menu, click the “Alignment” tab.

Under “Alignment,” place a check mark beside “Wrap Text” in the “Text Control” section. Then click “OK” to save your settings. This will wrap any existing text in the cells you just selected and formatted.

The cell(s) does not need to contain text for you to format it to wrap text in the future. Using this method makes it easier to pick and choose which cells you want to format this way. It also allows you to format cells individually with different parameters (merging, numerical values, formulas, etc.) while also enabling a text wrap as you input data.



How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?



How to clear Cookies and Site Data on Android.

Depending on which browser you use, there are different ways to clear cookies. Click the browser you use below to find out how to clear cookies from that browser.

[Firefox](#)

[Google Chrome](#)

[Microsoft Edge](#)

Websites store data, like your login state, preferences, and even tracking information, in cookies which are pieces of information your web browser remembers. You can clear browser cookies whenever you want: Here's how to do it on Android.

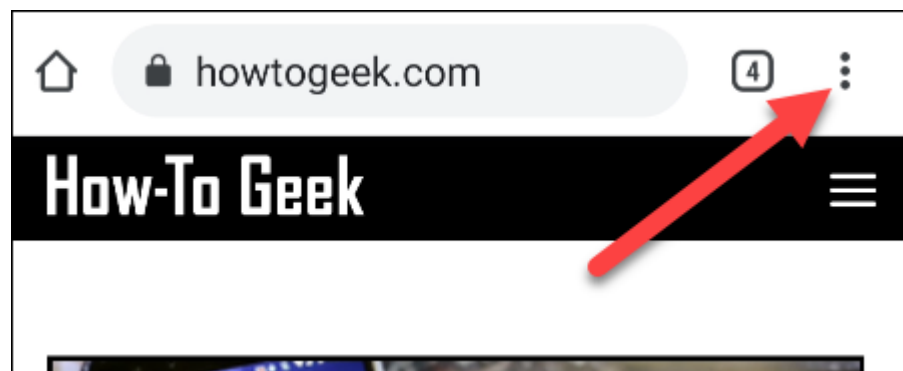
What are Browser Cookies and Site Data?

When you visit a website it will remember certain information, which it stores in your browser's cookies and site data. Things like passwords and user settings can be saved so it's easy to use the site the next time you visit it. However, this data can add up and you may feel the need to clear it.

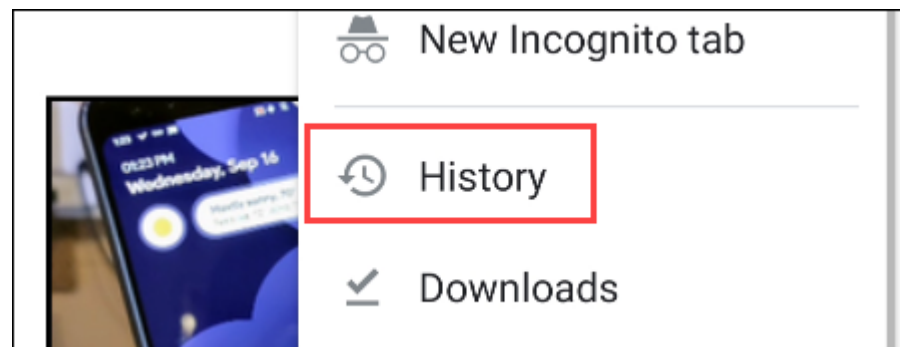
Google Chrome.

Google Chrome is the default browser on Android devices.

First, open Google Chrome on your Android phone or tablet and tap the three-dot menu icon in the top right corner.

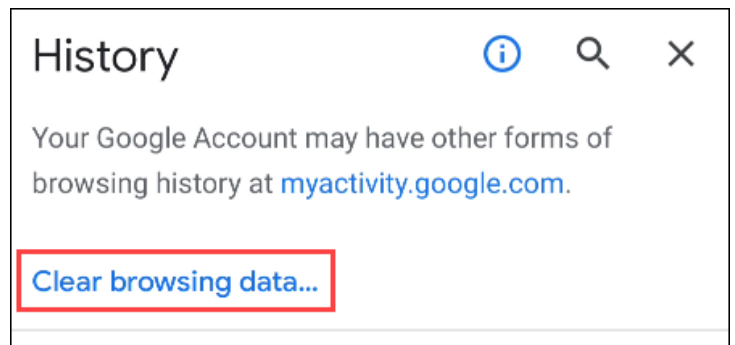


Next, select "History" from the menu.

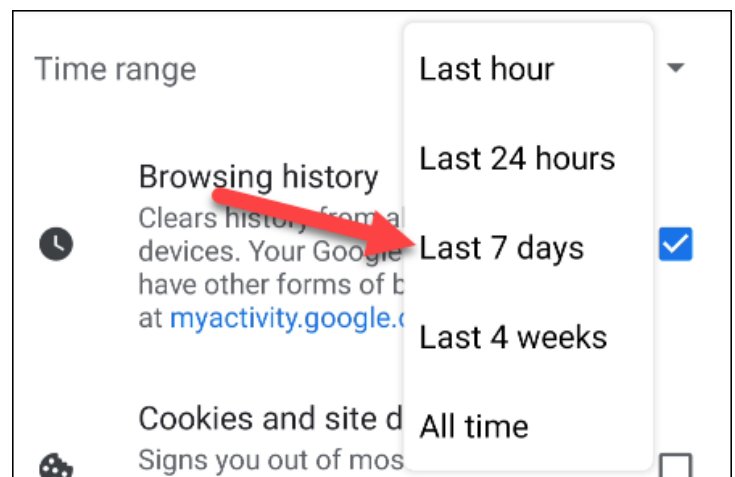




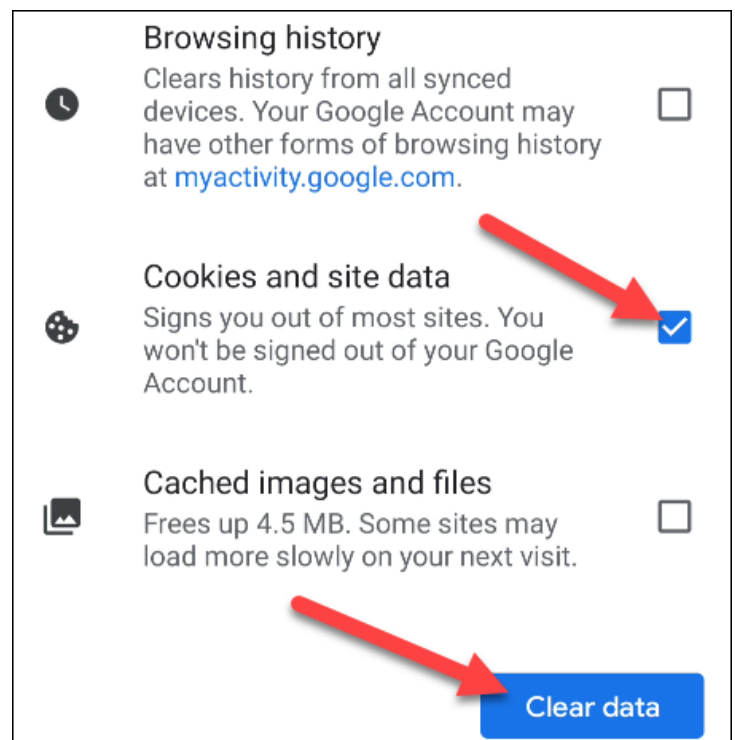
Now go to “Clear Browsing Data.”



Here's where you can select what browsing data you would like to clear. First, choose a time range for how far back you want to clear.



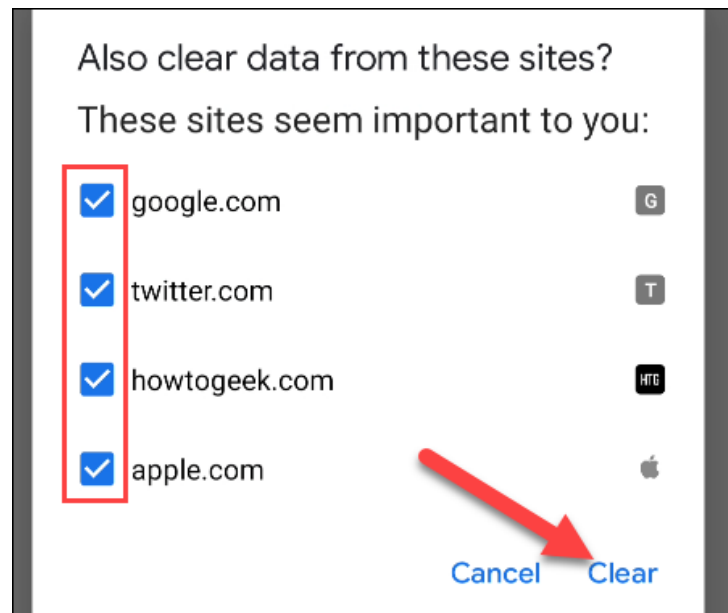
Make sure “Cookies and Site Data” is the only category selected and tap “Clear Data.”





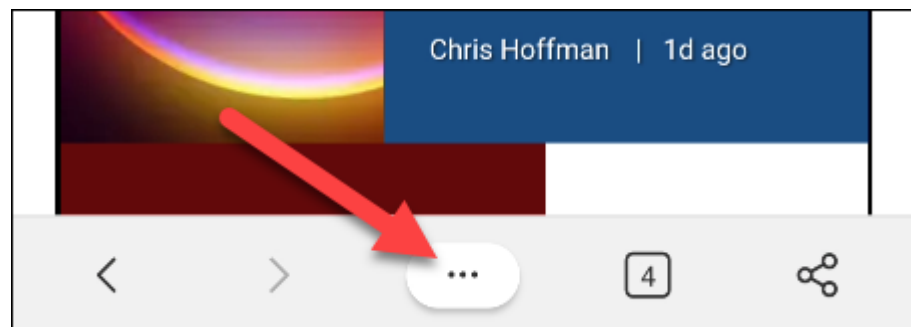
You may see a pop-up asking if you're sure you want to clear data from sites that "seem important to you." Check all that you want to include and tap "Clear" to continue.

All done! Cookies and site data for the chosen time length will be cleared.

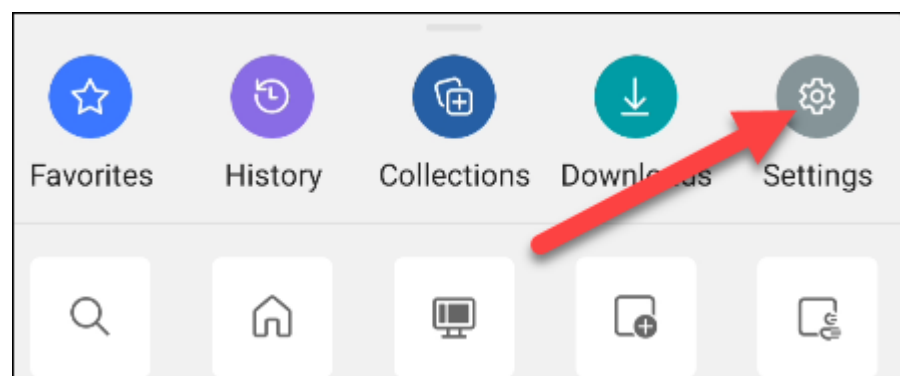


How to clear Cookies in Edge on Android

First, open Microsoft Edge on your Android phone or tablet and tap the three-dot menu icon in the bottom bar.



Select "Settings" from the menu.





Next, go to the “Privacy and Security” section.

Advanced

Privacy and Security

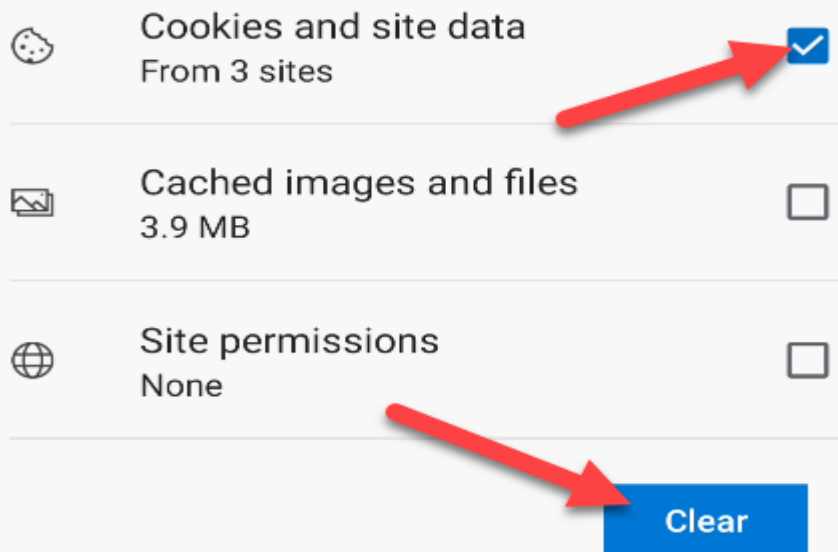
Search

Scroll all the way down to “Clear Browsing Data.”

“Do Not Track”
Off

Clear browsing data
Clear history, cookies, site data, cache...

Make sure only “Cookies and Site Data” is selected, then tap “Clear.” Unlike Google Chrome, you can’t select how far back you want to clear.



A pop-up will ask if you’re sure you want to clear the data. Tap “Clear” to proceed.

That’s it! All of your cookies and site data will be removed. Edge doesn’t allow for as much fine-tuning as Chrome, but it still gets the job done. Just don’t overdo it.

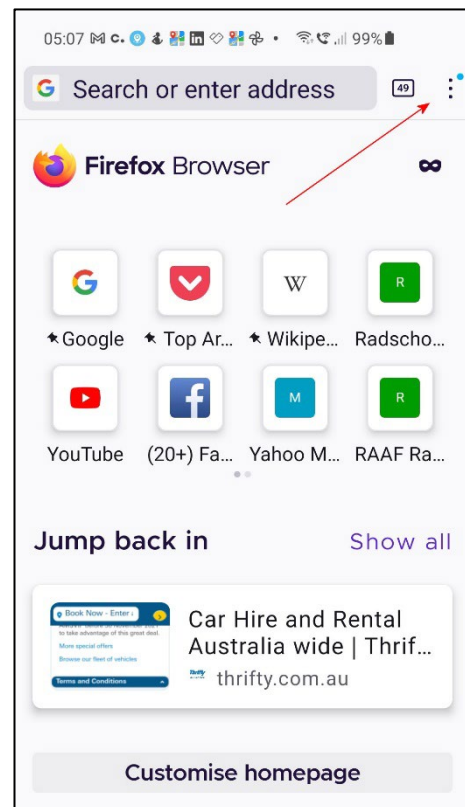
Clear all browsing data now?

CANCEL CLEAR

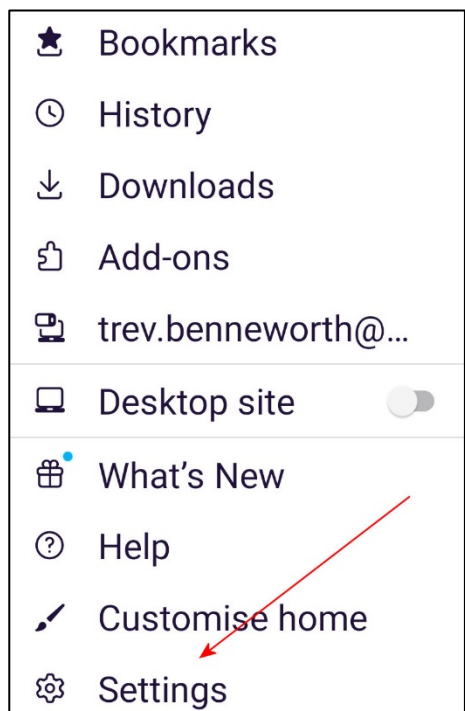


Firefox

Open the Firefox browser and click on the 3 dots at the top right.

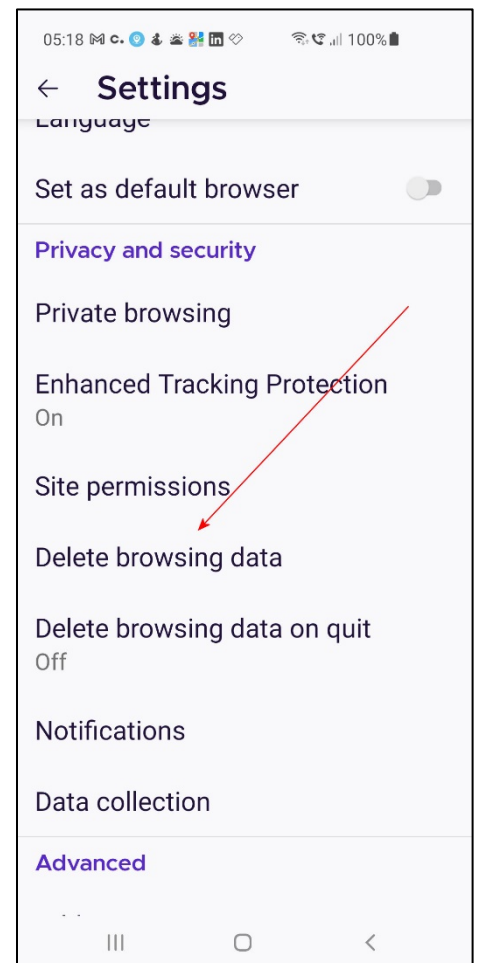


Click on Settings.

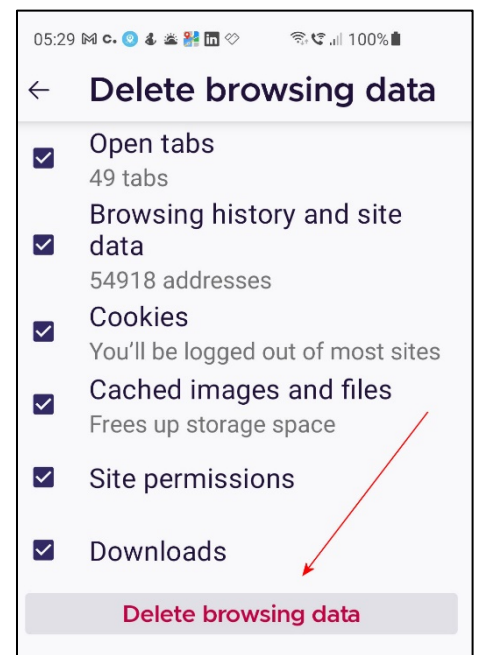




Scroll down and click "Delete browsing data."



All items will be selected by default. Unselect what you do not want to delete, keep "Browsing history and site data" and "Cookies" then click "Delete browsing data".

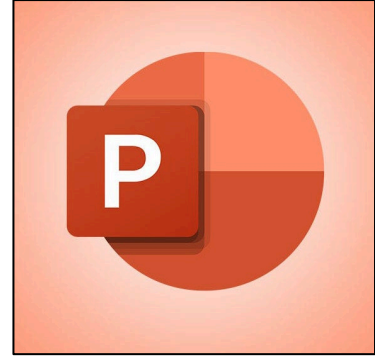




Life isn't tied with a bow, but it's still a gift.

How to make a Microsoft PowerPoint Presentation into a Video

Microsoft PowerPoint presentations are great, but they are not as easily accessible as videos. Luckily, you can convert your presentations to videos with a built-in option. Here's how.



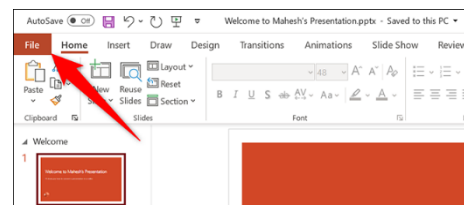
Why convert a PowerPoint to Video?

There are many reasons to turn a presentation into a video. Maybe you want to send someone a presentation but they don't have PowerPoint installed, or, maybe you want to upload your presentation to a site that only accepts videos. PowerPoint has a built-in option to convert presentations to videos. When you perform this conversion, all your original animations, transitions, and media items are preserved. Your resulting video also includes all recorded timings, narrations, ink strokes and laser pointer gestures (though you can choose not to include these if you want).

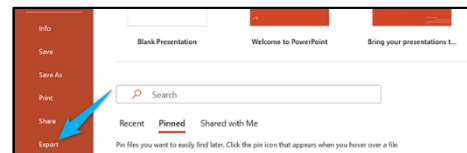
Convert a PowerPoint Presentation to a Video

To turn a PowerPoint presentation into a video, first, open your presentation with the PowerPoint app on your Windows or Mac computer.

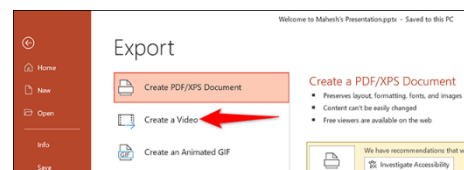
In the top-left corner of PowerPoint, click the "File" option.



From the sidebar that opens after clicking the "File" option, select "Export."

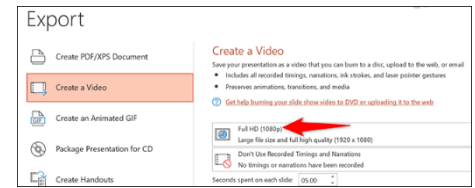


In the "Export" menu, click "Create a Video."





To the right of the “Export” menu, you will now see a “Create a Video” section. In this section, you will define the options for your video file. First, choose the quality for your video by clicking the “Full HD” option.



You will see multiple video quality options. Select the one that you think works the best for you. Know that the higher the quality you select, the larger the file size of your video will be.

There are worse things than getting a call from a wrong number at 4 am, for example, it could be the right number.

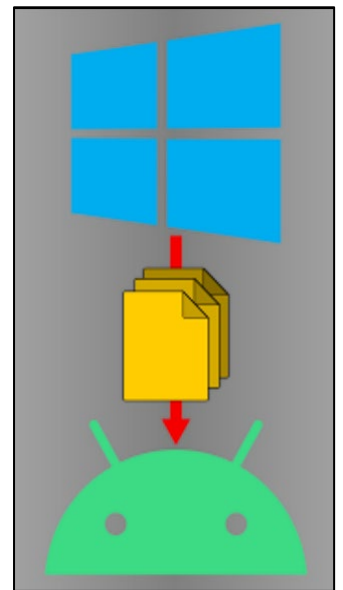
How to wirelessly transfer files from Windows to Android

Moving files between devices is a pretty common thing to do. There are plenty of ways to do it, some being better than others. If you use a Windows PC and Android device, here are some easy to use methods.

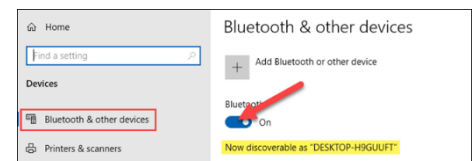
Transfer files using Bluetooth.

The easiest method is always going to be the one that works with what you already have. If your Windows PC and Android device have Bluetooth, that’s all you need to wirelessly transfer files. First, you need to pair your Windows PC with your Android device. This will only need to be done once.

If you haven’t already paired your phone to your PC, open Settings on your PC, go to Devices > Bluetooth & Other Devices. Ensure that Bluetooth is on and that the PC is discoverable.



Next, grab your Android device and open the Settings app. Go to the “Connections”, “Connected Devices” or “Bluetooth” section and tap “Pair New Device.” Find your PC on the list of available devices and pair it.

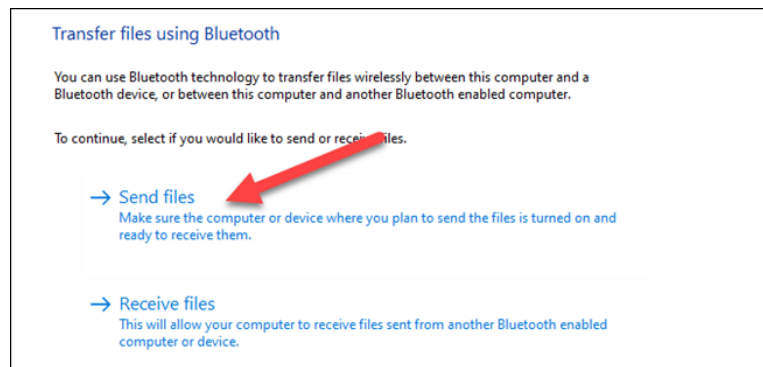


Find your PC on the list and select it to pair the two devices.

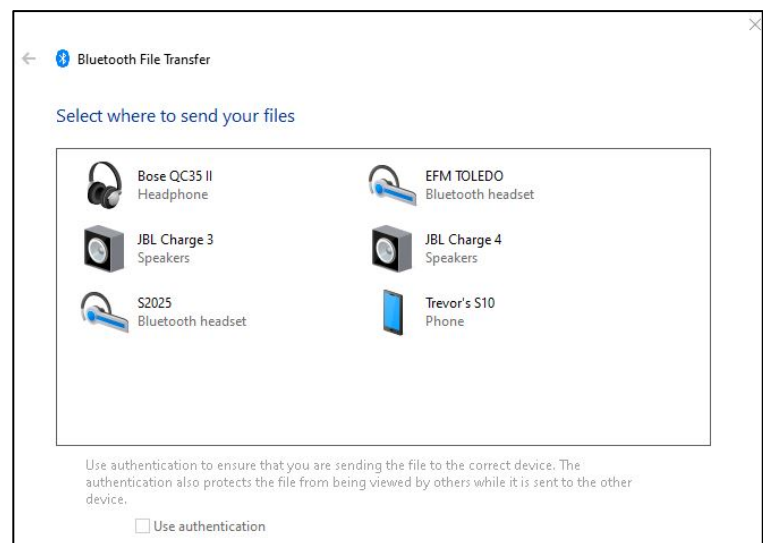
With the devices paired, you can use Bluetooth file transfer. The process is a bit cumbersome, but it works without any additional software on either device. Back on your Windows PC, open the “Bluetooth & Other Devices” settings menu again. This time, click “Send or Receive Files via Bluetooth” in the Related Settings sidebar.



A new window will open. Select “Send Files.”



Next, you'll see a list of Bluetooth devices that have been connected to your PC. Select your Android device from the list and click “Next.”



Choose “Browse” on the next screen to open the file manager and find the file that you would like to send. After you select a file, click “Next” to begin the transfer. An “Incoming File” notification will appear on your Android device. Tap it and select “Accept” from the pop-up. The transfer will process and the file will now be on your Android phone or tablet! You'll find it in the “Downloads” section.

Transfer Files Using Cloud Storage.

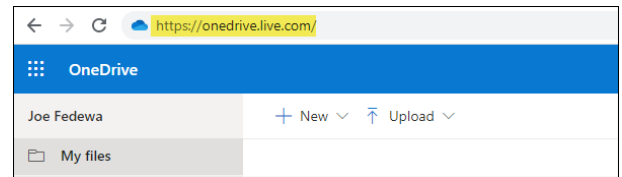
If Bluetooth isn't your style, or perhaps one of your devices doesn't have it, there are other methods for sharing files between your Windows PC and Android handset. The popular alternative is a cloud storage service. This will allow you to upload a file on your Windows PC and download it from the companion app on your Android device.

Microsoft OneDrive, [Google Drive](#) and Dropbox are popular cloud storage services that will work for this task. All will work in a similar manner, but for this guide, we will demonstrate with OneDrive.

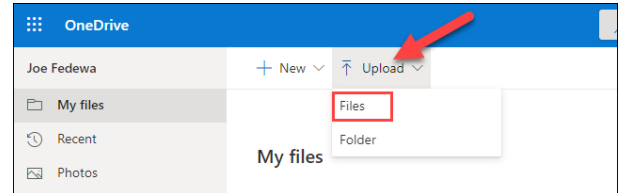
First, download the [OneDrive app](#) from the Play Store on your Android device. Make sure that you're signed into the app using the same Microsoft account as your Windows computer.



Next, open a web browser on your Windows PC (such as Firefox, Edge or Chrome) and navigate to the [OneDrive website](https://onedrive.live.com/).

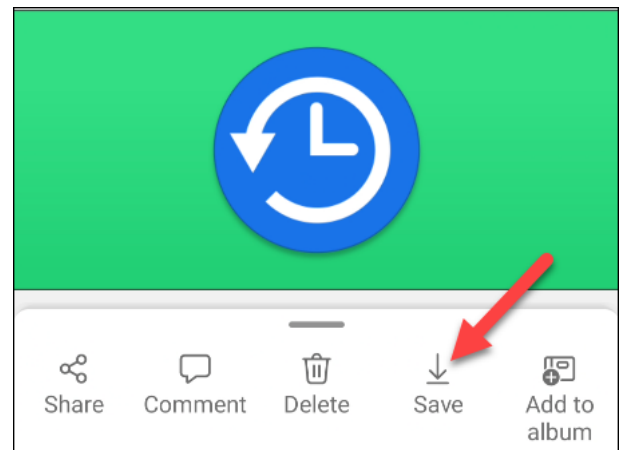


Select the “Upload” drop-down menu and choose “Files.” (or Folder). The file manager will open, and you can select the file(s) (or folder) that you wish to transfer.



Now, go back to your Android device and open the OneDrive app. Select the file(s) or folder that you just uploaded. Tap “Save” to download it to your Android device.

If this is your first time using OneDrive, you will be asked to grant the app access to your photos and media. Tap “Allow” to proceed.



OneDrive will default to saving files to the “Download” folder on your phone or tablet. You can tap “Save” to insert it there or tap the back arrow to see more folders.

That’s it! The file will be saved to the folder that you selected.

Cats have a very precise method of walking, called “direct registering”, wherein their hind paws fall almost exactly into the place their fore paws did a moment before—this method of walking minimizes noise and visible tracks while ensuring more stable footing as the place has already been felt out by the fore paws.

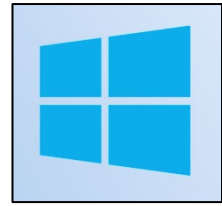
How to make videos always full-screen in Films and TV on Windows 10

Are you sick of always having to click an option to make your videos full-screen in the Films and TV app? If so, make full-screen the default playback mode so all your videos automatically take up the entire screen. Here’s how.

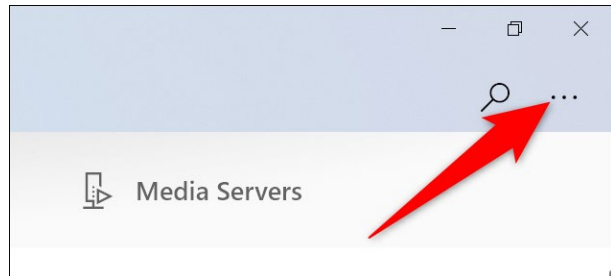


In some regions, the Films and TV app is called Movies and TV but, it's the same app and does the exact same tasks.

To start, open the Movies and TV app on your Windows 10 PC. Do this by clicking the "Start" button, selecting "All Apps" then scroll down to "Films and TV". Click it.

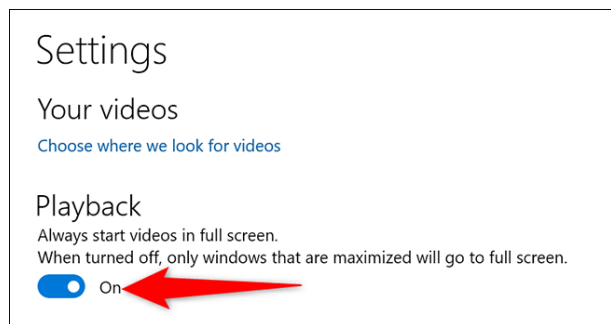


In the Films and TV app, at the top-right corner, click the three dots. From the three-dots menu, select "Settings."



Scroll down to the "Playback" section, toggle on the "Always Start Videos in Full Screen" option.

And you're all set. Any video that you open with the Films and TV app will now play full-screen by default. Very useful!



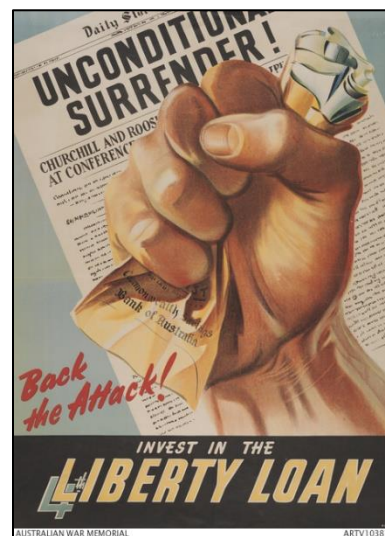
No one has more driving ambition than the teenage boy who wants to buy a car.

Queenie under the bridge.

On the 22nd October 1943 - Lancaster 'Q' for Queenie, with the RAAF tail number A66-1, was illegally flown under the Sydney Harbour Bridge. The media claimed "He did it for the Liberty Loan!"

The aircraft made an unauthorised flight under the Sydney Harbour Bridge while on the 4th Liberty Loan tour. Originally sent to Australia as a prototype for local production (which did not eventuate), the aircraft was used after its arrival in June 1943 to promote sales of war savings bonds around Australia. "Queenie" arrived at Richmond on the 20th October in preparation for carrying out a series of exhibition flights over Sydney.

During one of these sorties, the crew, captained by Flight Lieutenant Peter Isaacson, decided to 'buzz' the building housing the headquarters of RAAF Eastern Area at Edgecliff, on Double Bay, before taking A66-1 beneath the Harbour Bridge in defiance of a 1931 regulation banning such flights. The Lancaster was not the first aircraft (nor even the last) to break this prohibition, but it was the largest. Isaacson later recalled that 'I was threatened with a court martial. Two authorities wanted to court martial me: Eastern Area in which the crime was committed and Southern Command to which I was attached at the time. I was told later there was a great fight among the bureaucrats of each of these commands as to which would court martial me. Apparently they could not agree on which should be the prosecutor and the idea either lapsed, or maybe is still being pursued by the successors to each of these commands!'



Peter Isaacson was also awarded the Air Force Cross, gazetted on the 27th August 1943. The citation for this award reads:

"Flight Lieutenant Isaacson was captain of the Lancaster aircraft which recently flew from England to Australia via the Pacific and subsequently carried out direct flights between Melbourne and New Zealand (both ways). This is the first occasion on which an aircraft has flown to Australia by this route and the direct flights between Melbourne and New Zealand are the first of their kind."

Post-War he ran the news publishing companies including the "Southern Cross" and the "Sunday Observer" newspapers in Melbourne and the Asian Business Press Group. He was also an honorary aide-de-camp to The Queen from 1963 to 1965. In 1991 he was made a Member of the Order of Australia for services to the print media and the community. His biography, "Pathfinder", was written by Denis Warner. Peter Isaacson died in Melbourne on the 7th April 2017.





Blackhawks a Go Go!

Defence Minister [Peter Dutton](#) has confirmed that the ADF will ditch its fleet of troubled Taipan helicopters a decade earlier than scheduled and replace them with new Sikorsky Black Hawks from the US. Mr Dutton said it was a necessary move to replace the Australian Army's fleet of European produced Airbus MRH-90 Taipans and that the US produced Black Hawk helicopters would be an "incredible platform" for the Australian military.



There are about 1000 Black Hawks in operation around the world and obviously the Americans use it very heavily. For the interoperability with the US and Australia which is increasingly important given the instability in our region, the Black Hawk makes perfect sense. The decision will reportedly cost Australian taxpayers \$7 billion.

Mr Dutton said the ADF's 41 Taipan helicopters have been very unreliable and had not lived up to expectations.

The Prime Minister, Scott Morrison, agreed saying the Taipans "weren't doing their job. If something isn't working, we will go out and find something that does," he said. But Deputy Labor Leader Richard Marles said the decision raised big questions over the Federal Government's major defence programmes. He said defence procurement was in a "shocking state. We are seeing a whole lot of defence programs being scrapped, when we see defence programs being turned over like this, it is billions of dollars wasted."



But, Labor front bencher Bill Shorten said hard decisions "had to be taken" by the Federal Government over the decision to scrap an entire fleet of helicopters. "Maybe you do get points for making the hard decision to go back to something that is more reliable".

But wait – there's more!

Australia puts Black Hawk helicopter fleet up for sale

DEFENSE BRIEF

April 6, 2021

The Australian defence ministry is planning to offer up to 27 Black Hawk helicopters for sale as it prepares to retire the helicopter type by December 2022. According to a tender notice from last month (March 2021), the potential sale is still subject to various US government and Australian defence ministry approvals. In particular, the helicopters may be subject to the United States International Traffic in Arms Regulations (ITAR) and the Export Administration Regulations (EAR).

The government said it would prefer to sell all of the aircraft and the related equipment inventory to a single purchaser or as few purchasers as practicable.

Australia is replacing the Black Hawks with the MRH90 helicopters. The country is also in the process of acquiring up to 16 four-ton class helicopters under [Project LAND 2097 Phase 4](#) that will replace the Black Hawk in the special operations support role.

Australia is selling the Black Hawks 33 years after receiving its first helicopter from Sikorsky's facility in Connecticut in 1988. The MRH90 aircraft were built under license by Aerospace in Brisbane.



The helicopters are expected to be available for sale from July 2021 at the earliest. The last aircraft in the fleet is scheduled to be withdrawn from service in December 2022.

We hope that's cleared that up for you!! - tb



24 RMT (Ground) – 1969

John Swift sent us this pic but he's unsure of all the names, can anyone help.



Standing L-R: Russell Cox, don't know, don't know, don't know, don't know, don't know.

Front Row L-R: Don't know, don't know, don't know, John Swift, don't know.

49 Telephone Operators Course.

Alison Johnson, (Nee Leyer) sent us this pic of her TPhone Op Course which ran from Feb 1978 to March 1978.

On completion, she received a certificate from the Air Force which said she had successfully demonstrated the following:

Switchboard (PBX and PABX) (theory):	Standard operating procedures, PMG procedures, handle emergency calls, trunk
--------------------------------------	------------------------------------------------------------------------------



	calls, directory enquiries, general switchboard administration and security.
Switchboard (PBX and PABX) (practical)	Use and care of the equipment, testing and fault finding, use of phonetic alphabet, manipulative operating of thjr PBX/PABX.



Standing L-R: E Yow, Jo Matheson, Alison Leyer, Lesley Stewart,
Seated L-R: Robyn Serle, Penny Wells, Merle McNulty.

The Course banner.



A bloke from Sydney and a bloke from Brisbane go to a bakery. The Sydneysider steals three buns and puts them into his pockets and leaves. He says to the Brissy bloke: "That took great skill and guile to steal those buns. The owner didn't even see me." "That's just simple thievery," the Brissy bloke replied. "I'll, show you how to do it the honest way and get the same results." The Brissy bloke then proceeded to call out the owner of the bakery and says: "Sir, I want to show you a magic trick." The owner was intrigued so he came over to see the magic trick. The Brissy bloke asked him for a bun and then he proceeded to eat it. He asked two more times and after eating them the owner says: "Okay my friend, where's the magic trick? The Brissy bloke then said: "Look in the Sydneysider's pockets."



Christmas in the UK.

Phil Godwin, who lives in Romsey in the UK, sent us this great pic of the Christmas tree and lights which are set up in his town's market place, thanks Phil.



We thought we'd send him one of what it's like in Queensland this time of year.





Air and Ground Radio School (A&GRS) Ballarat

Jim Treadwell sent us this, he says;.

I joined the RAAF in October 1951. At the beginning of 1952, with 12 other blokes, I went off to the RAAF Air and Ground Radio School (A&GRS) at Ballarat as a member of No 5 Signallers Course.



Standing L-R: Jim O'Brien, Frank Howie, "Smokie" Langlands, "Tubby" Cameron, Don Triptney.

Seated L-R: Ted Zinnecker, Keith Coglin, "Bulldog" Drummond, Jim Treadwell.

At the time RAAF Ballarat was commanded by a bloke called Wing Commander Reynolds. The WOD was a rather stern individual called "Shagger Marr". Every Tuesday, after we were assembled on the parade ground for the weekly Officer Commanding (OCs) parade, "Shagger" would bellow out: "Fall out the Roman Catholics, Jews, unbelievers and Pakistanis" (at the time there were a number of Pakistani Air Force people doing radio courses at Ballarat). If you were



unfortunate enough to fall into one of these categories, you were lined up at the back of the parade and marched off to the Barracks Yard, there to chop the hardest, toughest, mallee roots in the Southern Hemisphere. The mallee roots were used to fuel the stoves used to heat the Messes and Barrack blocks. Ballarat is a cold hole.

The blokes that were left on the Parade Ground were marched off to attend a "Church Parade" and did not have to face the mallee roots. A number of miraculous religious conversions materialized from within the ranks every Tuesday morning. Interesting days long gone.

Fireys at East sale – 1982



Could there be a calendar in the wings??



**14 Wagga Appies.
Framies.**





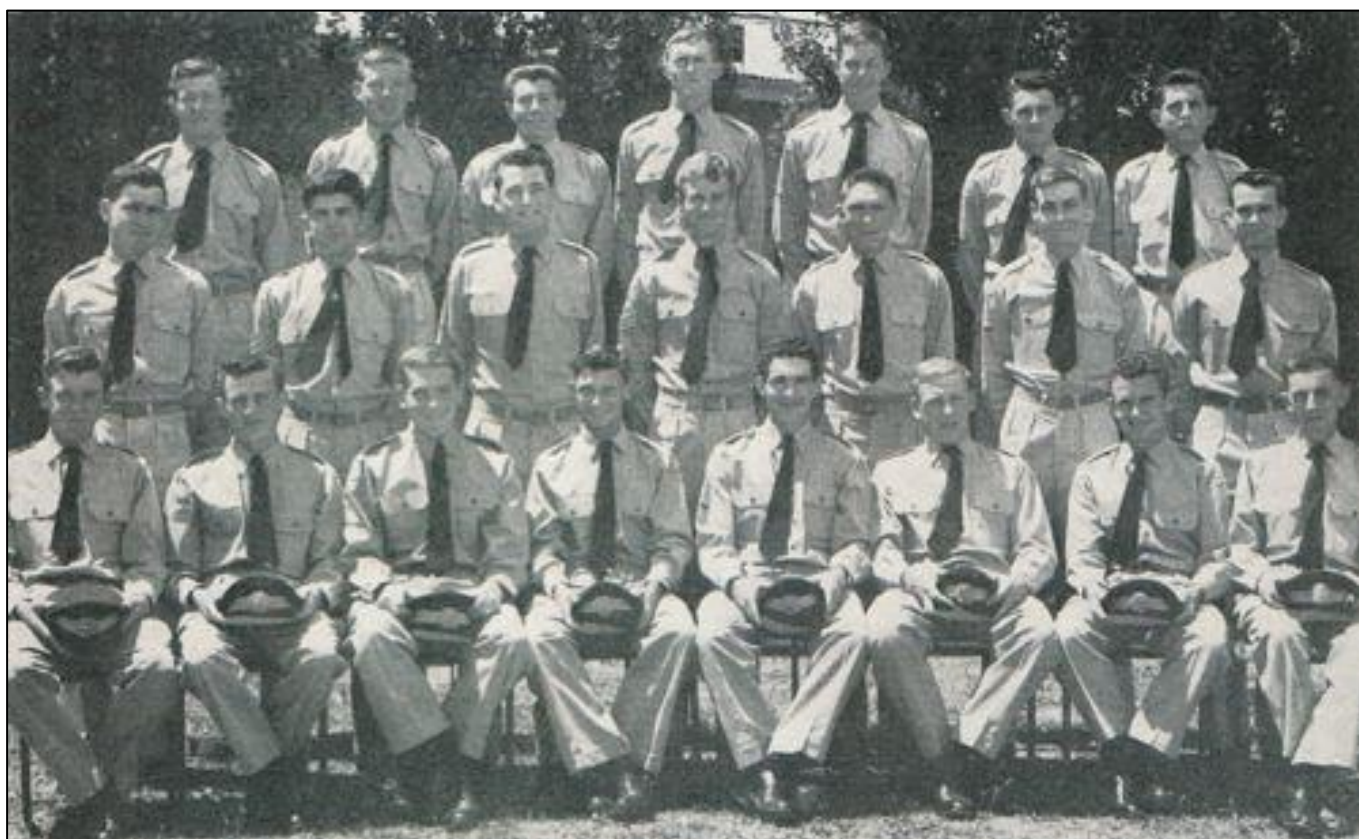
Back Row, L-R: HG. Van Der Woude, MJ Finn, PJ Burford,.. ER Erhardt, RV Cottrell, JW Inch, AP De Latorre,

Centre Row, L_R: NF Bown, FJ Bonner, CS Bonnyman, LS Carpenter, LF Stanley, JS Fitzpatrick, MJ Sweetman, IH Cairns.

Front Row, L-R: LA Russell, RG Gee, JE Feutrill, DR Moffat, RJ Benton, GJ Young, TJ Whitmore, RJ Taylor,

Absent: AJ Kelly

14 Wagga Appies. Instruments



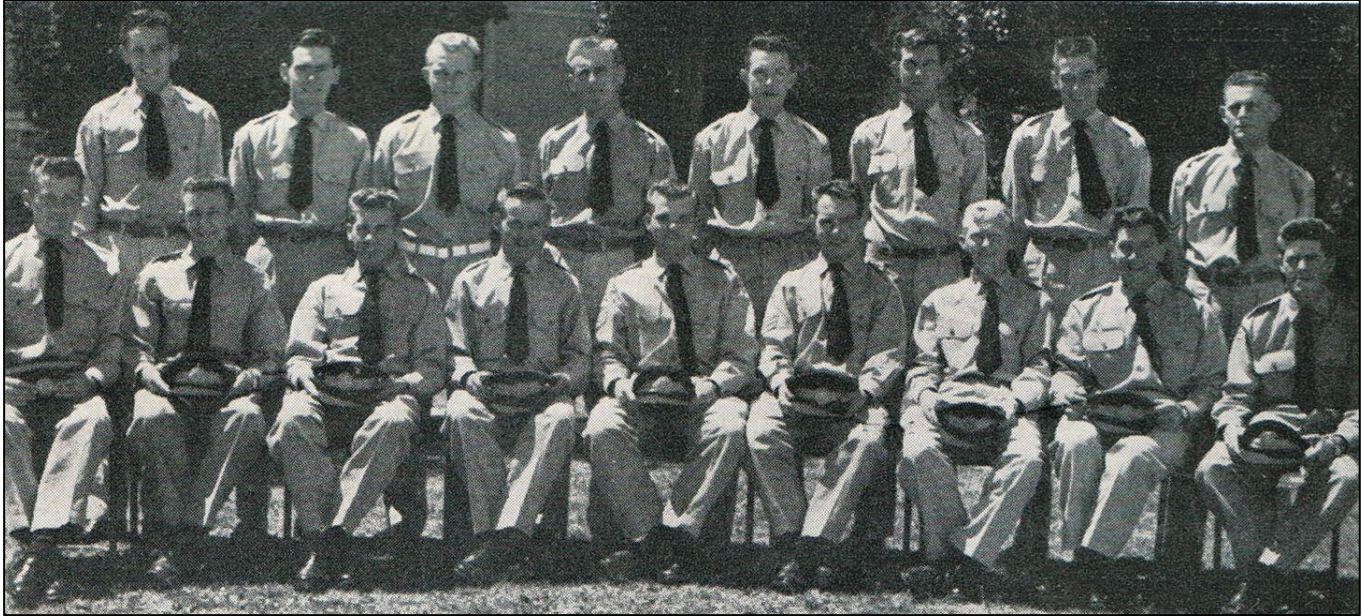
Back Row L-R: AR Mitchell, JT Williams, DL Rees, AR Russell, RG Lewis, LS Rogers, DC Clarke.

Centre Row L-R: IT Johnson, CJ Jenkinson, BS Neilson, JS Rae, AS Page, AB Adamson, ED Blagg, .

Front Row L-R: RD Hocking, P McBain, JJ Mustard, RJ Leo, ML Holland, GA Roberts, RC Grierson, TJ Mayer.



14 Wagga Appies. Motor Transport.



Back Row L-R: FJ Rankin, ME Kelly, RL Mattiazzi, NJ McCann, A Hayes, R Johnston, FM Killalea, PG Nolan,

Front Row L-R: JT Eivers, HJ Skinner, RJ Stehr, JR Graham, SD West, M Magner, MN Tubman, R Duncan, AJ Fuller.

478 Mntce Sqn, Matra fixers, 1981





Back Row L-R: Dafyd “Daffy” Roberts, Peter “Pedro” Schols, Peter Grey, Russell Fisher, Peter “Blue” Moore, Phil Miller, Neil McNamara, Brian “Bumi” Pracey.

Front L-R: Barry “Baz” Wright, Paul McGuinness, Bill Holker, John May-Wilkie, Peter McCairney.

The Sabre and the Mirage.

A painting by Paul Renwick- Farley.



In this most atmospheric of images, artist Paul Renwick-Farley pays homage to the classic Sabre and Mirage jets which provided sterling service to the Free World in the decades following the Second World War. The North American F-86 Sabre, modified as the CA-27 for Australian service was the best Sabre day-fighter variant in the world. Such modifications included the more powerful Rolls-Royce Avon engine and updated armament of two 30mm Aden cannons replacing six 0.5in machine guns. The first Australian Sabre flew on 3rd August 1953. Though famed and highly esteemed for its American service in the Korean War, RAAF Sabres saw overseas service operating from Butterworth in Malaysia and Ubon in Thailand. The Sabre portrayed A94-983 is the superbly restored RAAF Historic Flight aircraft.



From 1965, the Dassault Mirage began to replace the Sabre in Australian service. and as the Mirage matured into a globally renowned, capable and dramatically beautiful flying machine, it became known as all the world's fighter. The Mirage was the first supersonic aircraft to serve with the RAAF. Aircraft A3-3. depicted in the painting, was the first Australian assembled Mirage. now display at Fighter World Display Centre at Williamtown.

The Artist.

Paul is a renown Australian artist whose works have appeared on national television and feature in both public and private collections around the world. He has been lauded for his mastery with light, of his ability to impact an ethereal quality to his skies and seas and the glow in the faces of his oil portraits. As his teenage years were spent in the environs of the Base at Williamtown he has, since he can remember, a passion for painting and drawing aircraft.



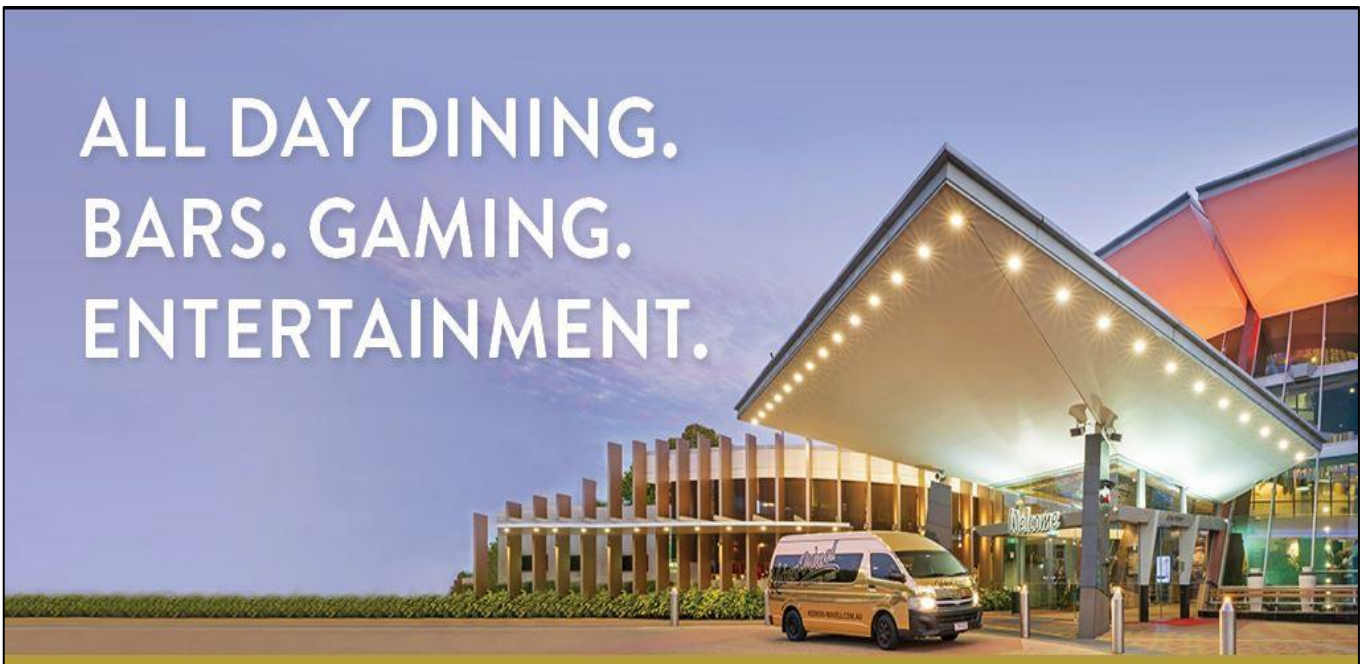


Out in the Shed with Ted.

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

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

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Australia and Australians.

The following had been written by the late Douglas Adams of "Hitchhiker's Guide to the Galaxy" fame.

"Australia is a very confusing place, taking up a large amount of the bottom half of the planet. It is recognisable from orbit because of many unusual features, including what at first looks like an enormous bite taken out of its southern edge; a wall of sheer cliffs which plunge into the girding sea. Geologists assure us that this is simply an accident of geomorphology, but they still call it the "Great Australian Bight", proving that not only are they covering up a more frightening theory but they can't spell either.

The first of the confusing things about Australia is the status of the place. Where other landmasses and sovereign lands are classified as continent, island or country, Australia is considered all three. Typically, it is unique in this.

The second confusing thing about Australia is the animals. They can be divided into three categories: Poisonous, Odd, and Sheep. It is true that of the 10 most poisonous arachnids on the planet, Australia has 9 of them. Actually, it would be more accurate to say that of the 9 most poisonous arachnids, Australia has all of them. Any visitors should be careful to check inside boots (before putting them on), under toilet seats (before sitting down) and generally everywhere else. A stick is very useful for this task.

The last confusing thing about Australia is the inhabitants. A short history: Sometime around 40,000 years ago some people arrived in boats from the north. They ate all the available food, and a lot of them died. The ones who survived learned respect for the balance of nature, man's proper place in the scheme of things, and spiders. They settled in and spent a lot of the intervening time making up strange stories. They also discovered a stick that kept coming back.

Then, around 200 years ago, Europeans arrived in boats from the north.

More accurately, European convicts were sent, with a few deranged people in charge. They tried to plant their crops in autumn (failing to take account of the reversal of the seasons), ate all their food, and a lot of them died. About then the sheep arrived and have been treasured ever since. It is interesting to note here that the Europeans always consider themselves vastly superior to any other race they encounter, since they can lie, cheat, steal and litigate (marks of a civilised culture they say), whereas all the Aborigines can do is happily survive being left in the middle of a vast red-hot desert - equipped with a stick.



Eventually, the new lot of people stopped being Europeans on 'extended holiday' and became Australians. The changes are subtle, but deep, caused by the mind-stretching expanses of



nothingness and eerie quiet, where a person can sit perfectly still and look deep inside themselves to the core of their essence, their reasons for being, and the necessity of checking inside their boots every morning for fatal surprises. They also picked up the most finely tuned sense of irony in the world, and the Aboriginal gift for making up stories. Be warned.

There is also the matter of the beaches. Australian beaches are simply the nicest and best in the world, although anyone actually venturing into the sea will have to contend with sharks, stinging jellyfish, stonefish (a fish which sits on the bottom of the sea, pretends to be a rock and has venomous barbs sticking out of its back that will kill just from the pain) and surfboarders. However, watching a beach sunset is worth the risk. As a result of all this hardship, dirt, thirst and wombats, you would expect Australians to be a sour lot, instead, they are genial, jolly, cheerful, and always willing to share a kind word with a stranger. Faced with insurmountable odds and impossible problems, they smile disarmingly and look for a stick. Major engineering feats have been performed with sheets of corrugated iron, string, and mud.



Alone of all the races on earth, they seem to be free from the 'Grass is greener on the other side of the fence' syndrome, and roundly proclaim that Australia is, in fact, the other side of that fence. They call the land "Oz" or "Godzone" (a verbal contraction of "God's Own Country"). The irritating thing about this is... they may be right.

Tips to surviving Australia

- Don't ever put your hand down a hole for any reason - WHATSOEVER.
- The beer is stronger than you think, regardless of how strong you think it is.
- Always carry a stick.
- Air-conditioning is imperative.
- Do not attempt to use Australian slang unless you are a trained linguist and extremely good in a fist fight.
- Wear thick socks.
- Take good maps. Stopping to ask directions only works when there are people nearby.
- If you leave the urban areas, carry several litres of water with you at all times, or you will die. And don't forget a stick.
- Even in the most embellished stories told by Australians, there is always a core of truth that it is unwise to ignore.

How to identify Australians

- They pronounce Melbourne as "Mel-bin"



- They think it makes perfect sense to decorate highways with large fibreglass bananas, prawns and sheep.
- They think "Woolloomooloo" is a perfectly reasonable name for a place, that "Wagga Wagga" can be abbreviated to "Wagga", but "Woy Woy" can't be called "Woy".
- Their hamburgers will contain beetroot. Apparently, it's a must-have (How else do you get a stain on your shirt?)
- They don't think it's summer until the steering wheel is too hot to handle.
- They believe that all train timetables are works of fiction.
- And they all carry a stick.. .



Windows Media Player turns 30.

How-To Geek

30 years ago, Microsoft introduced the first version of Windows Media Player, then just called "Media Player" as part of "[Windows 3.0](#) with Multimedia Extensions." Since then, it's morphed and changed dramatically over time. Here's a look at its history.



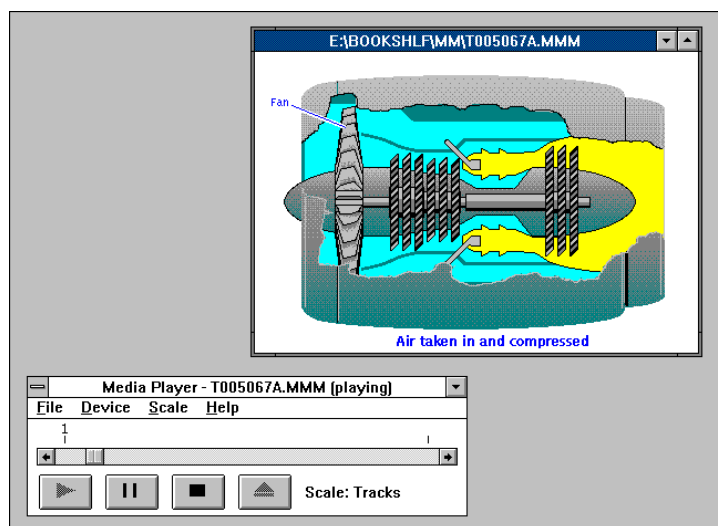
Bringing Audio and Video to Windows

Early versions of Windows didn't support audio and video playback. Computers at the time typically weren't powerful enough: Audio and video data took up a lot of storage space, relatively speaking, and advanced [codecs](#) that compressed high-quality audio and video had not been invented yet. Also, in many cases, the early PC hardware itself did not support high-quality audio or video playback.



Around the turn of the 1990s, multimedia PCs with enhanced graphics cards and sound cards that could play digitized sound samples and wavetable audio became more common. In that atmosphere, Microsoft decided to update its Windows 3.0 operating environment to support multimedia recording and playback. The company released [Windows 3.0 with Multimedia Extensions](#) on October 20, 1991.

For the first time, Windows included sound and video capabilities. Windows 3.0 with Multimedia Extensions could play MIDI files, record and play back digitized audio, play music from CDs, play sounds on startup and error events, and more. Some of those capabilities came thanks to a new app called Media Player. At first, Media Player could only play MMM animation files, commonly called MultiMedia Movie Format (RIFF RMMP) out of the box, however, it could be extended to play other formats, and in future versions of Windows, Media Player's abilities grew.



The story of Windows Media Player is long, circuitous, and hard to grasp in its entirety. Over time, Media Player absorbed (and branched off into) other media technologies at Microsoft. For example, in 1992, Microsoft released Video for Windows, which allowed digital video playback in the form of AVI files on Windows for the first time. In 1996, Microsoft released ActivePlayer (later called "DirectShow") for playing media files and NetShow Player for streaming video. Eventually, all these technologies (and many more) would get rolled into the Windows Media Player brand.

As Windows Media Player grew in complexity, it added support for visualizations, skinning, CD playback and ripping, DRM-protected audio and video (that could be sold through the Internet), and media library management support.



Over the years, Windows Media Player has appeared on many versions of Windows, the Mac, Windows CE and PocketPC devices and even on Sun's Solaris operating system.

A few notable moments in Windows Media Player history

Decoding the complete history of Windows Media Player is like navigating a maze full of conflicting and confusing version numbers, abandoned Microsoft technologies and the slow aggregation of software bloat over time. It's even hard to exactly pinpoint when "Media Player" became "Windows Media Player," perhaps around version 5.0. Here are just a handful of notable events in the Media Player timeline.

- 1990 (October 20): Media Player debuts as part of Windows 3.0 with Multimedia Extensions. It's initially limited to playing animation files.
- 1992 (November): Thanks to Video for Windows (an Apple QuickTime competitor), Media Player can play AVI video files for the first time. It can also play MIDI files.
- 1996: Microsoft Releases NetShow Player, which streams video from the Internet. It competes with RealPlayer and will later become part of Windows Media Player.
- 1996 (May): Microsoft releases ActiveMovie, which allows viewing or hearing media streams and new audio/video codecs. The technology would eventually be folded into Windows Media Player.
- 1998 (October): Microsoft releases Windows Media Player 6.0, which removes MP3 support (introduced in version 5) and proves unpopular at first.
- 2000 (July 17): Microsoft releases Windows Media Player 7, which supports skins, visualizations, burning songs to CD, and more.
- 2004 (September 16): Microsoft launches the MSN Music store, which sells DRM-protected music in WMA format, playable in Windows Media Player.
- 2006: Microsoft releases Zune desktop software, which is a modified version of Windows Media Player. It's used to sync songs with Microsoft's Zune music players.
- 2021 (October 5): Windows Media Player v12 (a legacy version) ships with Windows 11.

The Crazy Skins

Released in 2000, Windows Media Player 7 supported changing the player's interface for the first time, similar to WinAmp, which preceded it. To do so, you could download files known as "skins" that could dramatically alter the look and layout of Windows Media Player's controls.

Skins soon became a way for people to further personalize their Windows experience and people frequently used skins that featured their favorite media properties, actors, models, and musical

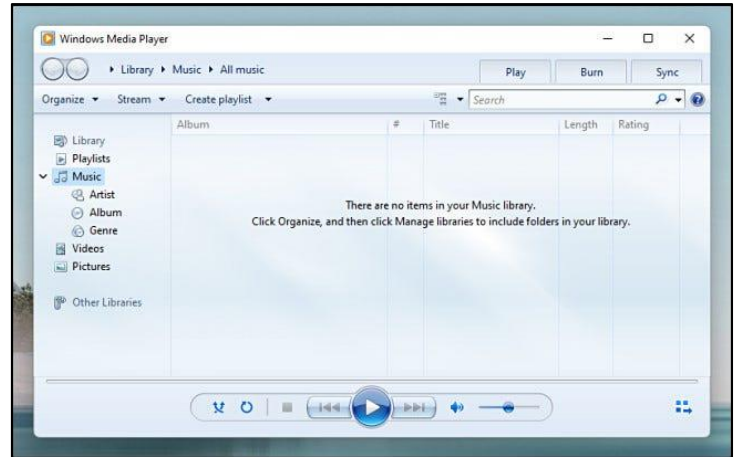




groups. There were also wild futuristic or alien-like skins that seemed more fashionable than practical, but people loved them anyway.

The multimedia playback landscape is somewhat confusing in Windows 11 today. The OS ships with Groove Music, an audio player and library similar to iTunes that traces its origins back to Zune Music in 2006. Windows 11 also includes the Movies & TV app, which allows rentals and purchases of streaming video content, itself descended from the Xbox Video service.

Windows Media Player hasn't been significantly updated since 2012, but it lives on in Windows 11. There are rumours that Microsoft is preparing a major update or replacement for the application based on an accidental leak of a new app called simply "Media Player." Until we know more details, the traditional Windows Media Player is still with us.



Happy Birthday, Windows Media Player!

**Be extra careful on
the roads with
Xmas around the
corner a lot of men
will be drinking
and getting their
wives to drive**



What are computer cookies?

We all know cookies as tasty baked treats that we love to eat, but computer cookies are quite different. Although they're most popularly known as just "cookies", they may be referred to as browser cookies, Internet cookies, HTTP cookies, web cookies, computer cookies, or digital cookies.

What are cookies?

Cookies are pieces of information that a website can save in your browser. Websites can ask your browser to save cookies whenever the browser asks it for a page, picture, download, or any other piece of information. Until the cookie expires, the browser will keep it, and send it back to the website whenever it requests anything else.



The language web browsers and websites use to talk to each other is "stateless", meaning that every message is totally independent and isolated from every other message. It's like having a conversation with somebody who instantly forgets who you are after every sentence. One of the most common uses for cookies is to provide a link between messages, so that a website can remember who you are, and tell that your messages are coming from the same individual. To do this, a website sends a web browser a cookie with a unique ID the first time they communicate, and the web browser repeats the unique ID back to the website every time it sends a message.

In the language of the web, cookies allow us to link sentences into conversations.

Without this functionality we would not be able to log in to any websites, keep wish lists, see recommendations, use web-based video or instant messaging, or do most of the other things for which we rely on websites. Websites can read their own cookies, but can't read cookies saved by other websites, however, there is a loophole that has led to most of the problems we have come to associate with cookies: third-party cookies.

Tracking with third-party cookies

Many people associate cookies with the cross-site tracking used by advertising companies. Advertisers like Google and Facebook can track users as they travel around the web from site to site, building up profiles of the kinds of sites they like to visit, and showing them targeted advertising. Tracking somebody across multiple sites like this relies on third-party cookies. Although a website can only read cookies that it has created, individual web pages can be assembled from components hosted by multiple websites. Sometimes those components are visible, like images, and sometimes they are just bits of code you can't see. If a website you visit

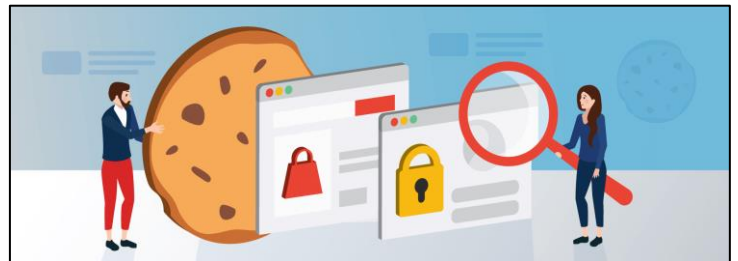


includes a component pulled from another website (a third-party), that third-party website can send and receive cookies along with the component. If you visit a different website that includes the same third-party component, the third-party can read its cookies on both sites.

This is how Facebook uses its Like buttons and Google uses its advertising code, to track you across the web. They can tell whenever you visit a site that includes one of their components because they can read their own cookies, however, the tracking stops if you block or delete those cookies.

Session cookies, persistent cookies, and “super cookies”

Just like edible cookies, digital cookies come in different flavours. Cookies that expire whenever you close your browser are called session cookies. These are used for temporary things, like telling a website that you have logged in successfully. If a website uses session cookies for its logins then you will be logged out when you close your browser and you will have to log in again when you next visit. Cookies that aren't deleted when you close your browser are called persistent cookies. Persistent cookies last until you delete them, or until they expire. These are useful for things like remembering your username, so it can be pre-filled when you visit a website you have logged out of. For all practical purposes, persistent cookies can last forever. (On 32-bit systems cookies can't live past 2038, but we assume you'll be using a different device by then.)



Because third-party tracking can be defeated by users deleting their cookies, some unscrupulous advertisers have turned to other things that can offer cookie-like persistence, such as [ETags](#) or [browser fingerprints](#). Technologies that act like cookies, but aren't affected by blocking or deleting regular cookies, are unofficially referred to as super-cookies.

So, are cookies bad?

No. Cookies are essential to the operation of the web as we know it and used for many useful, helpful things, however, cookies can also be used for things some people don't like, such as third-party tracking, and adverts that seem to follow you around the web. Luckily, cookies are easy to control. All browsers let you delete cookies and there are numerous browser add-ons that can be used to block cookies, or control what cookies you will and won't allow.

In response to increased sensitivity about cross-site tracking, some browsers, including Firefox, Safari, and Brave, now block third-party cookies by default. Google is working on an alternative, more privacy-conscious tracking technology called [FLoC](#), and plans to block third-party cookies in 2023.

Cookie consent.



In the European Union (EU), websites have to ask for your consent before they can set cookies, which has led to web users seeing a profusion of cookie popups. Some people argue that this has led to “[cookie fatigue](#)”, and that privacy has not been improved. What happens if you decline to accept cookies varies from site to site, and can range from the site working perfectly to the site not working at all.

Will a VPN stop tracking cookies?

No. A Virtual Private Network (VPN) guards your privacy by masking your IP address and your location and by passing your traffic through an encrypted tunnel that protects it from rogue WiFi hotspots, or ISPs that want to sell advertisers information about your browsing habits. To block or rewrite cookies, a VPN would have to look at your web traffic as it passed through its servers. VPNs can't read encrypted communication, like HTTPS, so cookie blocking would be impossible for most web traffic. Even if it was possible it would probably cause some websites to malfunction and if that could be overcome, privacy-loving VPN users would probably rather their VPN provider stayed out of their traffic anyway.



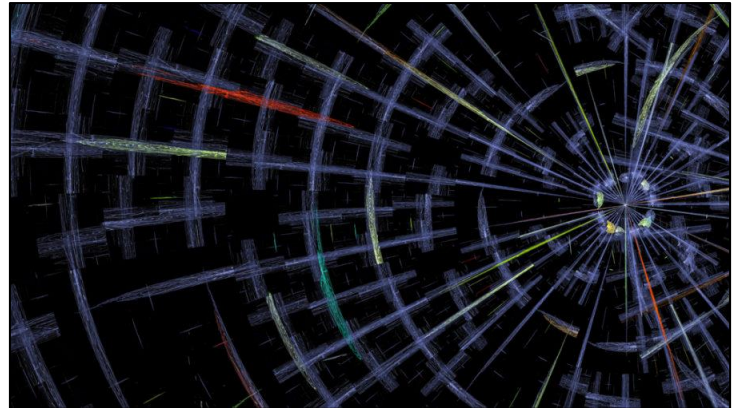
So now we know why its called
cup size 😂😂

What is the Dark Web?

You may have seen the Dark Web referenced in popular TV shows and have got the wrong idea. The Dark Web is also sometimes called the Deep Web, when in fact the Dark Web is only a part of the Deep Web.



Surface Web is what we would call the regular World Wide Web that is indexed and where websites are easy to find. The Deep Web is the unindexed part of the Web. Actually, anything that a search engine can't find. The Dark Web is intentionally hidden, anonymous, and widely known for illicit activities. Maybe it's a good idea to clear up some of the misconceptions about the Dark Web for those that are not in the know. That should tell you a lot about what it really is.



The Dark Web is a separate part of the World Wide Web

Well, it's not as much separate, but sites on the Deep Web are harder to find as the Deep Web is an unindexed part of the internet. Actually, the indexed part of the Web, which is the part that can be found by robots, is only a small fraction of the entire web. It is hard to tell how big the Dark Web is, since, again, it is unindexed. Estimates say that only 5% of the Web is easily accessible and searchable to the general public. Many other sites can only be visited if you have a direct URL.

Only criminals use the Dark Web

Even though most of the traffic on the Dark Web is used up by criminal activities, such as:

- Drug trafficking,
- Selling weapons to countries where they are forbidden or selling types of weapons that are prohibited
- Child (and other illegal) porn
- Malware (as a Service), think of this as programmers selling their malware for a fee or part of the profit
- Sites where victims can pay the ransom for some ransomware they have been hit with
- Buying and selling stolen data
- Fraud related services
- Fake ID's
- Leak sites where ransomware gangs publish exfiltrated data if the victim refuses to pay, there are also groups of users that need the Dark Web for reasons that are only considered illegal in a few places, such as:
 - Journalists working in "difficult" countries
 - People resisting a totalistic regime
 - Whistleblowers
 - Places where crimes can be reported anonymously
 - Bitcoin services



- Forums on various subjects that do not wish to be public

As you can see there are some grey areas, depending on where you stand in a certain situation.

You need a special browser to access the Dark Web

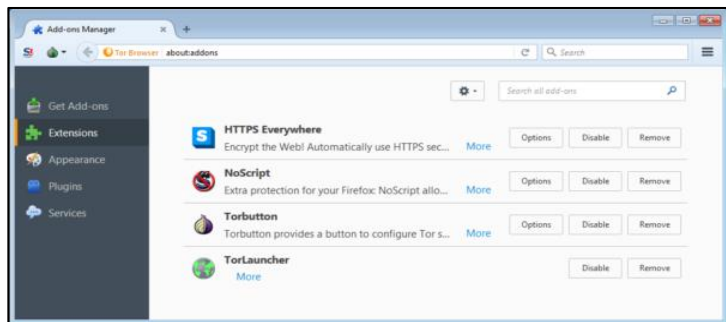
There are several methods of restricting access to many of the resources on the Dark Web, but you can certainly expect you will have to login when you arrive at the site that you want to access. But in most cases, you will also need to be using some kind of service like a VPN, proxy, or an anonymized network.



For sites with an Onion (hence the symbol) domain, you will need a [Tor browser](#) to access them. This browser protects your privacy and anonymity by encrypting your traffic to and from the websites you are visiting, and by using a [proxy](#). But if you are a Firefox user, you may see a big resemblance with the Tor Browser, so the browser is not that special. It's the way how it connects that is different. You can also use Tor on the surface Web. People often do this for privacy reasons.

Surfing the Dark Web is dangerous

If you take the necessary precautions, surfing the Dark Web will not get you hurt, robbed, and mugged, but, like on the surface Web, you have to be vigilant and be protected. Keep in mind, for example, that torrents often bypass your proxy settings and might, therefore, expose your real location and, needless to say, when you're actively dealing with criminals, you can actually expect to get deceived and even robbed. So, stay away from those guys.



But as we recently learned, [even the bad guys are not always safe on the Dark Web](#). People do get careless after a while and in these cases, it got the bad guys busted. Keep that in mind if you make it a habit to visit the darker corners of the Web.

Curiosity killed many a cat.



Imagination?

THIS short 2 minute video, which purports to have been made in 1956 and which has done the rounds of the interweb and been watched by and believed by thousands of people predicts all sorts of wondrous things, like fast trains, robots and computers. It also predicts the outbreak of Covid and tells us from where it originated. It's Nostradamus at his very best.

But like a lot of these videos – it's all garbage, it's a joke and was actually made in 2020.

Ask me how I went on the Melbourne Cup – no, don't!





AT CHRISTMAS TIME IN THE PAST, WOMEN ASKED FORGIVENESS FROM THEIR HUBBIES FOR MISTAKES MADE DURING THE YEAR, PLEASE HELP PRESERVE IT, THIS WONDERFUL TRADITION DESERVES TO BE SAVED!!!



If you're looking for me – I'm out!!



My Story

Mike Gahan.

Michael Joseph Gahan was born in mid 1952 in Bundaberg, Queensland. He continues his association with his birthplace by enjoying Bundy and Coke on a regular basis as well Ginger Beer, Sarsaparilla (Root Beer) and Bitters Lime and Lemonade soft drinks manufactured in that fine city and distributed throughout the world, including the Republic of Kiribati.

Following early life in Bundaberg, Mike's family relocated to Brisbane in 1960 where he attended Enoggera State School and the Brisbane Grammar School (BGS). He was a member of the BGS Air Training Cadet Flight reaching the exalted rank of Cadet Under Officer in 1969 before matriculating and joining the "real" Air Force, selected to be an Aeronautical Engineer. Little did the selection panel know they had made a mistake and three years later Mike would be working at RAAF Amberley as an Air Traffic Controller.

His teenage years in Brisbane were full of adventure and drama.

Adventure was in outdoor activities such as climbing (he once held the record for shortest time to climb all of the Glasshouse Mountains), bushwalking (one weekend he was one of a small group "lost" in the Lamington Plateau area when returning from the Stinson wreck site), learning to fly (he used his pilot's licence as identification when applying for his driver's licence) and camping in the Samford Valley when the only activity in Samford was the pub, General Store, a butcher's shop and the Farmers Hall.

Drama was as a budding thespian with roles in local Speech and Drama productions, the 1964 Brisbane Repertory hit play "[A Dead Secret](#)" and five years as a cast member of the Brisbane Gang Show.





Mike joined the Scout movement in 1960 as a Cub and continued as a youth member, leader and commissioner until 1988, gaining the Queen's Scout Award in 1969 and spending five years (1965-69) as a cast member of the Brisbane Gang Show. He held warrants as a leader in Queensland, Victoria and the ACT and was a District Commissioner in New South Wales. Many of the lessons and experiences he had during his time in uniform held him in good stead during his service in the RAAF and over the past 27 years in consulting and mentoring roles in civilian aviation.

Known throughout most of his RAAF career as "Max", Mike spent brief but memorable periods of his time in uniform at 54 Mont Albert Road (Frognall 1970) and the library and EDASSST office at Apprentice Squadron School of Radio RAAF Base Laverton (1971/72). He was commissioned in the Special Duties Branch, ATC Category in May 1972 and spent the remainder of that year at Officer Training School (Point Cook) and the ATC training unit ("C" Flight Central Flying School) East Sale. He returned to East Sale in 1974 for GCA Course.



Following his initial ATC tour at Amberley, Mike enjoyed operational tours at Butterworth (1975-78) and Williamtown (1981-84) with training roles at C Flight CFS (1978-81) and SATC (1985) and as SATC Standardisation Officer (1991). The last two postings were terminated early because of promotion. As a result, Mike's preference is for his ashes to be scattered at the Gippsland base in the hope of the penultimate promotion.

During his posting to CFS he had the honour to be the Colour Bearer for the presentation of the Queen's Colour to that unit in 1978.

On promotion to SQNLDR in 1986 he was posted to Canberra as Operational Requirements ATC1, following which he was one of the early RAAF Tindal members arriving in early 1988.



Although originally posted to Tindal as SATCO, he was seconded to HQTDL/SADCNA as Executive Officer due to the shortage of fighter pilots at that time. He left Tindal to attend Command and Staff Course 43 in 1990.



On graduation from Staff College he returned to East Sale in 1991 for a posting as StandO SATC, which was cut short by the intervention of promotion and a subsequent posting to Training Command as Staff Officer Air Traffic Services, a position which involved staff responsibilities for not only ATC but photographic training, police and fire training and telecommunications policy. Following a 23 year career he retired in early 1993 as the Staff Officer Air Traffic Services in the most senior rank (then) for an air traffic controller (Wing Commander). Although his grade 3 teacher had expressed concerns that he would not make a living looking out of windows, he opines that he “won that one” having spent a large part of his RAAF career working in control towers. However, his French teacher in years 8-10 (Alan Jones) has been proven correct as, in his recent role in Kiribati, he oft times found himself in the arrivals hall “swinging bags”.

Following his time in the RAAF he joined the civil Air Traffic Management community in 1993, initially as a senior manager in the (then) Civil Aviation Authority of Australia and subsequently as an international consultant working on projects and regulatory support activities in 31 countries, including Afghanistan, Somalia, Iraq, Kyrgyzstan and Bolivia.

He was involved in the initial construction and implementation (1996-99) of the two runway airport at Sepang (KLIA) servicing Kuala Lumpur and again in 2012-13 when that airport was expanded to three runways and a second control tower commissioned. He resided in Jakarta 2010-2013 while working on several projects involving aviation regulation and support infrastructure and moved to KL as a base for his consulting activities 2013-2018, living in an apartment a very short walk from the eating and drinking streets Chankat Bukit Bintang and Jalan Alor.

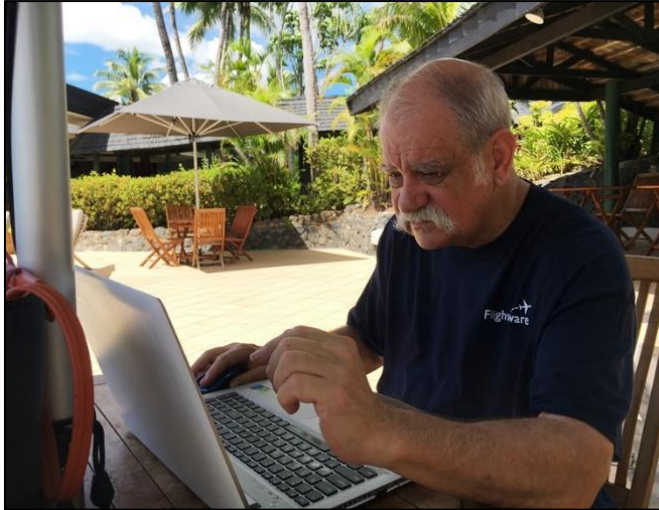
During his time as a consultant several major ATM technology providers have engaged him in the role of “operational specialist”. In providing this support Mike has been involved at the leading edge of advanced ATM technology including wide area multilateration surveillance, remote and digital towers, advanced surface movement guidance and control and deployable high definition surveillance.

With clients paying expenses Mike has been able to visit many of the places on his “bucket list” (and many that were not!) usually to attend and deliver presentations at conferences and international meetings; such places as Victoria Falls, Waikiki Beach, Cairo and the Pyramids, Tiananmen Square and dining in the Hall of the People in Beijing, Machu Picchu, Hau Hin,

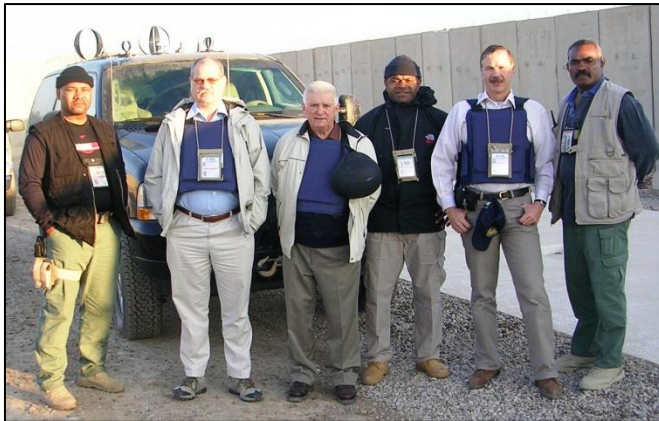


Mogadishu, Bacau, Bangkok (too many visits to recall) Hanoi, Issykul, Bandung, Dubai (another site of many visits), New Year's Eve in Bishkek and seeing Mt Everest with the naked eye. To be honest, six weeks in Iraq and most of 2008 in Kabul were not planned.

Waiting for meetings in exotic places often provides an opportunity to work in outdoor office environments.



But it has not always been “beer and skittles” – Mike is very familiar with how to don body armour, travel in armoured vehicles and armed helicopters and work with a PSD (personal security detail). In Iraq in 2006 his team spent 81 hours travelling between bases in armed Blackhawk helicopters.



Mike has been based in Kiribati since 2016, where he was employed initially as the Aviation Advisor and then as the CEO of the Airport Authority where he was responsible for the management and operation of 22 airports in the Central Pacific, including international airports at Tarawa and on Christmas Island (Kiritimati).

He describes the location of Kiribati as “where the equator meets the international date line”.



Unfortunately, the intervention of COVID meant the cessation of international passenger travel to and from Kiribati, making the CEO Airport Authority role not financially viable and in January 2021 he found it necessary to advise the Airport Authority Board that, as competent as the CEO was, it was necessary to terminate his employment. He remained in Kiribati awaiting repatriation and at the time of writing (mid November 2021) was still sitting in paradise looking for transport to Australia.

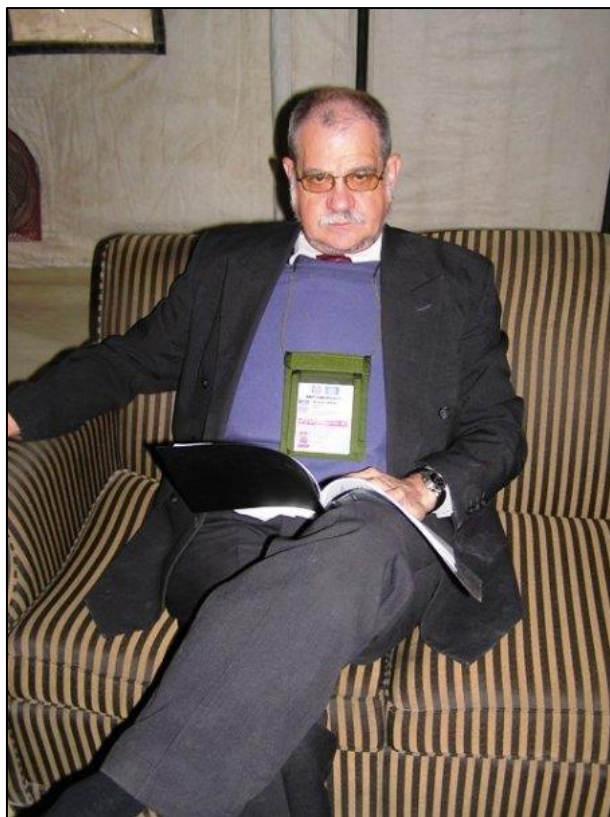
His roles in Kiribati enabled him to engage, mainly remotely, in several other aviation projects, including a long term role in three projects in the expansion of Changi airport (2016-2022 (projected)) and shorter term activity in Malaysia, UAE, Indonesia and Thailand.

Some notes on Kiribati

Although by comparison of population Kiribati is one of the smallest nations with a population of less than 120, 000, it stretches across 3,200 km - similar to the distance from Melbourne to Perth. The country is COVID free and has strict procedures for handling international air and sea transport with, until very recently, no inbound passengers allowed access. Tarawa, the atoll on which Mike is based, was the scene of one of the bloodiest battles of World War II with 6,500 US Marines and Japanese soldiers as casualties in a 72 hour battle in November 1943. The airport at Bonriki, has been the scene of formal "ramp ceremonies" during Mike's time as wartime graves are discovered and remains repatriated to the US. The ceremonies usually involve a 3 star General and families if remains have been sufficiently identified.

Life on Tarawa for an expat is generally relaxed. Simple necessities are readily available, albeit at slightly higher prices than you would pay for similar goods in Australia. In recent times the standard of foodstuffs available has improved and recently one of the supermarkets commenced import of Woolworths home brand goods. Fresh fruit and vegetables are in short supply and Mike supplements his local purchases with produce from a garden he cultivates beside his bungalow. Pollination can be difficult as there are no bees so Mike has to use a small paint brush and gentle touch.

Mike's favourite restaurant is aptly named "Runway End", because it is situated at the eastern end of the Bonriki runway and overlooks the Pacific shoreline.





Water can sometimes be an issue with most supplies coming from rainwater tanks and electric pumps to provide pressure. In recent months there has been little rainfall and it has been necessary to obtain water from communal tanks storing water from the “water lens” – fresh water on top of the underlying salt water in sand beds below the ground. Another issue in the past was the frequent failure of the mains power reticulation – no electricity: shower from a bucket just like the old



style Scout camps in his early experience. Betio and Bairiki are the main population centres on Tarawa and site of the majority of Government Ministries and local businesses. The population density in those two centres is similar to that in downtown Manila or Jakarta but without many of the negative social issues seen in those cities. Betio, as seen in the picture below, is home to 15, 000 people but is less than 3km long and only 600m at its widest point. Remember, 6,500 people died on this patch of the earth in 72 hours 1944.



The major revenue source for Kiribati living on the “outer islands’ in the Gilbert Group is copra. This is heavily subsidised by the Government which buys from islanders at AUD\$2.00 per kilogram and sells on the international market at AUD\$0.80 (80 cents) per kilogram.



Most islands are serviced with a passenger and freight aircraft service weekly, some more often. One of Mike's responsibilities as CEO of the Airport Authority was the maintenance of the island airstrips, which are about 1000 metres long and made of compressed coral mud. At present the aircraft used to provide services to the islands are Twin Otters, a 19 passenger twin turbo prop.



Kiribati has a major health issue with diabetes, most likely as a result of the diet, which is heavily reliant on Calrose rice with few vegetables. Health care is universally free in the Republic and the standard, for a population of just over 100,000, would be the envy of many regional cities of comparable populations in Australia. Unfortunately, unlike regional Australia, there are no major capital city hospitals nearby. Serious cases on outlying islands are transported to Tarawa by the Air Kiribati aircraft, usually on scheduled services, although emergency transfers do occur.

The water surrounding the islands and in the lagoons in most provides a good environment for swimming and diving onto the surrounding reefs. The exception is the lagoon on Tarawa which is reported to have one of the highest E.coli counts in the world. That problem is being addressed with international aid agencies, including AusAID, funding the provision of sewerage reticulation and flush toilets. With that remedy being applied one can probably guess at the reason for the high E.coli count!.



Tawawa Lagoon, near Parliament at Ambo



Ocean shoreline at Tabiteuea North



International Aviation Consultant

Mike prefaces remarks on his role in international aviation as a consultant with “Be Prepared”. In many of the more than 30 countries he has worked there were risks, some of which were not apparent in the planning stages of the projects. He discusses a number of these risks using several examples from the six weeks he spent inspecting airports in Iraq and the 12 months he spent in Kabul, Afghanistan, noting that the only time he has been in the direct line of fire was one night in Butterworth tower in 1977 in a period which the Australian Government insists was “not warlike”.

Before he was deployed to Iraq in 2006 he spent two weeks on a training course and practical exercises in Amman Jordan and a nearby desert training centre. In one of the practical activities on this course the team was attacked by “terrorists” and one of the team taken hostage. This was a very realistic experience which made sure everyone was fully aware of the dangers and basic security procedures. In the picture below Mike is “escaping” unsuccessfully.



Before heading to the site of one project in late 2019 he had to research the region and city as he had never heard of it before the project was proposed. He spent a week or so there in October and was impressed by the cosmopolitan nature of the city with over 10 million residents. In early 2020 he learnt much more about that city as the newspapers were full of stories about the place – Wuhan!

Mike’s activities have placed him in the full range of climatic conditions – minus 24 degrees in Mongolia inspecting possible hilltop sites for surveillance sensors and plus 54 degrees in the UAE desert inspecting military airfields. He also describes the need to put numbers in perspective explaining that in normal circumstances 0.03% was a small number but not when it was the percentage of the particulate matter in the air which was human faeces.



One disappointing observation of his time in developing countries is the inappropriate spending on aid which results in wasted funds and materials which could not be properly used by the recipients. He uses several examples, showing pictures in his presentations to international audiences, including one Australian donation of escalators of the wrong size for the building for which they were intended.

In answering a question following one presentation, Mike explained that it was essential in most circumstances in business to understand and apply the difference between Command, Leadership and Management as appropriate to the circumstances and environment. Although understanding the difference comes with experience, his early training in leadership in Scouts and the RAAF and taking command in emergencies both as a Scout and leader had provided a good foundation upon which his experiences have been built.

When he eventually finds a way to get to Australia, he will head to his apartment overlooking Port Melbourne Yacht Club and the beach before heading off for more adventures in the exciting world airspace, airport and air traffic management technology and regulation.

Mike has offered to answer questions on any of the subjects he canvassed in his presentation. Contact him on mjg@sensistech.com.au.

Mike through the ages



Stepping out in Bundaberg
"let's get this life underway"



Ex Appian Way 1973
"I thought control towers were air conditioned"



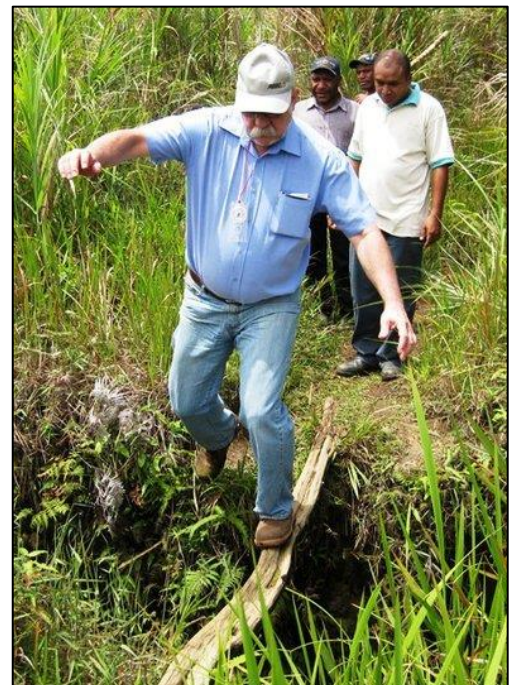
Approach Controller Butterworth
"Have Fun Enterprises, SE Asia inc"



Mongolia 2006
"Glad I donned the thermal underwear"



Indonesia 2013
"everyone here wears a uniform"



PNG Highlands 2014
Yep, good site for a runway.



Kiritimati (Christmas Island) 2016. "Could this be the missing earth mat wire"



Tarawa, Kiribati 2019
"Another ceremony another garland to wear"





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The People I meet.

As everyone knows I have the body and physique of which many a man would be extremely envious, however, a body like mine does not come naturally.

You have to work at it.

I was once a ten stone weakling but after getting sand kicked in my face while at the beach with my lady, I decided to do something about it. That humiliating event was far too painful to bear, my lady was embarrassed and left without a word, I considered just swimming out to the horizon and not returning but being a good Catholic boy I expunged that thought from my conscious mind and decided to bulk up instead. Many years ago now, I joined the local gym and ever since I have maintained a routine which has resulted in the near perfect physique I possess today.

At 3.30am every day, except Good Friday and Christmas Day, I rise from my slumber ready for my daily constitutional. Apart from the magnificent physique being an attraction which no female can ignore, I also have the problem of masking the Radtechitis that constantly emanates from my person. Being acknowledged as the top Radtech the RAAF has ever had, my body is chock full of Radtechitis, which for reasons unknown to science, is a far greater attraction for the fairer sex than is a Mercedes-AMG C63 S Coupé. I am forced to cover my illustrious body with a lotion and be on guard at all times otherwise any female within range would register the presence of Radtechitis and drape herself upon my person hoping to soak up some for herself.



So, at 3.30am every morning, except Good Friday and Christmas Day, which days I sleep in until 5.00am, I leave the bed and hit the floor for 100 one arm push-ups, 50 on each arm. Once completed, I cover the body with either Johnson's baby oil or Vaseline, which ever happens to be in the top drawer beside my bed at the time, (this contains the Radtechitis), don the bright yellow lycra suit and white Dunlop Volleys and hit the roads for a quick 25 km run, this usually takes a bit over two hours. On returning home, I have a quick breakfast of two sticks of celery and one raw carrot, then it's time to hit the gym. I grab my towel, water bottle, phone and membership card, fire up the 60's VW beetle, back out the driveway and in 20 mins I'm at the gym.



This is where I have to be careful, normally the gym is full of beautiful ladies and without the Radtechitis being shielded, I would be swamped, they would all try and drape themselves upon my person which would, of course, interrupt my exacting routine, and having a physique that puts



all the other men to shame, I normally keep myself to the back of the gym and wear a bulky old woollen jumper so as to curb their jealousy and not distract the ladies. One morning, after I had completed my morning 3 hour session, I towelled down and stopped off at the coffee shop for my one long black of the day, as always sitting outside at the back of the café so as not to distract the other patrons.

Unbeknown to me, as I sat I must have wiped a bit of baby oil off my arm as a tiny whiff of Radtechitis escaped and was whisked off in the prevailing wind.

Some 10 km away, the lovely Deanna Byrne was in her garden digging a patch to plant a dozen Grosse Lisse tomato plants. Suddenly she caught a tiny whiff of that Radtechitis that had flown past her veggy patch. Immediately she knew from whence it came, she threw off her Blundstone gum boots, Army surplus battle jacket and leather gloves, raced inside, popped on a t-shirt and a pair of purple crocs, hopped on her aging 3 wheel bike and headed for the coffee shop, roaring down the centre of Samford Road with her hair streaming out behind.

She raced in, and seeing me in the far corner, shooed all the other diners away, draped herself upon my person and soaked up some Radtechitis. I allowed this to continue for 48 minutes then extracted myself from her clutches.

Such is the burden a Radtech must endure.

Deanna owns the wonderful little florist and coffee café at the rear of the Anytime Fitness gym on Samford Road at Enoggera. She has called it *The NOGG*. It is the favourite of the many gym patrons, passers-by and many soldiers from the nearby Army base and she and daughter are on hand most mornings at 5.30am to start a lot of hearts with a morning coffee and a light snack. Always with a smile on their faces, these two lovely ladies make you feel welcome, make you feel important, serve a mean cup of coffee and are always ready for a chat.

Pop in, they would love to see you.





Sometimes someone unexpected comes into your life outta nowhere,
makes your heart race and changes you forever.
We call those people cops.

Mirage.

Air Force History.

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





Hornet.

At a special ceremony on the 16th November, 1984, the first F/A-18 Hornet assembled in Australia was rolled out of the Government Aircraft Factory plant at Avalon, Victoria, in the presence of Prime Minister R.J. Hawke and a distinguished gathering. This aircraft (A21-103) and another had arrived at Avalon in June, carried in the hold of a US Air Force Lockheed C-5A Galaxy. The first flight of A21-103 was scheduled for later the same month but was delayed by a demarcation dispute with the Australian Federation of Air Pilots, which insisted that only its members should pilot each new machine of the type during testing. As a result A21-103 did not make its first test flight until 26 February 1985 and was not formally handed over to the RAAF until 4 May 1985. Five years later the Federation also provoked the notorious strike which crippled Australia's domestic air services.



Australia reduced its shortlist for the Mirage replacement to only two candidates in November 1979. To fill the Tactical Fighter Force (TFF) requirement, the RAAF selected between the General Dynamics F-16 and the McDonnell-Douglas F/A-18 Hornet. On the 20th October 1981, the Hornet was selected.

The F/A-18 was a descendant of the Northrop YF-17, which had been the loser of the United States Air Force (USAF) light-weight fighter competition. On the 2nd May 1975, the US Navy announced the selection of McDonnell-Douglas-Northrop project, which became the F/A-18 Hornet, as a multi-mission aircraft with the 'F/A' designation signifying both fighter and attack roles. The Hornet resembled a YF-17, scaled up 12 per cent. The YF-18 prototype first flew on the 18th November 1978.



The Australian Government contracted to buy 75 Hornets for the RAAF in November 1981. This order was for 57 single-seat F/A-18As (serialled A21-1 to A21-57) and 18 two-seat F/A-18Bs (A21-101 to A21-118). The Hornet gave the Tactical Fighter Group several firsts, including a pulse-doppler look-down radar with a shoot-down capability, an inertial navigation system and a head-up display.

The Australian Hornet program was for the first two aircraft to be entirely assembled by McDonnell-Douglas (McAir) in the USA with the remaining 73 to be assembled by the Government Aircraft Factories (GAF) in Victoria.

The first RAAF Hornet, A21-101, made its first public appearance at the McAir plant at St Louis on the 29th October 1984. Two aircraft, A21-101 and A21-102, were then ferried in a non-stop record-breaking trans-Pacific 15-hour flight on the 17th May 1985. The 6,672 nm (12,360 km) flight from US Naval Air Station Lemoore, California, to RAAF Williamtown, made possible by inflight refuelling from US Air Force (USAF) KC-10 tankers, was led by No 2 Operational Conversion Unit (2OCU) Commanding Officer, Wing Commander Brian Robinson.

However, these were not the first RAAF Hornets to arrive in Australia. A21-103 and A21-104 had been flown inside a USAF C-5 Galaxy from St Louis, Missouri, arriving at Avalon, Victoria, on the 6th June 1984. These were in a knocked-down state for Australian assembly and, on the 16th November, A21-103 was rolled out by GAF at Avalon. Concurrently, at the main Tactical Fighter Group base at Williamtown, Mirage A3-3 (the first Australian-assembled Mirage) was flying a sortie to celebrate its 21st anniversary. It had first flown on the 16th November 1963.

A21-103 made its first flight at Avalon on 26 February 1985 in the hands of McAir test pilot, Rudi Haug (right). On this flight, A21-103 reached a speed of Mach 1.6 at an altitude of 40,000 ft. This aircraft was accepted by the RAAF on the 30th April 1985, formally handed over on the 4th May, and then delivered to 2OCU at Williamtown on the 17th May. The first 14 aircraft (A21-1 to A21-7, A21-101 to A21-107) were all allocated to 2OCU to enable the commencement of Hornet instructor training. 2OCU's Hornets were marked with a yellow and black tail flash, to which the unit's tiger head insignia was later added.



2OCU began the first RAAF Hornet conversion course at Williamtown on the 19th August 1985. The F/A-18 simulator was installed later that year, and on the 25th November the first single-seater (A21-1) was accepted.

The first operational RAAF Hornet unit was No 3 Squadron, reformed at Williamtown. The first two aircraft, A21-8 and A21-9, were collected from GAF at Avalon and delivered to Williamtown on the 29th August 1986. These aircraft were in low-visibility squadron markings with the Southern Cross on the fins and the Fleur-de-Lis (from No 3 Squadron's heritage in France during World War I) and flash on the fuselage spine. This marking was later changed to the No 3 Squadron winged-bomb badge. No 3 Squadron celebrated its 75th anniversary in 1991 and one aircraft, A21-57, was adorned with special fin markings for the occasion.



The next unit to re-equip was No 77 Squadron at Williamtown in May 1987. No 77 Squadron's Korean lion marking, known as "grumpy monkey", was applied with a flash on the spine and a black arrow on the fins.

The final RAAF Hornet unit was No 75 Squadron. This unit had relinquished its Mirages, the last operational in the RAAF, at RAAF Darwin in September 1988. Meanwhile, crews were already undergoing Hornet conversion at Williamtown and the first aircraft, A21-26, had been painted in the black diamond markings of No 75 Squadron and flown in April 1988. A further unit marking was No 75 Squadron's magpie, with a flash on the spine. No 75 Squadron commenced operations at RAAF Tindal with Hornets in September 1988.

On 15 December 1988, the last RAAF dual-seat Hornet, A21-118, was delivered. Each squadron is allocated one or two dual-seaters, the Aircraft Research and Development Unit (ARDU) operate one, and the remainder equip 2OCU for their primary role of type conversion. The last RAAF Hornet, single-seater A21-57, was handed over on the 12th May 1990 and delivered by ARDU test pilot Squadron Leader Ron Haack (Right) to Williamtown on the 14th May. Two days later, the Officer Commanding No 81 Wing, Group Captain Ray Conroy, displayed this aircraft at RAAF Fairbairn for its official handover, five years after the first aircraft had been delivered across the Pacific.



In 1991 the RAAF commenced forward-looking infra-red (FLIR) pod operations with the Hornet. This pod enables the pilot to navigate and acquire the target at night by the passive use of FLIR, which is displayed on the head-up display. The target can then be designated with a laser spot tracker for the guidance of laser-guided munitions.

RAAF Hornets from Air Combat Group maintain a presence for the five-power Integrated Air Defence System (IADS) at Butterworth, Malaysia and Singapore, with deployments several times a year. In addition, Hornets have exercised in the Philippines, Thailand and United States. Since 2001, RAAF F/A-18 Hornets have also been deployed to Diego Garcia and the Middle East Area of Operations as a part of the RAAF's commitment to the International Coalition Against Terrorism and have also flown aerial patrols within Australia as a security force during the Commonwealth Heads of Government conference and the 2006 Commonwealth Games in Melbourne.

Cop: Please step out of the car.
Me: I'm too drunk – you get in!

35 Sqn Caribou crashes at Eliptamin in PNG

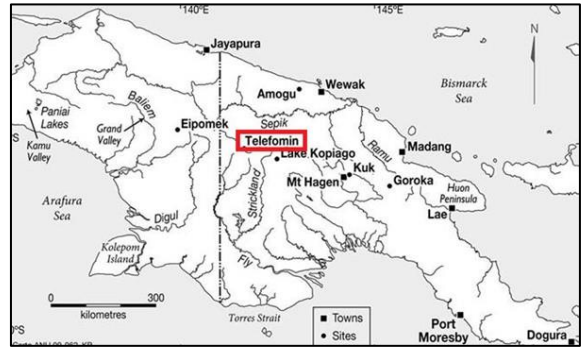


At about 1415 on the 23rd October, 1978, Caribou A4-164 crashed on take-off from remote Eliptamin airfield, PNG, 15 kilometres northeast of Telefomin in the Wewak FIA.

All three crew, captain Flight Lieutenant Bob Burstall, co-pilot Pilot Officer Mark Freeman and loady Corporal John Young, were unhurt. According to later 1978 press reporting, the ensuing salvage operation commenced on the 27th October 1978 when nine RAAF aircraft ferried 35 experts to the site in Papua New Guinea's West Sepik Province. Hindered by the high altitude (5,600ft) and the lack of support equipment, the salvage crew stripped the Caribou. Trees were felled to make an improvised gantry for removing the wing. The engines, each weighing over 2,000lb, were hauled across the airstrip by 50 villagers and then airlifted out. Once the aircraft weight had been reduced to around 11,000lb, an RAAF Chinook, its lifting ability reduced by the high altitude, was able to move the fuselage.

The Caribou was taken the 145 miles to the coast after a five-hour journey and two refuelling stops with a second Chinook carrying the fuel. A4-164 was subsequently repaired and returned to service. On the 30th May 1991 the Minister for Defence announced the Caribou fleet would be reduced from 21 to 14 aircraft, and A4-164 was the first withdrawn from service in November 1992.

It became a training aid at Richmond. The wings and tail section were removed and are now fitted to A4-173 at the Queensland Air Museum at Caloundra.



Go Navy

The USS Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on the 6th October, she took on 826 pounds of flour and 68,300 gallons of rum.



Then she headed for the Azores , arriving there on the 12th November. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine.



On the 18th November, she set sail for England . In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each. By the 26th January, her powder and shot were exhausted, nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland . Her landing party captured a whiskey distillery and transferred 40,000 gallons of single malt Scotch aboard by dawn. Then she headed home.

The USS. Constitution arrived back in Boston on the 20th February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whiskey, and 38,600 gallons of stagnant water .

During a recent password audit by a company, it was found that an employee was using the following password:

"MickeyMinniePlutoHueyLouieDeweyDonaldGoofySydney"

When asked why she had such a long password, she rolled her eyes and said: "Hello! It has to be at least 8 characters and include at least one capital."





Neptune.

The Historical Aircraft Restoration Society (HARS), which operates out of Shellharbour Airport at Albion Park, near Wollongong, has 3 Neptune aircraft.

[HERE](#) is video of one of them which should bring back memories to those who 10 Squadroned all those years ago.



77 Squadron in Korea.

No. 77 Squadron RAAF was formed at RAAF Base Pearce, Western Australia in March 1942 and saw action in the South West Pacific theatre of World War II, operating Curtis P-40 Kittyhawks. After the war, it re-equipped with North American P-51D Mustangs and deployed to Japan as part of the British Commonwealth Occupation Force. The squadron was about to return to Australia when the Korean War broke out in June 1950.



Led by Wing Commander Lou Spence, No. 77 Squadron was committed to action over Korea as part of United Nations Command (UN) and came under the operational control of the US Fifth Air Force. The Australian Unit was specifically requested by General Douglas MacArthur, commander of UN forces; the Mustang was considered the best long-range ground-attack aircraft in the theatre, and Lieutenant General George E Stratemeyer, commander of the US Far East Air Force contended that No. 77 Squadron was the best Mustang outfit in Japan.



The squadron flew its initial escort and patrol sorties from Iwakuni on 2 July 1950, becoming the first non-American UN unit to commence operations. Several Australian families were still living at Iwakuni pending their repatriation from what had become an operational theatre and could watch the Mustangs depart for missions over Korea.

A friendly fire incident occurred on 3 July 1950, when No. 77 squadron attacked a train full of US and Korean troops on the main highway between Suwon and Pyongtaek. Spence had raised concerns before the mission that the North Koreans could not have penetrated so far south, but was assured by Fifth Air Force controllers that the target was correct, the incident was widely reported in US newspapers but a public statement by Stratemeyer cleared the RAAF of any blame.

No. 77 Squadron did not encounter enemy aircraft in the opening phase of the war but often faced intense ground fire. It's many bombing attacks severely disrupted the progress of enemy ground forces. It suffered its first fatality on 7 July when it's deputy Commander, Squadron Leader Graham Strout, was killed during a raid on Samchok. He was also the first Australian, and the first non-American UN servicemen, to die in Korea.



Today 77 Sqn operates the Lockheed Martin F-35 Lightning out of Williamtown/

It has operated the following aircraft:

- [Curtiss P-40 Kittyhawk](#) (March 1942 – September 1945)
- [North American P-51 Mustang](#) (September 1945 – April 1951)
- [Gloster Meteor](#) (April 1951 – August 1956)
- [CAC Sabre](#) (November 1956 – July 1969)
- [Dassault Mirage III](#) (July 1969 – June 1987)
- [Macchi MB-326](#) (January 1985 – June 1987)
- [McDonnell Douglas F/A-18 Hornet](#) (June 1987 – December 2020)
- [Pilatus PC-9](#) (2000–2003)
- [Lockheed Martin F-35 Lightning II](#) (2021 –)



The Air Force had operated 71 F/A-18A/B Hornets at Williamtown and Tindal since 1985, with No. 77 Squadron operating the Hornet out of Williamtown for the past 33 years (where has that time gone?). In that time, they have deployed on a number of operations, including Operations Falconer (Invasion of Iraq) and [Okra](#) – the first operational deployment of fighters since the Korean War. The F/A-18A (single seat) and F/A-18B (twin seat) Hornets are a multi-role fighter aircraft, capable of air-to-air and air-to-ground missions. They have been an integral part of Australia's air combat capability.

In December 2020, an four-ship formation of F/A-18A/B Hornets filled the Williamtown skyline in a fitting farewell to the aircraft as it was retired from 77 Squadron on December 11. Click [HERE](#) to see it.

77 Sqn's retired Hornets then escorted in the new F-35 Lightnings - see [Here](#).

Don't be worries about your smartphone and TV spying on you.
Your vacuum cleaner has been gathering dirt on you for years.

March of the Spartans.

35 Squadron has demonstrated its readiness to deliver airlift support during contingency operations. On the 19th October, 2021, the Sqn simultaneously launched seven C-27J Spartans at Amberley, with an eighth Spartan already interstate on a separate task. Massed launches such as this are also called an 'elephant walk', describing the trail of aircraft taxiing to the runway.

The CO of 35 Squadron, Wing Commander Scott Egan, said it was the first time any global C-27J operator had conducted a mass launch on this scale. "Defence remains ready to provide relief to communities in Australia and across the region, and evacuate people to safety," he said. "The C-27J Spartan is one of many Defence capabilities that can provide vital support to the nation, and our near region, particularly as we enter the high-risk weather season. "The mass launch demonstrates that No. 35 Squadron is prepared to support whole-of-government operations and deliver that response to remote airfields."

Air Force has a fleet of 10 C-27J Spartans, providing a light tactical airlift capability between Army's rotary-wing fleet; and larger Air Force transports such as the C-130J Hercules and C-17A Globemaster III. Each aircraft can carry up to 40 passengers or five tonnes of cargo.

Flight Lieutenant Sean Joyce, a pilot at 35 Squadron, was responsible for coordinating the March of the Spartans. The March of the Spartans was built around the routine practice of preparing and launching the C-27J, but required coordination and simultaneous actions across seven aircraft. Aircrew planned an achievable timeline and ancillary details including taxi order and positions of aircraft, radio-call phraseology and coordination, and contingency actions. Maintenance personnel, however, had a significant stake in the March of the Spartans being successful. "It takes time to prepare an aircraft for a day of flying, as well as to launch and recover



planes,” Flight Lieutenant Joyce said. “Usually this is done with a time-based stagger to give technicians sufficient time and space to ‘turnaround’ aircraft and deal with any problems. For March of the Spartans, they now had to do all of this simultaneously for seven aircraft. This meant using shared resources and balancing manpower with other operations.

“It was a fantastic achievement by our maintenance and logistics team that we were not only able to prepare and launch all aircraft for the day simultaneously, but that all aircraft were ready early,”

Squadron Leader Justin van Beuningen, the Sqn Senior Engineering Officer, said the mass launch also reflected the success of recent maintenance reforms. “Since January 2020, we’ve completed a number of maintenance reforms to improve the fleet health as well as the availability and sustainability of the C-27J,” he said. “While there’s been a significant amount of work from our own maintenance and logistics teams, the reform would not have been possible without the support of C-27J enterprise partners. These include No. 84 Wing, Air Lift Systems Program Office, and our through-life support contractor Northrop Grumman Australia. The most significant reform has been the implementation of the Rolling Maintenance Program. This grouped together scheduled servicings and deferred defect rectification, optimising the maintenance down-time of aircraft and reducing the frequency of unserviceability. (Is that what we called a COS? - tb)

Additional improvements included the development of the Unit Maintenance Plan, as well as increased input into Fleet Planning. Experience with operating and maintaining the Spartan has grown since the first RAAF aircraft arrived at Richmond back in June 2015, followed by 35 Squadron relocating to Amberley in early 2019.

You can see the "Elephant Walk" [HERE](#).

If you get a loan from a bank you'll be paying it back for 30 years.
If you rob a bank you'll be out in 10 years.
Follow me for more financial advice.



Allan George's Gems

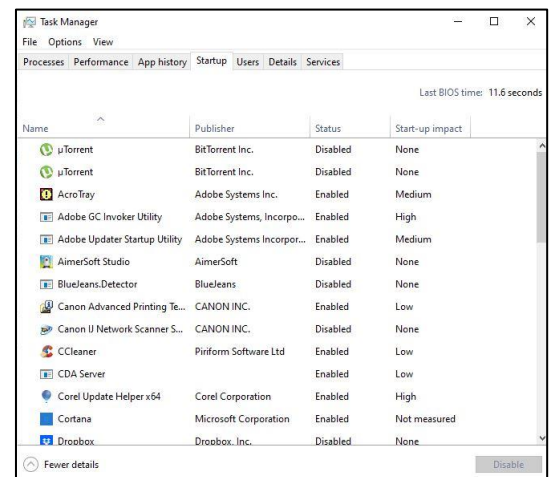
10 Quick Steps to increase PC performance.

How-To Geek

We live in the future. Your living room speaker turns on the coffee pot, a robot vacuums the house, and the thermostat knows when you get home, but even in this amazing era of automation, your PC still needs some manual help when it slows down. Here are 10 tips on how to speed it up.

1. Check your Startup programs.

When a computer is slow to boot up, a common ailment is having too many start-up programs. To fix this in Windows 10, press the Windows key, and then type (and select) Task Manager. When the Task Manager opens, click the "Startup" tab. Here, you'll see all the programs that are set to turn on when Windows boots up. Take a look at the column on the far right labelled Startup Impact. Examine anything rated as having a "high" or "medium" impact and decide whether it's really important. You don't want to turn off anything that's mission-critical, even it does have a "high" impact, but take a good look at everything. Once you've decided what will be turned off, select them one at a time with your mouse and click Disable in the lower right corner.



Name	Publisher	Status	Start-up impact
uTorrent	BitTorrent Inc.	Disabled	None
uTorrent	BitTorrent Inc.	Disabled	None
AcroTray	Adobe Systems Inc.	Enabled	Medium
Adobe GC Invoker Utility	Adobe Systems, Incorpo...	Enabled	High
Adobe Updater Startup Utility	Adobe Systems Incorpo...	Enabled	Medium
AimerSoft Studio	AimerSoft	Disabled	None
BlueJeans.Detector	BlueJeans	Disabled	None
Canon Advanced Printing Te...	CANON INC.	Enabled	Low
Canon IJ Network Scanner S...	CANON INC.	Disabled	None
CCleaner	Piriform Software Ltd	Enabled	Low
CDA Server		Enabled	Low
Corel Update Helper x64	Corel Corporation	Enabled	High
Cortana	Microsoft Corporation	Enabled	Not measured
Drobox	Drobox, Inc.	Disabled	None

2. Adjust your Restart settings.

When your computer restarts automatically because of a system or program update, by default Windows 10 tries to reopen everything that was open on the desktop before the shutdown. It's a nice feature, but it can also impact performance, and turning it off is easy. Open the Settings app



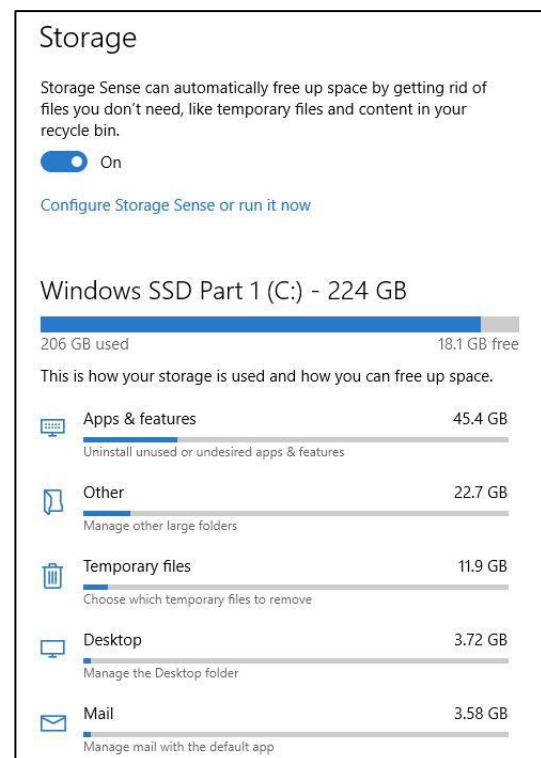
(click “Start” and then select the settings cog) in the lower left of the Start Menu. Inside the Settings app, select Accounts > Sign- In Options. Then under Privacy turn off the slider labelled “Use my sign-in info to automatically finish setting up my device and reopen my apps after an update or restart.”

3 Remove Bloatware and Superfluous Apps.

Startup apps are just half the problem. Some programs have little helper utilities that run in the background even when an app isn’t running. You don’t want to turn these off manually unless you’re familiar with what they’re doing, a better approach is to just unload the apps that you never or rarely use, including bloatware applications that came preinstalled on your PC. Right-click on any superfluous Windows 10 Store apps in the Start menu and select “Uninstall.” This works for regular desktop apps as well, but we still recommend the old school Control Panel method for removing those.

4 Check Your Storage Space.

Windows 10 provides more built-in information for viewing and managing your PC’s storage. To find it, open the Settings app and select System > Storage. This section shows a summary of your usage of the system’s primary storage, including how much space apps and features are using, as well as your large files and folders, temporary files, and so on. Typically, the storage usage should have a blue bar indicating how close to full it is. When the bar turns red, you have a problem and need to start unloading files to other drives (or delete them). Using this feature can help you figure out what to delete (or unload), but there are a few things you don’t want to touch. First, even if you see a ton of them in the “Apps & features” section, do not uninstall any of the Microsoft Visual C++ redistributables. It looks redundant, but different programs depend on different versions. Also, if you see anything in the “Other” section any folders labelled AMD, Nvidia, or Intel should be left alone. You also don’t want to touch the System & Reserved section. In general, if you don’t know what something does, then don’t uninstall or delete it. In this section, you can also activate a feature called Storage Sense, which automatically deletes temporary files and other junk when it’s not needed.



5 Tweak the Power Plan.

By default, Windows 10 uses a “balanced” power usage plan that can sometimes hamper performance. The balanced plan keeps your CPU speed lower when it’s not in use and puts key components in their respective power-saving modes during times of low demand. You can ratchet



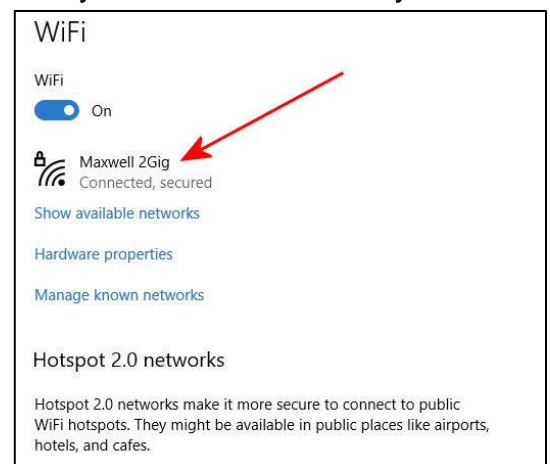
things up by opening the Control Panel (click “Start” and type “Control Panel”) and select “Power Options.” On the next panel, click “Show Additional Plans” and then select the “High Performance” option.

6 Shut down OneDrive.

If for some reason you’re not using OneDrive, this is an easy way to cut down on superfluous system resource usage. The easiest thing to do is turn off OneDrive under the Startup tab in Task Manager—if it’s there. If it’s not, don’t worry, it’s not affecting your speed. Although we wouldn’t recommend it, you can also open the Start menu and under the “O” section, right-click “OneDrive” and select “Uninstall.” This will remove OneDrive from your PC, but all your files will still be on OneDrive.com.

7 Stop background Updates.

There is something you can do to stymie Windows Update and other background download features in Windows but we would suggest you only do this if your machine is terribly slow and you’re desperate to try and speed it up. Microsoft issues updates for a reason, you’re better to allow them to be installed on your machine when issued. These processes may, however, drag down your internet connection performance, as well as your computer’s. Set your home Wi-Fi or wired Ethernet connection as metered from Settings > Network & Internet > Wi-Fi, or Settings > then click the connected network (arrowed). This opens another window, scroll down to “*Metered connection*” and set the metered connection to **ON**. This tells Windows 10 not to download any large updates while on that Wi-Fi connection—at least for a little while anyway. Eventually, it will force an upgrade, but this setting helps most of the time. It also stops some apps from pinging servers, which can help reduce the performance of background processes. Give it a go but if it doesn’t make a huge difference, turn it back off again.



8 Speed up Menus and Animations.

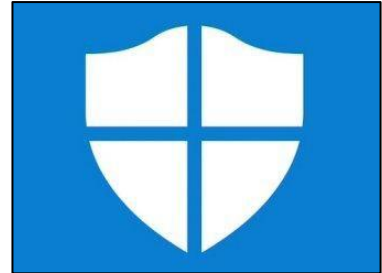
Like other versions of the operating system, Windows 10 uses visual effects that can reduce performance. These are items such as animations, window translucency, shadow effects, and so on. To change this, open your File Explorer, in the left hand window, scroll down and right click ‘This PC’ then click ‘Properties.’ Over on the right hand side of the window that has opened, click ‘Advanced system settings’. This opens another window, click the ‘Advanced’ tab then under ‘Performance’ click ‘Settings’. This opens another window, click the ‘Visual Effects’ tab. By default, Windows 10 tries to pick the settings that are best for your PC, but you can also select the option that says “Adjust For Best Performance,” then click “Apply.” Another alternative is to go through the list manually and uncheck what you don’t want to use.



This change probably won't do much on mid-range and high-end machines, but budget devices with limited ram and weaker CPUs can benefit.

9 Recovering from a sudden slow down.

If your PC is suddenly slowing down, there are two culprits to look at right away. First, open the Settings > Update & Security > View Update History window. Were any updates installed around the time your PC started slowing down? If so, search online by the update's KB number (it's in brackets at the end of each update title), and see if anyone else is complaining about it on PC news sites, forums, or Reddit posts. If a good amount of people are having trouble since that update, then you may need to [uninstall](#) it or wait for Microsoft to send a fix—that could take a while. Next, run a standard scan for malware, and then do an online scan with [Windows Security](#) (Windows Defender in previous versions of Windows) to make extra sure that everything is fine.



10 Hard Drive Tips.

This last tip doesn't affect PCs with solid-state drives but it's good advice for those with hard drives. Spinning drives can do with a little extra maintenance from time to time. These are good old fashioned moves that long-time PC users should be familiar with. First, use the Defragment and Optimize Drives utility. Search for it in the taskbar and it will pop up. Select the drives you want to deal with, and then select the "Optimize" button. You can also turn on automated optimization. Windows defragments and optimizes your drives automatically, but it's a good idea to check and run it manually if your PC is slow. Next, is the disk cleanup utility—again, search for "Disk Cleanup" from the taskbar or Start menu's search box. Choose the drive you want to clean up and run it.





Engine sensors.

Once upon a time car engines were simple creatures. 95% of the time you put super or standard petrol into a tube at the back end of the car which fed into a tank that was attached under the car behind the back axle, a mechanical fuel pump attached to the engine and driven by the camshaft would suck fuel from the tank and feed it into a float chamber on a carburettor. To start your car, (if you lived in Tassie), you pulled on a choke button which closed off a valve at the opening of the carburettor changing the fuel/air mixture to super rich, you actuated the starter motor and pressed down on the accelerator which opened another valve further down in the carburettor allowing air to be sucked into an inlet manifold which fed it into the cylinders, drawing some fuel from the float chamber by way of a venturi built into the carburettor. Also driven by the camshaft would be a distributor which would have a number of leads coming out the top with one going to each spark plug screwed into the side of the engine head.



As the engine turned by way of the starter motor, a rotor inside the distributor would also turn, as would a little cam which would open and close a set of electrical contacts. These contacts, called points, as they opened and closed as the little cam spun with the engine, would interrupt the current flow to a coil, which, due to the making and breaking of a magnetic field (built by the coil) would cause a large voltage to be induced into a second winding in the coil. That voltage would then be fed to each spark plug at the right time by way of the leads from the distributor. At the end of each spark plug there would have a small gap between an insulated inner core and its outer which was attached to the engine head. The voltage fed to the plug would be high enough to allow it to jump the gap to the engine head – causing a spark. This spark would ignite the



fuel/air mix in each cylinder, the engine would 'start', you would let go of the starter button and as the engine warmed up, you'd push in the choke.

And that was it. To be efficient and deliver maximum power, all those events had to happen at a specific time. The spark had to happen when fuel had been sucked into the engine and the piston in the cylinder was nearly at the top of its cycle. The distributor took care of this, it had small weights built in which would spin with the engine and when the engine revs increased centrifugal force would pull them outwards which through a small lever system would cause the distributor to send the high voltage to each plug a little earlier (called engine advance) than when the piston reached the top of its cycle. But that system relied on RPM, it doesn't take into account any load on the engine when more power was needed. To overcome this, a small hose was connected from the inlet manifold to the distributor which, using vacuum, also advanced the timing.

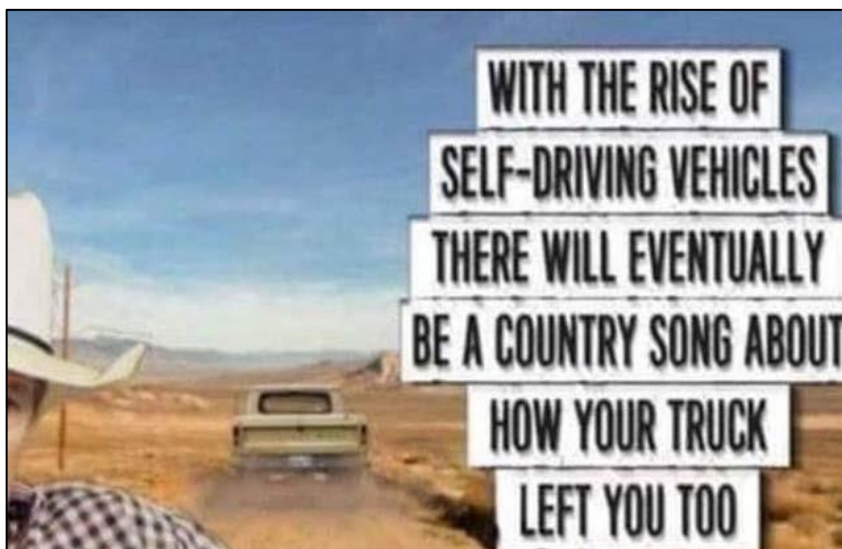
It was as simple as that. Engines worked but they really weren't all that efficient and without today's electronics, there wasn't much that could be done to improve them apart from making them bigger, changing the exhaust and adding more carburettors to get more fuel in. A mechanic could work on any engine from any manufacturer as, apart from size and number of cylinders, they were all the same.

The early Holden 6 cylinder engines (the grey motor) was a bit over 2 litres in size (2.173 litres) and produced 60HP whereas a Toyota Corolla 2 litre 4 cylinder engine develops 170HP, uses less fuel and doesn't pump out bad stuff from its exhaust.



Today's engines don't have any of that stuff above, except for the spark plug. Everything else has gone, been replaced by electronic wizardry. Today's engines are controlled by a computer which gets fed data from numerous sensors attached to all parts of the car. Mechanics need to have a thorough understanding of electronics to be able to work on a car and fault diagnostics is no longer done by ear but by a wizard box.

Have a look at the video [HERE](#)





A rare miracle from World War 2

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area in North Africa, this became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged. The fuselage had been cut almost completely through . . . connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged.



There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret and the tail actually bounced and swayed in the wind, and twisted when the plane turned. And all the control cables were severed, except one single elevator cable still worked and the aircraft miraculously still flew! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried



to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the "All American". Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters.

The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Allied P-51 fighters intercepted the "All American" as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fishtail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signalled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it. Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition.



The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



This old bird had done its job and brought the entire crew home uninjured.

B-17 "All American" (414th Squadron, 97BG) Crew

Pilot - Ken Bragg Jr.
Co-pilot - G. Boyd Jr.
Navigator - Harry C. Nuessle
Bombardier - Ralph Burbridge
Engineer - Joe C. James

Radio Operator - Paul A. Galloway
Ball Turret Gunner - Elton Conda
Waist Gunner - Michael Zuk
Tail Gunner - Sam T. Sarpolus
Ground Crew Chief - Hank Hyland

Click [HERE](#) to see a note a pilot from another aircraft who saw All American, sent home to his wife.

I very quietly confided to my best friend that I was having an affair.
She turned to me and asked, "Are you having it catered?"
And that, my friend, is the sad definition of "OLD!"

How to save Passwords on Google Chrome

Google Chrome can save your website passwords and help you automatically fill them the next time you visit your sites. If you haven't already, here's how to enable Chrome's built-in password manager on both your desktop and mobile.

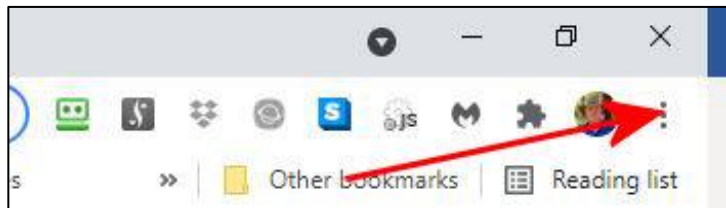




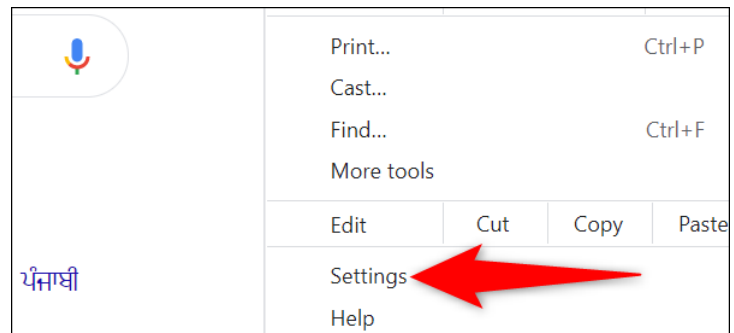
There are three ways to turn on the password saving feature in Chrome. Note that Chrome syncs your passwords with your Google account, which means if you enable Chrome to save passwords on one device, that change automatically applies to all your signed-in devices. For example, if you enable the option to save passwords in Chrome on desktop, the Chrome app on your smartphone will also automatically activate that feature. Thus, you can use the method that's convenient for you.

Save Passwords on Chrome for Desktop

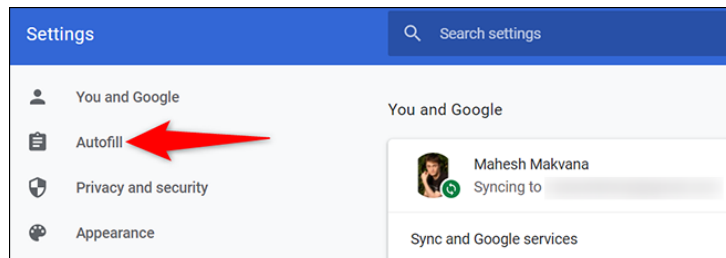
To enable Chrome's password manager on your Windows, Mac, Linux, or Chromebook computer, first, open Chrome on your computer then in Chrome's top right hand corner, click the three dots.



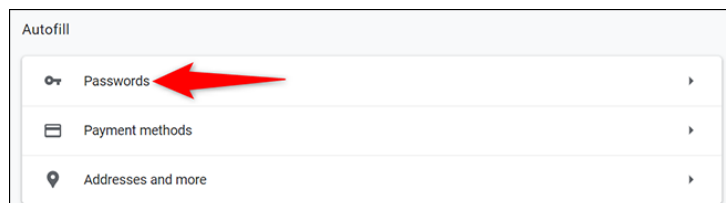
From the three-dots menu, select "Settings."



On the "Settings" page, in the left sidebar, click "Autofill."



In the "Autofill" section click "Passwords."



At the top of the "Passwords" page, enable the "Offer to Save Passwords" option.

And that's it. From now on, when you log in to a site in Chrome on any of your devices, the browser will ask you to save your password for that site. You can then also manually view the saved passwords in Chrome by clicking [HERE](#)

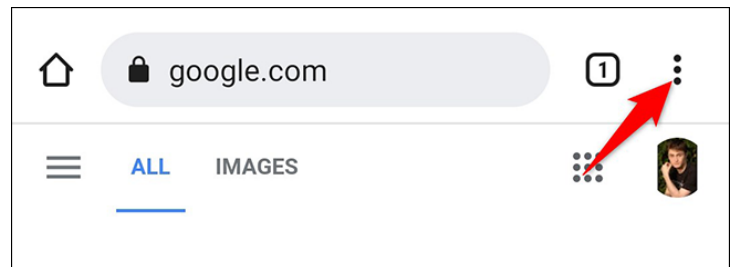


Tip: In the future, if you decide you don't want password prompts from Chrome, just turn off the "Offer to Save Passwords" option again.

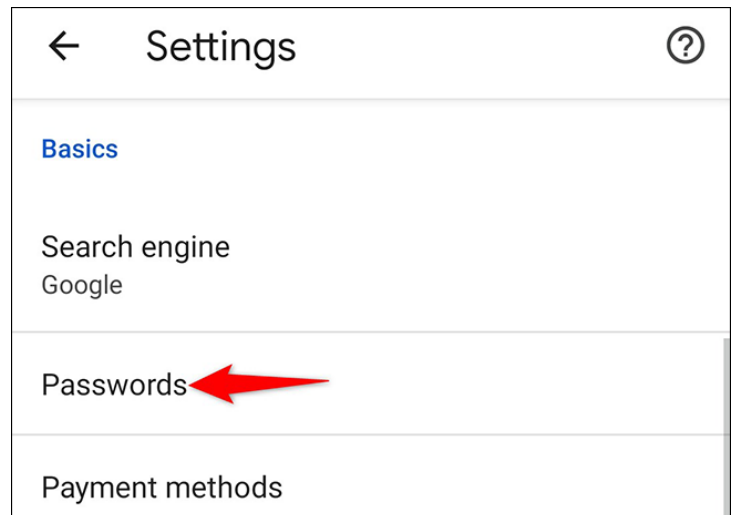
Save Passwords on Chrome for Mobile

To get Chrome on your iPhone, iPad, or Android device to offer to save passwords, open Chrome on your phone.

Tap the three dots in Chrome on your phone. If you are on Android, these dots are in Chrome's top-right corner. If you are on an iPhone or iPad, you will find these dots in the bottom-right corner.

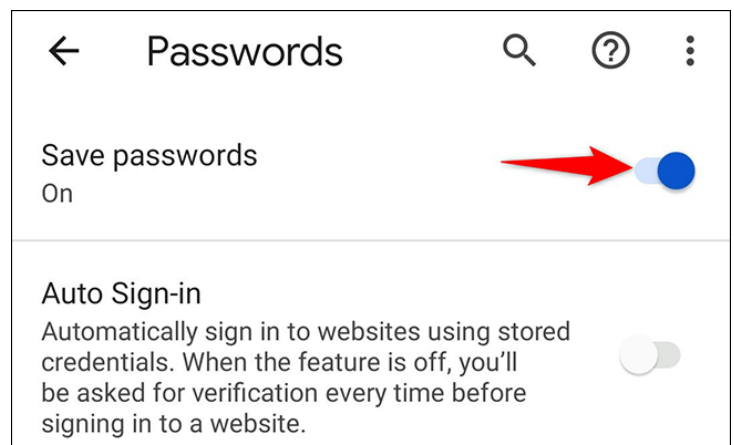


In the three-dots menu that opens, tap "Settings."



On the "Settings" page, in the "Basics" section, tap "Passwords."

On the "Passwords" page, toggle-on the "Save Passwords" option.



And that's all. If you ever want, you can delete the saved passwords in Chrome on your devices [HERE](#).



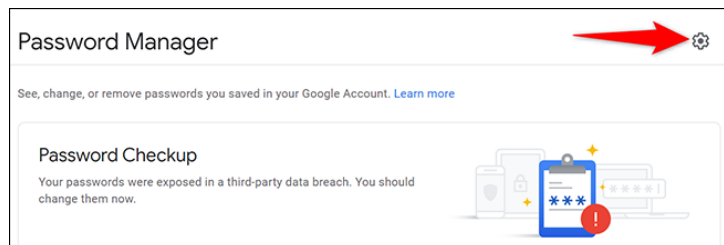
With the rise of self-driving vehicles there will eventually be a country song about how your truck left you too.

Save Passwords on Chrome Using the Password Manager Site

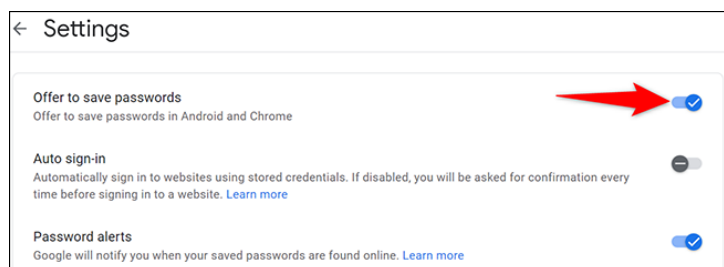
The third way to enable Chrome to save your site passwords is to toggle on an option on Google's Password Manager site. The advantage of this option is that it allows you to activate the feature even while you're using a browser other than Chrome.

To use this method, open a web browser on your device and access the [Google Password Manager](#) site. Log in to the site with the same Google account that you use in Chrome.

When the Password Manager site opens, in the top-right corner, click "Password Options" (a gear icon).



You will land on a "Settings" page. Here, at the top, turn on the "Offer to Save Passwords" option.



You're all set. From now on, no matter what method you used above, Chrome will start prompting you to save passwords on all your signed-in devices. Very handy!

I never thought I'd be the kind of person who'd wake up early in the morning to exercise.
And I was right!

Windows XP is 20 years old.

How-To Geek

Microsoft released Windows XP, one of the most popular and enduring versions of Windows ever, on October 25, 2001. It brought a graphical refresh and much-needed stability to consumer Windows. Let's look back at what made it special. It brought Windows NT to consumers, finally



In the early 1990s, Microsoft began working on a next-generation operating system called Windows NT that would leave Microsoft's MS-DOS-based roots behind. It incorporated a brand new [kernel](#) and other technologies that made it very stable and reliable. At first, NT proved too hardware intensive to run well on the typical consumer PC, so Microsoft aimed it at the professional and server markets. With Windows 2000, Microsoft almost brought NT to the consumer market, but decided to hold off and released Windows Millennium Edition (Me) instead. But the company knew the shift to NT was inevitable.

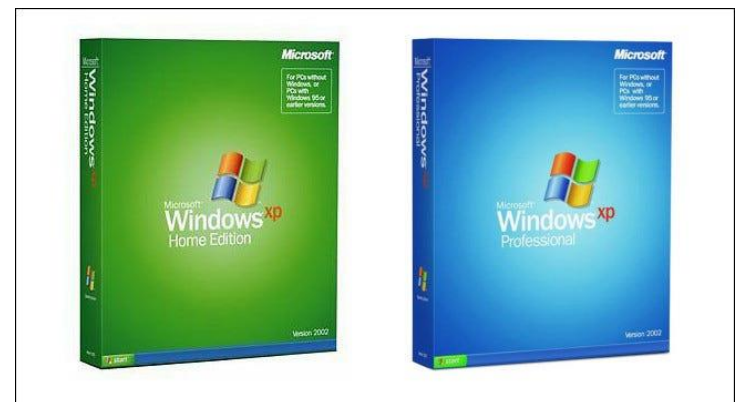


Windows Me (like Windows 95 and 98 before it) ran on technology carried over from MS-DOS that made it prone to frequent, catastrophic crashes. After Windows Me garnered a poor critical and customer response in 2000, Microsoft knew its next consumer OS would need to finally take up the NT mantle.

After extensive prototyping, including abandoning earlier attempts at a consumer NT-based operating system, Microsoft settled on a prototype called "Whistler" that would eventually turn into Windows XP. According to Microsoft, the "XP" meant "experience," with a promise to focus on user experience in the new release. Unlike the divide between operating systems like Windows 95 and NT 4.0 in the past (or Windows Me and Windows 2000), XP would unify Microsoft's consumer and professional Windows products under one brand, albeit in two different editions.



Aimed at consumers, Windows XP Home Edition sold for \$199 (\$99 for an upgrade version) and Windows XP Professional cost \$299 — or \$199 if you upgraded from a previous professional version of Windows. The two main editions cost about \$307 (for Home) and \$461 (for Pro) in today's dollars when adjusted for inflation.



Like any new version of Windows, XP upped the system requirements. Microsoft had to make sure people could enjoy the new graphical effects and more complex system processes handling things in the background. XP required a 233 MHz or higher CPU, 64 MB of RAM, 1.5 GB of free hard disk space, and a video card that supported 800x600 resolution or higher.



Windows XP brought eye candy to Windows in a big way, marking the first significant departure from the classic grey Windows theme introduced in Windows 95. Thanks to a visual style called Luna, Windows XP defaulted to a colourful design that featured a blue taskbar with a green Start button, blue window title bars, and bright red “X” buttons to close Windows.

To tie in with the colour scheme, Microsoft chose a photograph (titled “Bliss”) of a gentle grassy hill with a blue sky dotted with clouds as the default XP desktop background image. Former National Geographic photographer Charles O’Rear took the photo near Napa Valley, California in 1996.



Although some criticized the new XP theme as looking like a Fisher-Price toy, thanks to a new visual style system, themes could easily be changed. There was even a “Classic” theme similar to Windows 2000. In another visual improvement, Windows XP brought anti-aliasing to system fonts in a significant way with ClearType rendering, which provided sub-pixel rendering for fonts. It aimed to make fonts look better on LCD monitors that were then starting to gain more widespread use at the time.



Windows XP also included a set of colourful new icons with rounded corners, smooth gradients, and more colour depth than usual. For the first time, Windows icons could support an alpha channel for transparency and drop shadow effects. Overall, Windows XP was a gorgeous step forward for Windows, although it didn’t keep some die-hard fans from grumbling.

Other New XP Features

Windows XP gained dozens of new features over previous versions of Windows. Here are just a handful of notable ones:

- A two-column Start menu that allowed pinning apps.
- A taskbar that can group application windows under a single button.
- Content-aware Windows Explorer window formats for music and other types of media.
- Fast User Switching for changing user accounts quickly without logging out.
- Thumbnails in Windows Explorer that show previews of images and other documents.
- Pop-up “word bubble” notification messages from the taskbar—new to consumer Windows but borrowed from Windows 2000.

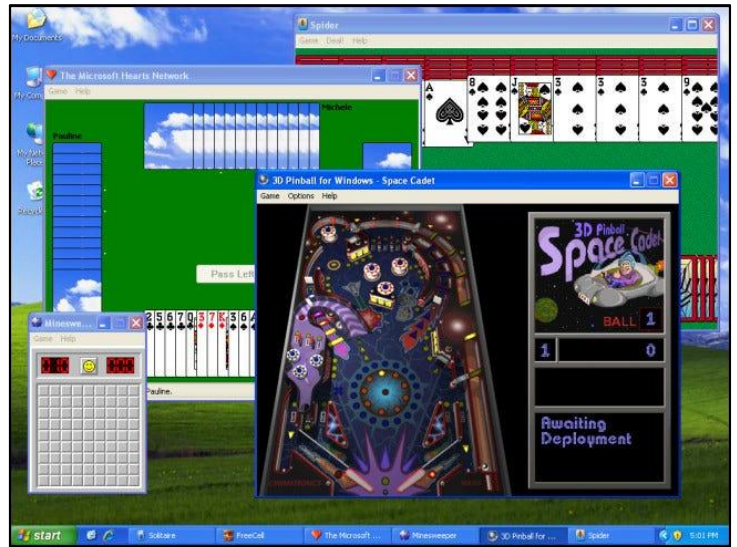


- Automated System Recovery that detected system problems and aided recovery from crashes or system file failure.
- In Networking, Windows XP gained several significant new features, such as a firewall, Wi-Fi support, and Internet Connection Sharing.
- Windows Product Activation (WPA), which discouraged casual piracy by phoning home to Microsoft about each installed copy of Windows XP via the Internet.

The Games of Windows XP

Windows XP carried over a large array of games from Windows Me and other previous versions of Windows. It included classic games like Solitaire, Minesweeper, and Freecell, and also more recent additions to the Windows gaming pantheon like Spider Solitaire, Hearts, and 3D Pinball: Space Cadet.

XP also shipped with four online multiplayer games that originally launched with Windows Me: Internet Backgammon, Internet Checkers, Internet Hearts, Internet Reversi, and Internet Spades. When playing the internet-enabled games, players would be matched up automatically with other Windows gamers through servers run by Zone.com.



Even though Windows XP ran on Windows NT architecture, it maintained backward compatibility with previous Win32 games for Windows 95 and 98 while paving the way for future gaming Windows experiences with robust DirectX support.

Windows XP's Launch and Legacy

Microsoft launched Windows XP with a \$1 billion marketing campaign on October 25, 2001, hosting an event in New York City that also paid tribute to those lost in the attacks on the 11th September, 2001. Many initial reviews were generally good, although some controversies surrounded the release. The press reported on driver issues and multiple security bugs that Microsoft quickly patched. Also, reviewers and customers were concerned about Windows XP's new activation system, which potentially required re-activation when certain aspects of your hardware configuration changed. If someone didn't have Internet access, they could call a toll-free number to activate with a live representative.



Ultimately, those were just hiccups on the way to Windows XP's success. Within two months of release, XP sold over 17 million copies, with sales speed exceeding those of Windows 95 and Me.

That total grew to over 210 million by 2004, and while there are no hard numbers on total lifetime sales of XP, guesses range anywhere between 500 million and 1 billion copies depending on where you look.



The different way vodka is drunk in the US compared to how it's done in Russia.





Vely Inteesting - but stoopid!!





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10SU Vietnam.

Whenever people talk about the Air Force and their role in the Vietnam War, they automatically think of the units that operated aircraft, there are lots of stories about 2 Sqn's experiences with their very efficient Canberras, 9 Sqn which operated the immediately recognised Iroquois and the best of all, of course, 35 sqn with their trusty old Caribou. But there was another unit in Vietnam, one which gets practically no recognition, but without which the RAAF in Vung Tau would not have worked and that was No 1 Operation Support Unit (1 OSU) – or 10 Sewerage Unit as it was affectionately called.

John Cridland says "I was posted to 1OSU (Dec 1969 – Dec 1970) even though it is listed in some documents as HQ Vung Tau. For the last 35 years or so I have marched with 9 SQN in Brisbane following an invite from a WOENG I knew in Vung Tau to make up their numbers. Not complaining as I have not missed out on any benefits, but think it is sad that a unit which must have had at least 500 personnel pass through its ranks is so forgotten these days."



Originally established as Base Support Flight in May 1966, it was renamed in May 1968 to reflect the increase in its responsibilities and strength.



1 OSU, Vung Tau, 1968

10SU was similar to a Base Squadron, its staff consisted of Comcen Operations people, Orderly Room, Pay Section, Transport Section, Cooks, Service Police, Education, Radio Station Staff, Airfield Defence Guards, (many of whom were seconded to 9Sqn as door gunners), Medical Section, Air movements, Equipos and anyone else who needed a home



It returned to Australia in 1972 and was disbanded only to be reformed 12 years later at RAAF Richmond. On the 1st January 2007 the unit merged with No. 1 Air Terminal Squadron (1ATS) to form into the unit it is today. 1AOSS is currently the most diverse and dispersed unit in the Air Force, with an approximate staff of 470 permanent, reserve and civilian personnel serving at 9 permanent detachments at bases all around Australia.

35 Sqn end of year 'Thank You's'.

At the end of the year, 35Sqn, arguably the best Sqn in the Air Force, gathers the Sqn personnel together to thank everyone for their efforts during the year and to hand out awards to who everyone agrees was the outstanding person in a particular field.

The current Sqn and the RTFV-35Sqn Association have, over the years, formed a close relationship and this year the Sqn CO, WNGCDR Scott Egan, graciously invited several from the Association to the event, for which we thank him very much. We were met at the front gate at Amberley by FSgt Russell Reilly a bit after 9.00am, signed in and given a good look around the Sqn buildings and its aircraft. Due to the current security precautions in place at ADF bases across the country, poor old Russell had to stick to us like glue, you can bet he wished he was somewhere else, doing something else, with someone else, not tied down to a bunch of boring old buggers who talked of nothing but "when I was in...."

Thanks Rus, we appreciated it.



L-R: Russell Reilly, John Sambrooks, Lloyd Godwin - inside one of the C-27s.



Trev Benneworth, John "Sambo" Sambrooks – the Secretary/Treasurer of the RTFV-35 Sqn Assoc.





Pride of place on the wall in the Squadron room is this wonderful motif which was created by aboriginal man, Maurice Woodley. Maurice was born in Cairns but moved south to Ipswich when he was 13. He is a self-taught artist who started creating artwork not long after moving to Ipswich. He works under a business which he has established called Picqui Arts.



There is a strong rumour that 35 Sqn will drop the Spartan as their emblem and early in the New Year, will revert back to Wallaby Airlines, a name that originated in and was carried with pride by 35 Sqn in Vietnam in the 1960s. The painting on the wall depicts the three major natural disasters for which 35 Sqn, the Wallaby, has supplied aid and comfort to the poor unfortunate people affected by them.

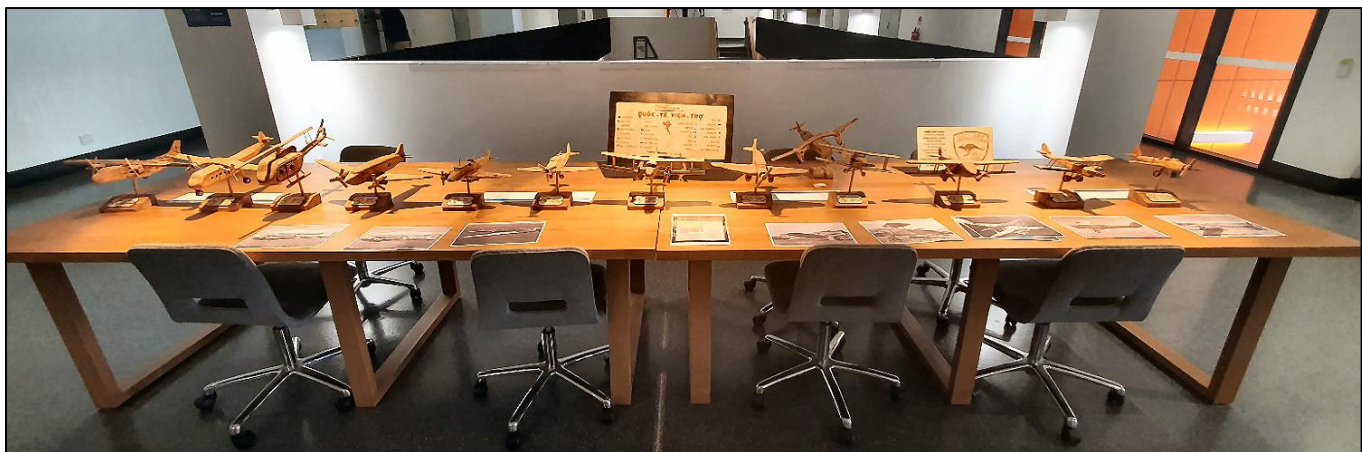
The one on the left depicts fire, the middle one drought and the one on the right, flood.

A brass plaque is mounted below the pics, it reads:

"The story of Picqui

Picqui is the Yinwum people's Dreaming. Picqui is the Wallaby.

Picqui taught the Yinwum people the way to live. The way to live off the land, how to interact with each other, the seasons, when to hunt and our connections to land's winds and waters. When Picqui had taught our people, he became restless on earth. He would look up into the night sky and notice how peaceful it was. He then told our people "I cannot rest here on earth, I am going to go up there into the night sky to find some rest." He left the area of the Embley range and Wentlock river and followed a star path into the sky where he was able to rest. He then said to our people, "I have found rest up here, I am at peace. I will stay up here and watch over you from here. When you finish your time on earth, your spirit will meet me here in the sky." When our spirits meet with Picqui, it will be decided if our spirit had enough time to reach its full potential. If it has we will become part of the spirit world or universe. If not, our spirit will be sent back to earth and be re-incarnated either as a person, an animal, a seed or a single drop of rain."





Another item on display, and once again, at pride of place in the Squadron rooms, is this table of model aircraft. Each model represents aircraft that the Sqn has operated at one time since its formation at Pearce in February 1942. (Click the pic for a bigger view). What a lot of people don't know, and we won't say, but "Sambo" paid for these from his own pocket and donated them to the Sqn.



At 11.00am, Scott Egan called everyone together for the presentations. Those receiving an award were:



Damien "Turbo" Power



Mharc Crame.



Michelle Li.



Amelia Ticehurst. (We think Amelia just told Scott a very good joke)





Michael Prince, Darius Karkaria – Northrup Grumman



Yanon "Bob" Du, Jasmine Obst, Abbey Green



Evan Cannard (Sqdn W/O) Felicity "Flick" Hull



Evan Cannard then told the troops to get back to work, it's not Christmas yet he said!





Are Elec Cars a sure thing in the near future?

Toyota doesn't think so!

You may not need to worry too much about this as its implementation could be well "after your time". Nevertheless, it makes interesting reading, particularly the quotation at the end

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to Wheels, Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. in its nearly half a dozen American plants. If you live in the US and you're driving a Tundra (a Hi-Luxe on steroids), RAV4, Camry, or Corolla it was probably American-made. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.



Toyota Tundra.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint



through acquisitions as Volkswagen has and it hasn't undergone bankruptcy and bailout as GM has. Toyota has grown by building reliable cars for decades. When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has offered before. That opinion is straightforward:

The world is not yet ready to support a fully electric auto fleet.

Toyota's head of energy and environmental research Robert Wimmer testified before the US Senate recently and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refuelling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of GM's announcement that it will phase out all internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have followed suit with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the car market into account. Honda competes in those markets with Briggs & Stratton and the increased electrification of lawnmowers, weed trimmers, and the like.

Wimmer noted that while manufactures have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring price tags down.



The scale of the change hasn't even been introduced into the conversation in any systematic way yet. According to Finances Online, there are 289.5 million cars just on U.S. roads as of 2021.



About 98 percent of them are petrol-powered. Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue (X-Trail in Oz). This is in the U.S. market, mind. GM only has one entry in the top 15 in the U.S. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A 2017 U.S. government study found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE cars.

Simply put, we're going to need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.



But instead of building a bigger boat, the US may be shrinking the boat they have now. The power outages in California and Texas, the largest U.S. states by population and by car ownership, exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs, it generates too much power when we tend not to need it and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

The US will need much more generation capacity to power about 300 million cars if they are all going to be forced to drive electric cars. Whether charging them at home or charging them on the road, they will be charging them frequently. Every servo you see on the roadside today will have



to be wired to charge electric cars and charge speeds will have to be greatly increased. Current technology enables charges in “as little as 30 minutes,” according to Kelly Blue Book. That best-case-scenario fast charging cannot be done on home power. It uses direct current and specialized systems. Charging at home on alternating current through a rectifier can take a few hours to overnight to fill the battery and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power. Despite Austin, Texas’ experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn’t even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It’s about 5 to 10 times longer than a current trip to the servo tends to take when pumps can push 15 – 20 litres into your tank per minute. That’s for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn’t reduced by 70 to 80 percent. We can expect improvements, but those won’t come without cost. Nothing does. There is no free lunch. Electrifying the car fleet will require a massive overhaul of the power grid and an enormous increase in power generation. Elon Musk recently said we might need double the amount of power we’re currently generating if we go electric. He’s not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signalling to win favour with those in power in California and Washington and in the media. Toyota’s addressing reality and its record is evidence that it deserves to be heard.

Toyota isn’t saying none of this can be done, by the way. It’s just saying that so far, the conversation isn’t anywhere near serious enough to get things done.



You can ignore reality, but you cannot ignore the consequences of ignoring reality!

THE McDONALDS CURVE





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

DVA Heart Health Program.

The Heart Health Program is a free, year-long program run by DVA. It can help you improve your physical health through:

- practical exercise
- nutritional education
- lifestyle management

The goal of the program is to help get you started with a daily routine of exercise and balanced nutrition.

Who can access it

You can access the Heart Health Program if both of the following apply:

- you are a returned veteran or peacekeeper
- you have not yet taken part in the program

An eligibility checker is available on the [Heart Health Program website](#).

You will need medical clearance from your general practitioner (GP) before you can begin.

You may not be eligible for the program if you either:

- are not a returned veteran
- do not have operational or peacekeeping service

We can recommend the program, having done one some years ago. You can download a flier on the program [HERE](#).



Masturbation – is it good for you?

YourLifeChoices

Sydney based sex therapist and counsellor Lucy Patarcic tracks the history of masturbation with surprising findings about the Kelloggs Cornflakes creator and Graham crackers and less surprising findings about health and wellbeing.

You can masturbate and have your cracker too!

You may be wondering what masturbation has to do with crackers? A quick history lesson first. Ahh masturbation. Pleasurable or taboo, depending on whom you're talking to. [John Kellogg](#), M.D. (The Kelloggs Cornflakes inventor) believed that masturbating was the most dangerous of sexual behaviours. Masturbation was said to cause abnormal sexual passions and gluttony and he recommended that parents bandage their children's genitals at night or tie their hands to bedposts!

[Sylvester Graham](#) (July 1794 - Sept 1851), who was ordained as a Presbyterian minister in 1826, believed that human sex drive depleted the body and that erotic desire caused health issues including headaches, epilepsy and insanity. According to Graham, eating tasty foods stimulated sexual urges that amounted to self-abuse, i.e. masturbation. In 1829, he invented a bland biscuit-like cracker to suppress sexual desires.



Fear and guilt around masturbation has been around for centuries and the stigma attached to touching one's genitals for pleasure was believed to be pathological or having negative mental and physical consequences. Beliefs throughout the centuries were many and varied. Physician Galen argued that retaining semen was dangerous and led to ill health, while Hippocrates believed that excessive loss of semen could result in spinal cord deterioration.

Masturbation had been labelled an unnatural sin, causing dysfunction and disease, Tissot (18th century) claimed that masturbators suffered from poor eyesight, epilepsy, memory loss, weakened backs, acne, sexually transmitted diseases (STIs) and paleness (but not blindness? – tb) Prevention methods used on children included cold baths and showers, swim suits with camphor inserted in the crotch, bland diets, limiting fluids, chastity belts, straitjackets and threats to cut off their genitals, to name just a few. Fears around masturbation continued into the 20th century and here we are today in the 21st century still having this conversation!

We've come a long way ... kind of. There are still many people of different ages who still harbour guilt and shame and feel embarrassed about something as natural as masturbation. Masturbation is completely natural and offers many health benefits. Knowing the benefits for both health and



wellbeing, it is something that I do recommend as part of homework and, in particular, for prostate health.

Health benefits of masturbation:

- It can provide a sexual outlet for people who abstain from sex by choice or due to loss of a partner.
- It can help to strengthen muscles in the pelvic and anal areas and help to reduce urine leakage.
- It increases blood flow to the genital area and can be helpful in keeping things supple and more responsive in the lady garden due to increased blood flow – especially as we age.
- It can help to reduce stress and release sexual tension.
- It can allow people to experience pleasure.
- We learn how we like to be touched and can relay this to a partner.
- It can allow people to feel more positive about their bodies and more connected.
- It can assist in learning about our own sexuality.
- It can help to prevent prostate cancer.
- It can help with the immune system, stimulate endorphin production and increase the flow of white blood cells.
- It can rejuvenate the circulation of hormones.



Masturbation can help with prostate health

The causes of prostate cancer remain uncertain, however, genetics, diet and lifestyle factors play important roles. The [Harvard Ejaculation Study](#) involved about 30,000 men aged from 41 to 81. It found that frequent ejaculation did not mark an increase in prostate cancer, but rather that men who ejaculated 21 times or more per month had a 31 per cent decrease in prostate cancer.

An Australian study of 2,338 men showed that “men who averaged 4.6-7 ejaculations per week were 36 per cent less likely to be diagnosed with prostate cancer before the age of 70 than men who ejaculated less than 2.3 times per week on average.”

Q: What word becomes shorter when you add two letters to it?

A: Short.



Seven common myths about arthritis

YourLifeChoices

Arthritis is more than just aching joints.

It's tempting to dismiss arthritis as just aching joints and something people must learn to live with as they get older. But the people who suffer from arthritis know that – far from being just a standard part of ageing – the condition can cause excruciating pain and blight the lives of both young and old.



According to Arthritis NSW, 3.9 million Australians live with arthritis. That's one in six people. By 2030, it is projected this number will increase to 5.4 million. Experts are keen to bust misconceptions about the condition and the impact it can have. Improving understanding about arthritis can highlight the importance of early diagnosis and treatment.

“Arthritis is often shrugged off by society because it's invisible and associated with ageing, thanks to persistent myths about who it affects and what it can do to you. The truth is, an arthritis diagnosis can come at any age and can knock your life for six. After osteoarthritis – or ‘wear and tear’ arthritis – the next most common type is rheumatoid arthritis (RA), an autoimmune condition. The pain and chronic fatigue caused by RA is often invisible and as a result, people with RA have to battle misconceptions and stigma, as well as the disease itself.

In a bid to tackle this, the National Rheumatoid Arthritis Society (NRAS) has teamed up with pharmaceutical company Galapagos UK to create the We R.A. Priority campaign. Knowing what RA is, the symptoms to look for, and that it can affect anyone of any age can make a significant difference in getting an early diagnosis. There's a window of opportunity that, if missed, can cause delays in getting early treatment, which can lead to long-term negative impact. Raising awareness of RA is vital for driving earlier diagnosis and helping prevent the often-irreversible damage it can cause to a person's body, mental health, family and career,

Here, experts debunk seven common arthritis myths.

1. Only old people get arthritis.

You can get arthritis at any age, even childhood, when it's called juvenile idiopathic arthritis (JIA). In fact, two-thirds of people with arthritis are under 65.

2. Arthritis isn't serious.

Arthritis can be devastating, with eight in 10 people experiencing pain every day: The pain and fatigue steal your independence, ability to work, travel or socialise and make you feel like a burden. Many people don't even admit to their friends and family what it's like. One of the symptoms of RA can be joint pain, but the condition can have an effect on other aspects of health



too. In fact, a Galapagos survey last year found one in six people with RA have also been diagnosed with a major depressive disorder.

3. Just take paracetamol if your joints ache

While it's common to have occasional aches and pains in the joints and muscles, it's important to see a doctor if you have swelling or stiffness that you can't explain and which doesn't go away in a few days, if it becomes painful to touch your joints, or if you can't do everyday tasks because of the pain. The earlier you get a diagnosis and find a treatment that works for you, the better the outcome will be.

4. There's nothing you can do about arthritis

Effective arthritis treatments make a huge difference and could prevent irreversible joint damage. There's a variety of treatment options – from medication, physical and complementary therapies, joint replacement surgery and pain management clinics – to help people live well with the condition.



5. Avoid exercise if you have arthritis

It can be hard to keep moving but staying active can reduce pain and arthritis symptoms and help people remain independent. Exercise improves muscle strength and keeps joints strong and well-supported, reduces stiffness, helps balance and improves energy levels and tiredness.

6. A Mediterranean diet can cure arthritis

No diet or supplement will cure arthritis but a balanced diet, exercise and not smoking or drinking too much alcohol can all have a huge impact. Some people find their symptoms are affected by their diet, weight and physical activity levels, but what works for one person may not work for another. Changing your diet probably won't have as great an impact on arthritis as medical treatments, but it can be very helpful. Being overweight can increase strain on joints and increase the risk of developing certain conditions. Eating a balanced diet packed with vitamins and minerals could help reduce the side-effects of some arthritis drugs too and protect from conditions affecting the heart and blood, which can be a complication of some forms of arthritis. You should always speak to a healthcare professional before making any major changes to your diet and lifestyle.

7. People understand what rheumatoid arthritis is

A 2020 Galapagos survey of people living with RA found 99 per cent felt other people either had a poor understanding of their condition or confused it for other forms of arthritis. RA is actually an autoimmune condition, meaning the body's own immune system targets affected joints, which leads to pain and swelling and other symptoms, including fatigue, dry eyes, chest pain and a loss of appetite.



If you're not supposed to eat at night, why is there a light bulb in the refrigerator?

How do different painkillers work?

It's easy to assume the only difference between painkillers is their strength. Or that any painkiller you can buy without a prescription is always safe to use, but that isn't necessarily the case.

Paracetamol.

"Paracetamol is probably the most commonly used painkiller and the one most people would try first. It's a good all-rounder for relieving general aches and pains and can also help reduce a fever. It's been used for about 100 years, but we still don't understand exactly how it works, we think it helps relieve pain by decreasing the amount of a substance called prostaglandin. Prostaglandins are produced by the brain and spinal cord in response to injury or disease, they stimulate nerve endings, causing us to experience pain.

The important stuff



Compared with other drugs, paracetamol isn't associated with many side-effects – providing it's used appropriately. It's very important not to exceed the maximum recommended dosage (which for adults is up to eight 500mg tablets within any 24-hour period), as overdosing can happen quickly, and potentially cause devastating damage. People think, 'oh, it's only paracetamol', but if you take too many, it can be dangerous, as even slightly exceeding the recommended dose can lead to symptoms of paracetamol poisoning. The damage to your liver can be awful.

If you're taking any other medications alongside paracetamol, check the packets, as a number of other over-the-counter medications, for instance, cold and flu remedies, can also include paracetamol. If you're ever unsure, speak to your pharmacist.

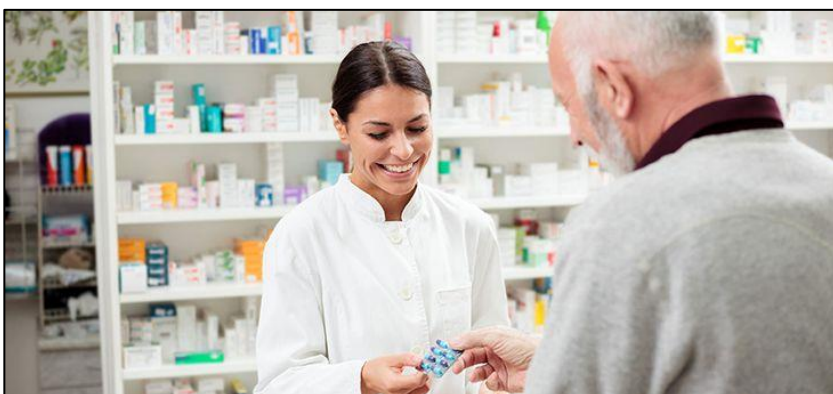
Another important thing to be aware of is the risk of 'medication overuse headache' or 'rebound headache'. This is a vicious cycle where people who take painkillers to help manage headaches, end up developing a worse or chronic headache as a result. This doesn't just apply to paracetamol, but other types of painkiller too. If you are taking painkillers regularly, check in with your doctor, especially if you have chronic headaches that aren't getting better. You may really need a referral to a specialist who can ensure you're being treated appropriately, or guidance for breaking the 'rebound headache' cycle.

Non-steroidal anti-inflammatories

Ibuprofen, another commonly used over-the-counter painkiller, is a member of the non-steroidal anti-inflammatory (NSAID) family. These also work by altering chemical activity within the body,



but also reduce inflammation which can make them particularly good for things like joint pain and injuries. There are a number of other NSAIDs, but they're not all available over the counter because of the risks and side-effects they're associated with. Higher strength NSAIDs (such as naproxen and diclofenac) may be prescribed to help a number of conditions, but it's important they're appropriately managed and reviewed with your doctor.



Although widely used, NSAIDs are not right for everybody, for example, for some people with asthma, NSAIDs can provoke an asthma attack. Some have also been found to have a negative effect on the heart and they may not be a good idea for people with high blood pressure. Prolonged use can also cause kidney disease, so we're much more careful about the use [of NSAIDs] now.

Another key point with NSAIDs is that they can cause stomach irritation, sometimes even leading to a stomach ulcer. This can be avoided by ensuring you take the tablets with food, as advised, and taking an accompanying medication to protect the stomach. This is usually a PPI, a proton pump inhibitor which is really quite important, especially if you're taking a lot of them.

Opioids.

This group of drugs includes very strong painkillers such as morphine and at the other end of the scale, codeine, which can be bought over the counter in a low-dose combination with paracetamol (co-codamol). They are very useful for treating short-term severe pain. They work by basically blocking pain messages to the brain and also cause a euphoria effect, which helps people forget about their pain too. Other opioid painkillers are only available on prescription, including tramadol and fentanyl, which often comes in patches. While powerful, all opioid use, including co-codamol, should be very carefully managed and treated with extreme caution".

One of the biggest risks is addiction, which can sometimes happen very quickly. In recent years, opioid painkiller addiction has been a huge problem in the US, and there's growing concern in other countries. Part of the problem is that you can quickly "get used" to a certain dosage, so need more to feel the effects. Some people become so addicted to prescription painkillers, they've had to go on a drug withdrawal program to come clean, however, addiction services are not widely available, so people can end up in a vicious cycle.

There are other side-effects to be careful with too, such as drowsiness. High doses can also depress your breathing and reduce your heart rate, and you can lose consciousness. The depression of breathing is a particular concern for some people.

Chronic nerve pain drugs



Prescription medications, such as gabapentin, pregabalin and amitriptyline, are sometimes used for managing certain types of nerve (neuropathic) pain. These drugs are traditionally used to treat conditions such as epilepsy and depression, but at a certain dose, can also be effective for more severe and complex neuropathic pain, including sciatica, fibromyalgia and complex regional pain syndrome. Traditional painkillers either reduce inflammation at the site of injury or reduce the sensations of pain centrally in the brain, however, these medicines are different and work by suppressing the nerve signals that carry pain messages, making them very effective for treating neuropathic pain. In some cases, damage can make nerves “over-active”, heightening pain sensation. Gabapentin, pregabalin and amitriptyline, in particular, are prescribed more often these days for pain relief, than for epilepsy or depression.



Not all anti-depressants and epilepsy drugs work as painkillers, so it's vital to only take them as prescribed and while these medications can be very effective, they sometimes take a little while to 'kick in' and don't work for everyone. As with all medicines, these drugs can have side-effects. Some can cause drowsiness, dizziness and weight changes and they can clash with some other prescribed medicines, so this will need to be checked. If they're not working as well as expected, the doctor might increase the strength or dosage, or may change over to one of the other medicines. If any side-effects occur, check in with your doctor and it's always advisable to seek advice before you stop taking any prescribed medication.

When you are frustrated with me because of the things I cannot do,
Just imagine how frustrated I must be because I'm no longer able to.

TGA approves Pfizer booster dose for all adults.

Government announces when booster doses will be available.

With anxiety building as states throw open their borders and learn to live with COVID, the Therapeutic Goods Administration (TGA) has announced the news many have been waiting for, it has approved Pfizer booster doses of the vaccine for all adults over the age of 18. While the final advice on the rollout of booster shots still needs to be ticked off by the Australian Technical Advisory Group on Immunisation (ATAGI), the federal government has also provided a date when it expects the booster program to start.



Health minister Greg Hunt explained that subject to the ATAGI advice, the general population booster program would start no later than 8 November. Original priority groups, including people in aged care and disability care settings, will be offered the option to receive a booster first.

The provisional TGA approval means that all adults may receive a third dose of the vaccine at least six months after having received the second dose. The initial vaccination course can be from any of the COVID-19 vaccines registered for use in Australia, although data on the use of the Pfizer vaccine as a booster with other COVID-19 vaccines is more limited. The TGA advice suggests that anyone who has received one Pfizer jab should preferably receive a second Pfizer jab to complete the primary vaccination course and also stick with Pfizer for the third dose.

The TGA says it provisionally approved the booster dose following careful evaluation of the available data supporting its safety and efficacy. The TGA's decision was also informed by expert advice from the Advisory Committee on Vaccines, an independent committee with scientific, clinical and consumer



representation. Mr Hunt explained that the medical advice was that people remained fully vaccinated with two doses of COVID-19 vaccines, but that the commencement of booster doses would provide additional protection and peace of mind.

The government also said that Moderna will apply to the TGA for registration of booster doses for their vaccine. Mr Hunt said that with more than 151 million Pfizer, Novavax and Moderna vaccines already secured for supply into the future, Australia was well prepared to provide booster doses as approvals are provided. Australians who are severely immunocompromised have been able to receive a third COVID-19 vaccine dose to boost their protection against COVID-19 since 11 October. In other COVID news, South Australia announced that it would ease border restrictions for double-vaccinated people from COVID states from 23 November, joining Queensland and Tasmania in opening borders in time for Christmas.

Western Australia remained the lone state keeping its borders closed. Premier Mark McGowan did not rule out closing his state's borders to jurisdictions that have planned to ease border restrictions in time for Christmas.

When we were young we sneaked out of home to go to parties.
Now that we're old, we sneak out of parties to go home.



How to tell if it's a cold or COVID

In pre-pandemic days, if you got a sniffle and a headache, you'd just think you had an ordinary cold and would probably carry on as normal, even if you did feel rough. But now, as we enter cold and flu season, how can you be sure it's a cold and not COVID? The bottom line is – you can't, because while the typical symptoms of a cold are a headache, sore throat and runny nose, those symptoms are now some of the main signs of COVID too. Growing evidence shows that people who've received two doses of the vaccine typically present with less severe symptoms, such as headache, runny nose, sneezing, sore throat, and loss of smell.



With things opening up again, it's important for people who've been fully vaccinated to stay vigilant for cold-like symptoms and get tested if they're living or working around people who are at greater risk from the disease. A runny nose and headache are symptoms of many infections, but may also be the first symptoms, and only symptoms, of COVID. So you should get tested. Australians can purchase rapid antigen tests for use at home from 1 November.

The first few rapid antigen at-home tests may be negative, but if you have COVID the tests are likely to become positive within a couple of days. Also, if you know other people around you have COVID, the likelihood your runny nose and/or headache is also COVID is much higher. Although the main COVID symptoms drummed into us by the government are a high temperature, a new continuous cough, and a loss or change to your sense of smell or taste, the Delta variant, which is now the dominant COVID strain in Australia, has different symptoms, either instead of, or as well as, those main symptoms.

The [Zoe COVID Symptom Study](#), which is funded by the UK government, has identified the current top five symptoms to have emerged, and says they differ slightly depending on whether you've been vaccinated or not.

1. Headache

Although headaches are a less well-known symptom of COVID, they are one of the earliest signs, according to the ZOE study and are more common than the classic symptoms of cough, fever and loss of smell. The study found COVID headaches tend to be moderately to severely painful, can be 'pulsing', 'pressing' or 'stabbing', occur across both sides of the head rather than in one area, may last for more than three days, and tend to be resistant to regular painkillers.

2. Runny nose

In the early days of the pandemic, it was thought a runny nose wasn't a COVID symptom and was much more likely to be a sign of a regular cold, but now, the ZOE study has found that the



prevalence of COVID is a factor, so when COVID rates are high, the chances of a runny nose being due to COVID is also high. The study stresses that when COVID rates are low, a runny nose is less likely to be COVID and more likely to be due to a cold or even an allergy.

3. Sneezing

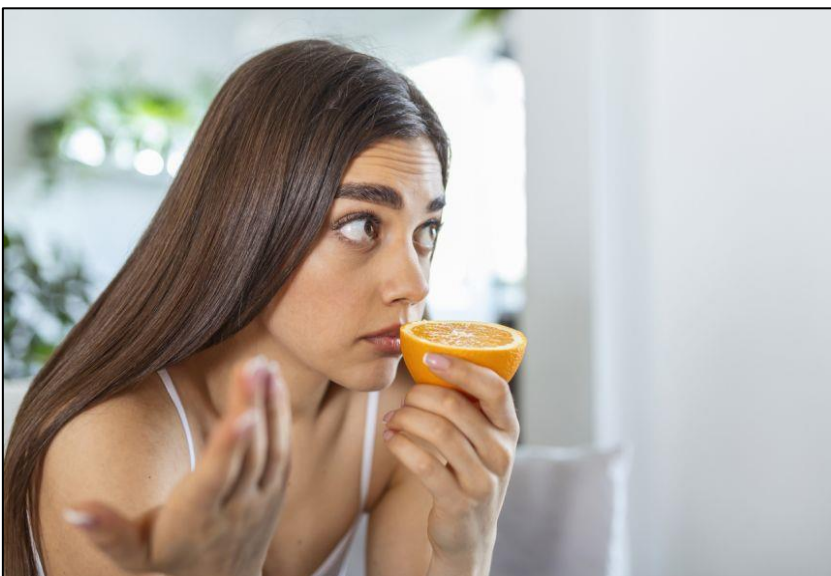
The ZOE study found sneezing more than usual can be a sign of COVID in people who've been vaccinated, although it stresses sneezing is much more likely to be a sign of a cold or an allergy. It says that even though many people with COVID might sneeze, "it's not a definitive symptom because sneezing is so common".

4. Sore throat

Many people with COVID have reported on the ZOE study app that they have a sore throat that feels similar to the sore throats you get when you have a cold or laryngitis. COVID-related sore throats tend to be mild and last no more than five days and a very painful sore throat that lasts longer than that is likely to be something else and if it persists you should contact your GP. Although it can be a COVID symptom, most people with a sore throat will probably just have a cold.

5. Loss of smell

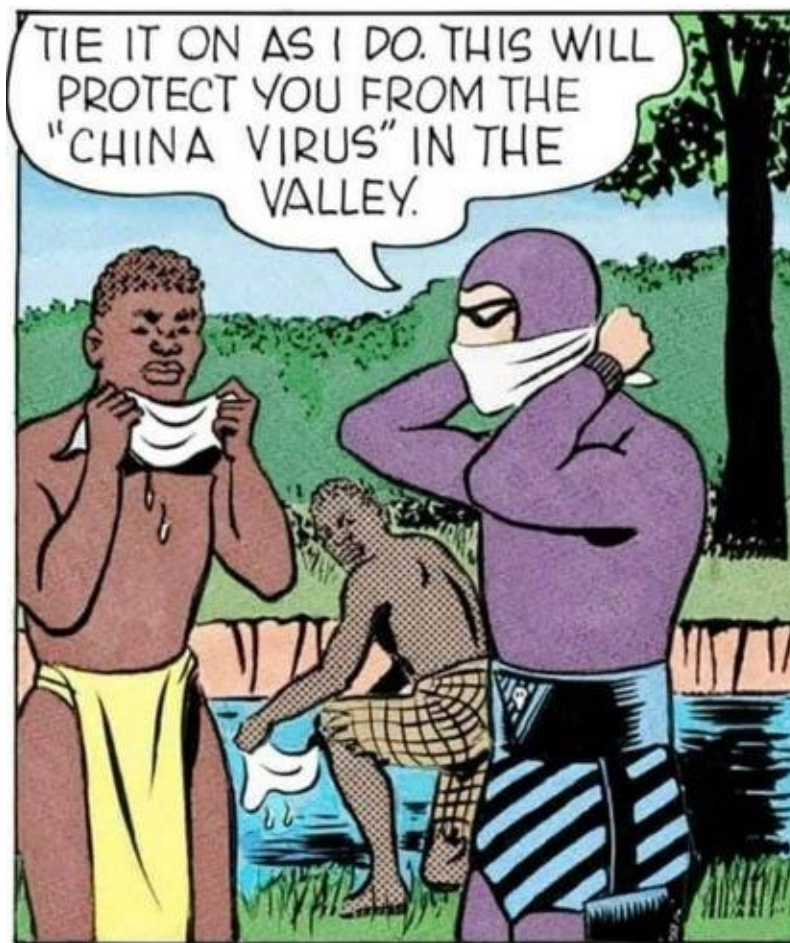
This is one of the more well-known COVID symptoms and while people who have COVID might not lose their sense of smell completely, it may change, so you may not be able to smell strongly scented things, and your sense of taste may be affected too, so food may taste different or seem tasteless.



Getting tested is crucial

If you've only had one dose of the vaccine, the ZOE study found the top symptoms were similar to those of people who were double jabbed, but a cough was also common. And for those who were unvaccinated, symptoms were also similar, with the addition of fever and a cough. If you have any of the symptoms, you should self-isolate at home, and get a COVID test as soon as possible.

It's impossible to tell the difference between a cold and COVID-19 clinically. They present so similarly that only PCR testing can differentiate between the two. If you have any symptoms of respiratory infection you should stay at home to prevent transmission and get a test done. Trying to self-diagnose is a sure-fire way to send COVID-19 case rates soaring again.



Would you believe, this comic was published in 1957?!

Earth's population.

The population of Earth is around 7.8 Billion. For most people, that is a huge figure however, if you condensed 7.8 billion into 100 persons and then into various percentage statistics the resulting analysis is relatively much easier to comprehend.

Out of 100:

11 are in Europe
5 are in North America
9 are in South America
15 are in Africa

49 live in the countryside
51 live in cities
75 have mobile phones



60 are in Asia

25 do not

30 have internet access
70 do not

7 received a uni education
93 did not attend uni

33 are Christians
22 are Muslims
14 are Hindus
7 are Buddhists
12 are other religions
12 have no religious beliefs

26 live less than 14 years
66 die between 15 – 64 years
8 are over 65 years old

83 can read
17 are illiterate

If you have your own home, eat full meals and drink clean water, have a mobile phone, can surf the internet and have gone to university, you are in the miniscule privileged lot (in the less than 7% category). If you are over 65 years old, be content and grateful. Cherish life, grasp the moment. If you did not leave this world before the age of 64 like the 92 persons who have gone before you, you are already the blessed amongst mankind.

Take good care of your own health. Cherish every remaining moment.

**Fish bite twice a
day... before you
get there and
after you leave.**

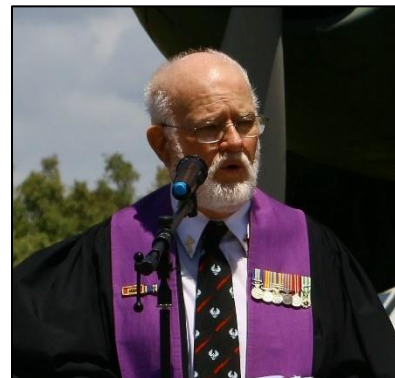


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Arthur's Articles.

My United States Air Force Secondment.

In November 1966, the Australian Prime Minister, Harold Holt, made an announcement promoting his support for the American President, Lyndon Baines Johnson, 'All the Way with L.B.J.', by committing a squadron of our Canberra bombers to his war effort in Vietnam. He did not announce where those bombers would come from nor where they would be based in Vietnam. Australia had three Canberra Squadrons at the time, two in Amberley, Nos 1 and 6 Squadron and one in Malaysia at RAAF Butterworth, No 2 Squadron.



Within days, I received a posting to Vietnam, attaching me to the Australian Embassy in Saigon, without a hint of where this bomber unit was to be located, mainly for security reasons, nor the fact that once I arrived there, I would be seconded to a United States Air Force construction unit, which turned out to be 554 Civil Engineering Squadron, the famous 'Red Horse'.



Annette and I turned to quick debate. Our daughter, Leanne, was only fifteen months old and she was pregnant with our son, Ash. Would she stay in our Married Quarter in Laverton? Would she care for the family there or would she go home to Ipswich to her mother and have her assist in caring for the two children, once the child arrived? Debate quickly ceased and she decided to return home to Ipswich. We packed our meagre belongings into storage, vacated the Married Quarter and headed home, changing my exit flight details from Melbourne to Brisbane.

We duly arrived home in Ipswich. Problem Number One! Annette's mother had taken in a border who arrived at our church and advertised for accommodation. This was Sammy who hailed from Herisau in Switzerland. He was the Chief Engineer for Brown Boveri in Switzerland, who was sent to Australia to oversee the construction of the power station being built in Ipswich at Swanbank.

Sammy was an affable, short, rollie poly man, (whose size was befitting one from Appenzell, which was famed for citizens coming from 'the land of the little people.') Sammy had a car which was taking up the garage space where Annette had planned to keep our much-loved Holden FB sedan. Sammy generously permitted Annette to drive his Toyota Corona whenever she needed a car. Next solution was to find a buyer for this immaculate FB Holden.

In the abbreviated time we had left before I fronted up at Brisbane airport to take my flight to Singapore, I hawked our magnificent car around the second-hand car yards in Ipswich and received knock back after knock back. One dealer agreed to take the FB Holden Special off me at a give-away price but also issue me with a credit note for a few hundred dollars more if I bought



a car from him on my return. I said I wanted to buy a new model, which he agreed and the deal was done. I walked out of his yard with a promissory note in my pocket, but without our perfect Holden FB Special and a very special sedan it had been. On my return from Vietnam, we had a court case about that promissory note, but that will appear in a few issues time!

The 24th of January 1967 came around all too soon. I kissed and hugged little Leanne at my mother-in-law's home in Ipswich. Annette drove me to the Brisbane airport in Sammy's Toyota, and soon we were saying our goodbyes for what we expected to be twelve months. In fact, I came home in the September on R & R when America accepted Sydney as an R & R destination. Seeing I had been in Vietnam with the advance party of an Australian Unit, although seconded for the first few months to the USAF, I was chosen as the first to join the plane-full of American servicemembers who were on the first R&R flight into Sydney.

I was told there would be a huge public welcome to these allies which may delay my return home. I swapped my first position with a Flight Sergeant, also from the advance party, 'Bones' Maxwell, a Clerk Equipment Accounts, who was very much a party person, and had in fact, given Nancy Sinatra his slouch hat on stage at the Viper Club, the NCO Club in Phan Rang, where we often ate, after her 'These Boots are Made for Walking' show. I was next in line three days later, and I avoided the loss of time in a publicity promotion of welcoming the GIs and Airmen of the United States to Sydney.

A teary Annette drove herself back to Ipswich alone, to join her mother, our daughter, and Sammy for a long haul without me. I settled back in the Qantas 707, and after about eight hours, arrived in Singapore, my first ever overseas destination. I was met at Changi airport by my sister, Ellen, and her husband, Roy, and two little girls, Sue-Ellen, and Natalie, who was born in Singapore, while on their first of two Australian Army postings to Singapore.

They drove me to the Hotel Singapura where I had a room on the ground floor with a satay stand outside my window. When I finally returned to my hotel room, much later that night, the smell of freshly cooked satays wafted through my room to lull me to sleep.

Inside Changi Airport in Singapore

It was Ellen and Roy's ten-pin bowling night, so we headed to their bowling alley. There I met a guy who had completed the Vietnamese course the year before me, Ray Rogers, and his wife, Delia. I was to meet them often in later life, as we served with Ray in various units. We also added another language to our knowledge of Vietnamese. Ray learned Japanese and I Chinese Mandarin, when all military linguists were encouraged to be fluent in two languages.



Annette worked with Delia in Hong Kong at the Lan Tao Island Development Company. In May 2019, we had the opportunity to travel to Lan Tao Island and view the dream that their company had some forty years earlier from the box seat of a sky rail cabin. Annette lamented that she had



not taken up her boss' warning to buy into the development in 1982 when offered to her. Her return would have been much better than bank interest!

Singapore local time was getting late, which meant my body was still on Australian time, and I felt very tired. After ten-pin bowling had finished, Ellen and Roy took me to Bugis Street, where they enjoyed pointing out the pretty local girls who were in fact, 'shims', (half boy – half girl). They also warned me to avoid the children who challenged tourists to play 'Tic, Tac, Toe,' where they preyed upon unsuspecting tourists to play them for money, in which the tourist never won a game! Ellen and Roy returned me to my bed in the Hotel Singapura, and within minutes, with the aroma of cooking satays in my nostrils, I was fast asleep.

The next morning, a bus picked me and a few other short haired guys which I discovered were also in the RAAF and heading for a PANAM flight to Saigon, which I discovered was known as Tan Son Nhat. We were met on arrival at Tan Son Nhat by an Australian Movements Officer who told us to only show our RAAF identity cards but not, and he stressed not, our passports. This was different but we complied. We were herded outside the main airport and into the rear of an RAAF Caribou aircraft waiting for us. (These days, I wonder if the pilot was the former writer of Page 12, Jeff 'Pedro' Pedrina on right.)



Once the Caribou took off, the announcement was made that our destination was Phan Rang in Central Vietnam, where the host unit was the 35th Tactical Fighter Wing of the USAF. F-100 Super Sabres took off

and landed at less than a minute interval 24 hours a day. Now we knew, Phan Rang, in Central Vietnam, was our destination. The locals had a different dialect to what I had been taught. I spoke northern Vietnamese. Down south, they spoke southern Vietnamese. Would I have to modify and translate every word I said. The simple 'toi' for 'I' or 'me' would be 'tui.' This could be fun. Much more 'fun' than I had envisaged.

We landed at Phan Rang Air Base and soon found ourselves in the Airmen's 'chow hall' at Red Horse, 554 Civil Engineering Squadron, (554 CES,). I shall never forget that meal! The plastic tray had several spaces for several meats or vegetables, not to mention, desserts. I can recall my cold ice-cream was placed alongside my hot potatoes while my hot green beans were slopped onto my tray next to my cold jello (read, jelly!) Of course, the ice-cream did not stay solid for long, and the jello quickly ran into a pool of red water.

The Australian RAAF officer who welcomed us after our meal, was then Squadron Leader, (later in life, Group Captain,) Dick Gurevich, a Works Officer who was with Number 5 Airfield Construction Squadron and who had come to Phan Rang to establish Detachment B, of which we would be attached, at least on paper. 5 ACS Det B. But first, we would be seconded to the 554 CES (Red Horse,). We were given tasks in Red Horse commensurate with our capabilities.



Our grader drivers went to work immediately driving Red Horse graders. Our carpenters, (chippies,) were put into the Red Horse lumber yard. Cliff Buckley, our Sergeant Aerodrome Defence Guard was put into Red Horse Orderly Room and helped control the perimeter Security Guards, and as there were no American trained Vietnamese linguists, I was put into the Civilian Labour Office at Red Horse to look after the Vietnamese workers, mainly carpenters, painters and plumbers, who were coming towards the end of building phase of USAF buildings who then faced redundancy.

Here I must show you that there were no carpenters, electricians, plumbers, or painters with any recognisable qualifications. It was a case if a Vietnamese guy woke up in the morning and decided he wanted to be a carpenter, he would go to the downtown recruiting office in Phan Rang (City) and apply for a carpenter's job. If there were no carpenter's positions on offer that day, he could choose another occupation, a painter for instance. With his security papers in order, he would be recruited, without any experience, as a V4 worker of his choice.

Taken to the air base, he would be given tools of his trade, and his compatriots would show him how to use them! Within days, he would be in my office in Red Horse and with only days of experience behind him, and he would ask to be promoted to the next level, that of V5. You have guessed it, within days, he thought he was good enough to be promoted to V6. Thus, most of the Red Horse locally engaged workers sat on level V6.



Red Horse chiefs saw my arrival as a blessing, for they could pass their Vietnamese workers on to me and not make them redundant. As for me, it saved me from heading down to the Labour recruiting office in Phan Rang. Red Horse willingly offered me their workers who were about to be made redundant. Another advantage was that these guys all had passes to the base, whereas, if I recruited locals, I then had to wait from the local security authorities to issue passes.

Slowly, one by one, I moved local workers from the Red Horse payroll to the 5ACS payroll, ready to help us build our sleeping areas, our messes, and our headquarters down on the airfield. Also, I became involved in every episode that required an interpreter to resolve a dispute between the parties, pass on a request between parties, pass on instructions, settle time off issues, and intercede with Red Horse, reasons why a worker should be promoted above his colleagues. In fact, it took until the November 1967 for Phan Rang to gain the first US Vietnamese speaking military interpreter that graduated from their Language School in Monterey, California.

Initially, housing was a hoot! Red Horse's own timber buildings were not yet ready for occupation, so they lived in 'hootches' which roughly equates to eight-man tents! They put one Australian in one of eight of these hootches. The one I was in had a very agitated guy who persisted in telling me that although he wore a USAF uniform, he was not an American. He was a Puerto Rican, and an incredibly angry one at that!



Our works Supervisor, Warrant Officer Anderson, was placed in the 'hootches' and enjoyed the camaraderie in the Red Horse Senior NCO Club on the site of the 'hootches' but was removed a few days later to the officer lines. We worked out the explanation in that their Warrant Officers held commissioned rank, and besides that, as WOFF Anderson wore eagle insignias on his epaulettes, we thought that some Americans may consider him a 'Bird Colonel.'

I made good friends with the Red Horse Top Sergeant, a Chief Master Sergeant, (left), equivalent to our Warrant Officer Disciplinary. He was a big man, and in his spare time back in the States, he was a professional wrestler. He told yarns how he used to swing his fists at the audience, several feet away from him, and so earned the reputation of being 'the baddie.' Yet in himself, he was a meek, mild, and friendly guy. We travelled together around the base often. He also claimed to listen to his radio each night and listened to 'Hanoi Hannah,' the equivalent of 'Mata Hari.' On the night the eight of us arrived, he claimed that 'Hanoi Hannah' welcomed us to Phan Rang by name! Wasn't that to be a secret which we only discovered once we boarded the RAAF Caribou?



Another American who we spent much time within the Red Horse Senior NCO's Club was a Tech. Sergeant (E6) by the name of Stan Koropsak, or 'Kuppy' to everyone who knew him. I have written about 'Kuppy' in an earlier edition of RAM. 'Kuppy' was a character. He had fought in World War Two, and Korea, as a Bombardier, rising to the rank of Lieutenant Colonel, yet accepted a reduction in rank to Airman E6 so that he could add 'Vietnam' to his list of achievements.

Once No. 2 squadron arrived in April, 'Kuppy' spent much time in the Sergeant's Mess and once his secret was revealed, we understood why. On the night he left Phan Rang, he invited this RAAF friends to the airport, telling us that he had a surprise for us. When we arrived at the airport, we saw this Lieutenant Colonel all dressed in his flashy best uniform, ready to fly out. 'Kuppy' was indeed a Lieutenant Colonel. Such reduction to the ranks for an officer could never happen in the Australian Defence Forces.

I recently met up again with one of our 5 ACS Det B carpenters who was sent to work in the lumber yard at Red Horse. Dan Kinsella told me after all these years about the faulty equipment that Red Horse had to contend with. I had known of the forklift that Dan was asked to drive that had no hydraulic steering, but Dan battled fiercely to complete the task at hand. He told me that one day he was driving a Red Horse forklift with the forks down, when the front wheel of the





fork-lift fell off. Had it not been that the forks were down, the vehicle would have rolled over, and could have caused Dan a significant injury.

As a member of a 'foreign service' on secondment to the USAF, I gained many privileges. Firstly, I had to sit for and gain my USAF driver's licence, which allowed me to drive up to the heaviest of USAF tip trucks. While at No. 1 Flying Training School, in the late 1970's, I gifted my USAF Drivers' Licence and other paraphernalia of my time with Red Horse, to the Museum at RAAF Base Point Cook. Then, as I wore glasses, I was sent to the Red Horse Optometrist who issued me with a pair of normal and a pair of sunglasses with the standard GI rims. The Museum was the correct place for them!



We could also use the US postal service, through AFPO 5, San Francisco, California. All postage was free. Annette and I would assess the system by sending two letters at a time, one though AFPO 5 and one via the weekly RAAF Hercules system. AFPO 5 Easily won every time!

We had a USAF member based at Amberley who attended our church in Ipswich. We had it set up that when Annette gave birth to our son in Ipswich hospital, her mother would advise our USAF communicator who lived just down the street from her, and he would send a message to me via the USAF communication system. That system worked perfectly. But the only problem was that it worked coming into me, but I had no access to return the telecommunications back to RAAF Amberley.

Within an hour of Annette giving birth to Ash, a message through the USAF system, via San Francisco, arrived in my office. As I read it, I looked out of the front door of my office and I saw the only RAAF Hercules for the week, taking off! I wrote back through the RAAF system, and two weeks later, Annette knew that I knew that we had a son!



The time came when the Red Horse team had completed their two storey wooden sleeping quarters and were ready for occupation. The tent city of 'hootches' were soon cleared, and we moved to the newly completed buildings. They gave the RAAF 5 ACS Det B members all the top floor in one of these new buildings, closer to the Viper Club. Some inspired person, US or Australian, we never found out, had taken a stencil of a kangaroo, and spray painted this kangaroo in red on the front wall of our top floor dwelling.

We Australians were given an allowance to buy our meals. We took / bought most meals at the Viper Club, for NCO's. Airmen had to trek back to the Airmen's Club where we had our first meal together on our arrival.

We also found a delightful US Army Mess on the other side of the airfield, which was run by a helicopter squadron. Most of the helicopter pilots were young men who held the rank of Commissioned Warrant Officer, with Grades from 1 to 4. In later years, a Commissioned Warrant Officer 5 was added. They were pleased to accept the cash payment that the Australians paid for their meals, as I say, a delightful change from the mass-produced meals on the Viper Club menu.



One morning, I was resting on my bed. An American Airman First Class, who in those days wore three stripes came in. In November of 1967, those who wore three stripes were re-classified as 'Buck Sergeants'. 'Wormie' was then an Airman First Class who claimed to be a Cherokee Indian Chief. He carried a case of beer. At the foot of my bed, I had a wooden trunk, issued to me by Red Horse Q-store. 'Wormie' said, "Swap you that for a case of beer!" pointing to the wooden trunk.

Beer did not interest me; I drank Dr. Pepper or plain Coca Cola. We had a refrigerator on our floor which we all contributed to for the common use. I reckoned that would be my contribution. We were cramped in our new living area where apart from our bed and this wooden locker at the base, we lived within coo-ee of each other. When we would move into our RAAF quarters, there would be no reason to keep this drab wooden box to hold our gear.

We made the deal. 'Wormie' sat and chatted for a while, consuming six of the beers he had just traded. All would have been well, except that one of our Senior NCO's came back to our quarters at lunch time, and enquired if 'Wormie' had been in. I said he had and swapped me a case of beer for my wooden locker. He exploded and said that he had swapped 'Wormie' his slouch hat for a case of beer! The case of beer minus the six 'Wormie' drank was shared among our unit members. I had given away my wooden locker and this other person, his slouch hat! It does make you wonder if 'Wormie' truly was a Cherokee Indian Chief or was he simply a loud-mouthed con artist?



As work commenced on the No. 2 Squadron RAAF living area, my job was to hang around the Vietnamese workers that I had 'inherited' from Red Horse, to offer interpretation when and if needed. Then came the day that the pads for the buildings, having been boarded out, received the wet cement from USAF concrete trucks. My Vietnamese workers battled to control the heavy wheelbarrows of wet cement as they pushed them in a wobbly fashion from the truck to the boarded-up pads. It was heavy work for them.



I remember one day, the 5ACS AdminO came out to the site and saw me 'doing my thing', waiting to be called to a local to receive the interpretation of his duties. Communication on the site was usually affected by hand signals, so for the best part, I stood by, waiting! 'Jimmy Nick', the AdminO, noticed my idleness and bellowed at me, "Fry, grab a wheelbarrow. In ACS, everyone works." I obeyed, and I can tell you, I understood why my Vietnamese workers wobbled their barrows. It was heavy work!

So, when anyone says that I have never done a hard day's work in my life, my mind flashes back to when I assisted pouring the concrete pads for the living quarters and the Mess at Phan Rang. No wonder the Vietnamese workers ate their lunch then took long naps during their lunch hour breaks.

In mid-March, I began sharing my time between 6ACS Det B and the soon to arrive No. 2 Squadron. Two RAAF officers had arrived from Butterworth, Malaysia, where No. 2 Squadron Canberra's had been based, one an Accounting Officer, one a Catering Officer, to oversee my efforts to engage local staff to work in the living quarters as housemaids, in the kitchen as cook's assistants, waiters, and general cleaners.

To recruit these workers, I had to go to our downtown recruiting office and select eager, work ready, expectant workers, then go through the formalities of gaining their security clearances to enable them to come on the base. Fortunately, for my ACS workers, these security passes had already been in place for Red Horse. That had saved me many hours of time-consuming work. Any man of call-up age had to be thoroughly investigated if they were draft dodgers or deserters from the ARVN, the South Vietnamese Army. Such deserters were known as 'cowboys'!

I selected a number of workers and having gained their security passes, brought them back to the half-completed buildings almost ready for occupation. I remember lining up the ones chosen for mess duties and housemaids. The Catering Officer, 'Hugo,' had the aspirant employees put their hands in front of them as 'Hugo' inspected the front and rear of their hands, checking the cleanliness of fingernails. 'Hugo' discarded several of them, a task I had failed to complete. These poor aspirants were placed in the back of a 5-tonne truck, and I drove them back the five miles



to the main gate of Phan Rang Air Base, where I retrieved their Security passes, and bid them farewell, with their hopes for employment, dashed. (Rat buon!)

Within weeks, the final additions were made to the living quarters, the messes, the headquarters with their revetments for the Canberra's down on the tarmac, I thanked my Carpenters, Painters, Electricians, and Plumbers, now all Grade V6, paid them their last pay, and retrieved their Security Passes, and drove them, truck after truckload, to the Main Gate. (That was also 'rat buon'), - incredibly sad, for them as well as me, for I had made good friends with several of my workers, and they were happy to have a foreigner as a friend who spoke their language.

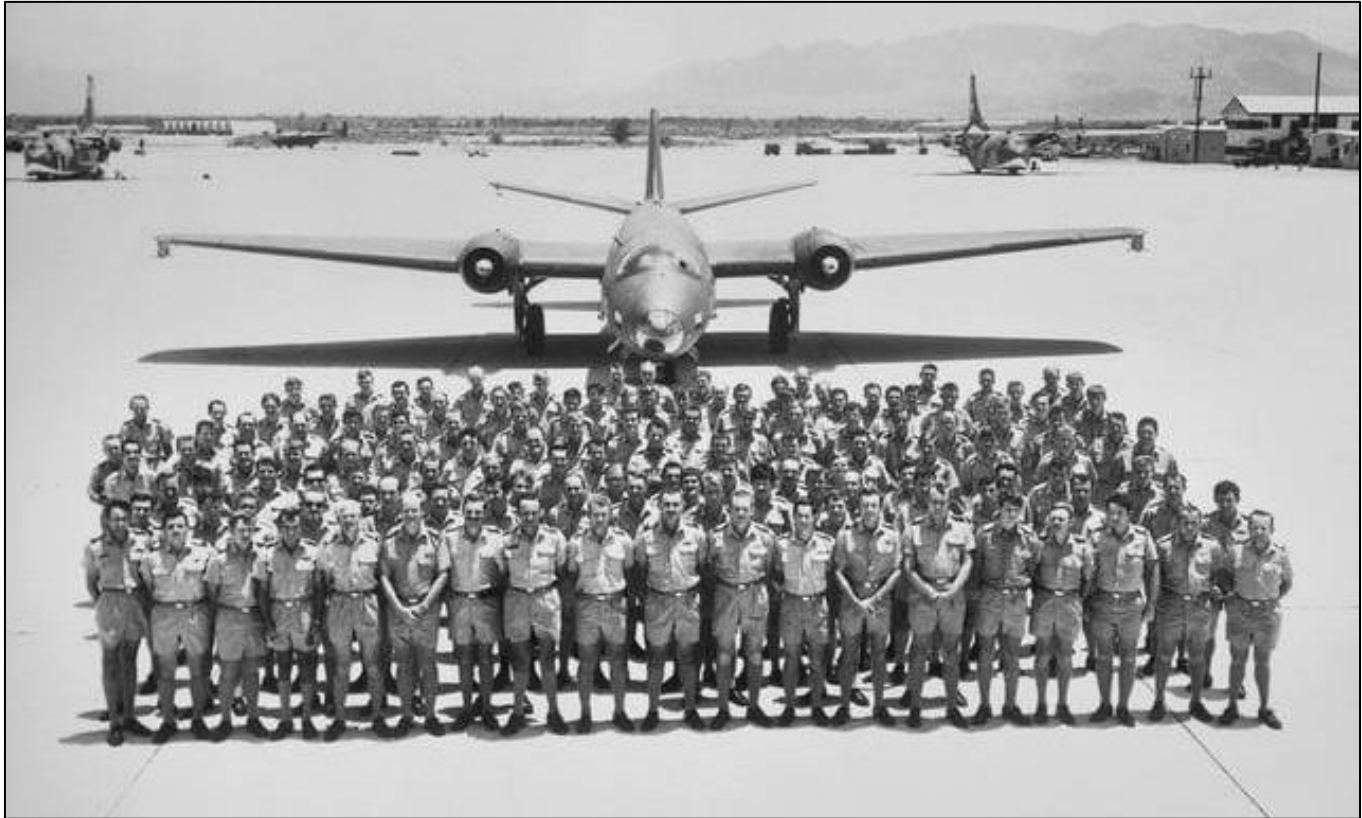
We had completed our task to make a home for the incoming RAAF Canberra bombers with a few days to spare. Although still a member of 5ACS Det B, my secondment to Red Horse had ceased, and my dual allegiance to both the CO of 5ACS Det B and to the temporary CO of No. 2 Squadron still existed with an occasional (friendly?) reminder by 'Jimmy Nick' that I was still a member of 5ACS Det B.



Once habitable, I occupied the office that was to be my No. 2 Squadron Labour Office and the Police Office which was at the lower floor of one Aerodrome Defence Guards' living quarters, with Medical Section at one end without a view and my office at the other end of the ground floor with a view over the whole airfield, the RAAF headquarters, the revetment area and the runways where I saw F-100 Super Sabres take off and land 24 hours a day, with the irregular C-123 Providers and an occasional RAAF Hercules or Caribou land and take off at Phan Rang.

On the 19th April, 1967, all Australians at Phan Rang, the remnants of 5ACS Det B, the No. 2 Squadron support staff who had moved from RAAF Base Butterworth in Malaysia, having left their families in Butterworth, gathered outside the Headquarters building to watch five RAAF Canberra bombers flying in under the Command of the first Commanding Officer of No.2 Squadron, Phan Rang, Republic of South Vietnam, Wing Commander Rolf Aaronson.

On the 1st of May 1967, my posting to No. 2 Squadron, Phan Rang, Republic of South Vietnam took effect. In the next edition, I will continue my memories about my time at 2 Squadron, a very pleasant posting with a few hiccups, and my Rest and Recuperation trip with GIs and USAF members to Australia on the second R & R flight for Americans to come to Australia, when I met our six-month-old son.



The first group of No. 2 Squadron Personnel into Phan Rang – April 1967

Impressive People I Met in My Air Force Career

I wish to pay tribute in this edition, to a former School of Radio graduate, and a bloke I considered as one of my closest friends, John Goodrick, a former Warrant Officer Signals Operator, (SIGSOP,) in the Air Force and a valuable Civil Aviation Safety Authority officer in his retirement career post Air Force. I am convinced that when John was made in Tasmania just over seventy-four years ago, (18th September 1947, in fact,) they broke the mould!

I had the privilege of serving with John on five units, which I cannot remember any other person with whom I served so many times. I observed him to be a highly respected operator and a great ambassador for the communication world. At the last unit we both served at, Joint Telecommunications Unit in Melbourne, John was the Warrant Officer in charge of training. He thoroughly enjoyed keeping his fellow operators up to date with every new system or device available to them.

John and Marlene Goodrick

He was highly respected in Civil Aviation Safety Authority when he took his well-honed skills across to CASA after he took his discharge from the Air





Force. I know many Radio School graduates benefited the Air Force with the skills they began at Radio School, and later took them into civilian employment and many have made their mark in society, thanks to their early beginnings at Radio School.

John had another talent. When we both took our farewell from the Air Force, we both moved to Southern Queensland, and kept up our long acquaintance. We were the nucleus of a gourmet food club of gourmards, which Wayne Duthie chose the name of 'F'eastern Faire', which was a contraction of 'Far Eastern Fair'. Membership was conditional upon two criteria: that the member and his spouse had served in Southeast Asia and that they enjoyed any type of Asian cuisine.

Initially, we met every two months at a restaurant that served Chinese, Indian, Indonesian, Thai, Japanese, Malaysian, or any other style which fell into the spectrum which was either served to us, or we cooked it at our table. We endured flooded chandeliers overflowing onto our table. We learned to do the Miner's Dance in a Japanese restaurant. We watched waiters chasing flapping fish over the floor which had jumped out of their tank in a Chinese Restaurant. We had fun and frivolity wherever we took F'Eastern Faire.



But John performed a different task over those twenty years and opened a new side of his personality to us. He was our perennial Adjudicator. When we booked, we alerted the owners of the restaurant that we were a gourmet food club and would be voting on their establishment. At the end of the meal, John would call for a vote in three categories: the restaurant, the food, and the Food Master for the evening.

John kept us in mirth and great entertainment for those twenty years. In fact, I believe that several diners only came along just to watch John conduct his performance. He would have every diner give a mark out of ten for the three categories. Then he would collate the scores and announce his decision, often reducing the correct collective score to a minus figure and minus well outside the top score of ten. But it was all in fun, with many restaurant owners anxious to hear how their



restaurant had scored. They had not realised that this scoring was really a 'roast' on the diners attending.

When John died in October 2012, we only held one more dinner, and with due deference to John, knowing no one could ever replace him as the most extraordinary adjudicator, par excellence, that ever existed, we did not select an adjudicator that evening as we knew no one could out-perform John at this task.

Just before his passing, and on his 65th birthday, many of his former friends in the communication sector of the military and C.A.S.A. gathered at his and Marlene's home in Scarborough to recognise the important parts he played in his working career. He had made a tremendous contribution wherever he went.

On that occasion, when he knew he did not have much longer to live, I put my arm around his shoulders and said, "Mate, you cannot leave us, you are the only person in the world who can verify my wild stories!" John laughed as his whole body shook and I felt every bone in his weakened body rumble through my arm.

There are many other memories I could relate about John. One of which was his love for playing Rugby Union football. When we were in Hong Kong, we did not have sufficient players in our Unit for a team, so we welcomed some Australian and British civilians into our ranks. Our club was 'The Koalas.' I produced the weekly newsletter, 'The Gum Leaf.' And with a generous donation from Rothmans, I produced a glossy edition of 'The Gum Leaf' at season's end. I also ran the line as a referee. John kept his tattered and torn Koala's guernsey, and I am sure Marlene still has that at home, as John swore he would never part with it.

We played all local and visiting military teams including the French training ship, the S.S. Forbin; the HMAS Parramatta; the Woodlands team from Singapore; the Black Watch on their last weeks in Hong Kong, when they had enough alcohol to last them through the final weeks in the Colony, until they invited the Koalas into their Red Hackle Club, after which, not a drop of alcohol was left on the premises. The final result was always the same. The visitors around fifty; the Koalas – Nil. But we always took pleasure in knowing that on every occasion, the Koalas won the drinking competition.

We closed off the 1973 Rugby Union season at the China Fleet Club in Wan Chai, Hong Kong Island. We had made friends with the owner of a company, Meadow's Freight, who had its roots in Sydney and imported Australian beer, spirits, and pies from Australia into Hong Kong.





Meadow's Freight provided a wonderful evening of Australian beer (Fourex,) and Australian pies, (Four and Twenty.) A great night was had by all members and their wives and girlfriends. Nine months from that magnificent event, ten of our members' wives, including John's wife Marlene, and my wife, Annette, gave birth including one British couple who had given up hope of having children after spending twenty childless years! John's conclusion? "It must have been something in the pies or the beer! "

On our second and last tour of Hong Kong, John and Marlene were on their third tour in the Colony. Midway through our tour, John was moved out of the blocks at Pokfulam where we were quartered and the Goodrick's moved to the New Territories, at Hong Lok Yuen. The Australians' Married Quarters there were most pleasant, 'out in the country', two storied attached dwellings with a real 'Country Club' feeling. When the Goodricks had weekend social events on down in Hong Kong Island, they would return to Pokfulam and 'slum it' at the Fry's residence on the ninth floor overlooking the water towards Lan Tao Island, with all the hustle and bustle of Hong Kong island only a short drive away, but hours lost in stop-go slow moving traffic.

When the Fry's wanted a weekend 'getaway' in the country, they would head towards the Goodrick's country retreat at Hong Lok Yuen, where a much quieter weekend awaited them, away from the traffic that was part of their daily life.

At his funeral in Redcliffe in 2012, many communicators were present from his military units and his C.A.S.A colleagues from when he flew FIFO from



Australian Government

Civil Aviation Safety Authority

Redcliffe to Canberra every week, to say goodbye to one of the greatest contributors to our small section of the aviation and telecommunications industry. One of the ex-military personnel should have thought of this, but it was Ian Gibson's wife, Julie, who suggested that we form up as a guard of honour as John's casket left the chapel. We did just that to say farewell to a legend who no longer would be among us.

John's memory will live with us for ever for the great worker he was, the devoted husband and father he was, the great footballer he was, and one of the greatest Fine Food Club Adjudicators he was, but most of all, a great mate to many.

Last night my wife asked me if I'd seen the dog bowl.
I said "I didn't know he could."



Skyland News.

Anyone who was in Moresby in the 1970's and was engaged in aviation will remember the Skyland News. This great little magazine, which was produced by two blokes, no names, no pack drill, but their initials were Mal and Sharpy, was a "must read" as it took the piss out of Air Niugini, ATC and all things aviation.

You can read the January 1979 edition [HERE](#).



Remembrance Day.

At 11 am on the 11th November, 1918 the guns on the Western Front fell silent after more than four years of continuous warfare. The allied armies had driven the German invaders back, having inflicted heavy defeats upon them over the preceding four months. In November the Germans called for an armistice (suspension of fighting) in order to secure a peace settlement. They accepted allied terms that amounted to unconditional surrender.

The 11th hour of the 11th day of the 11th month attained a special significance in the post-war years. The moment when hostilities ceased on the Western Front became universally associated with the remembrance of those who had died in the war. This first modern world conflict had brought about the mobilisation of over 70 million people and left between 9 and 13 million dead, perhaps as many as one-third of them with no known grave. The allied nations chose this day and time for the commemoration of their war dead.

On the first anniversary of the armistice in 1919 two minutes' silence was instituted as part of the main commemorative ceremony at the new Cenotaph in London. The silence was proposed by Australian journalist Edward Honey, who was working in Fleet Street. At about the same time, a South African statesman made a similar proposal to the British Cabinet, which endorsed it. King George V personally requested all the people of the British Empire to suspend normal activities for two minutes on the hour of the armistice "which stayed the worldwide carnage of the four preceding years and marked the victory of Right and Freedom".



The two minutes' silence was popularly adopted and it became a central feature of commemorations on Armistice Day.

On the second anniversary of the armistice in 1920 the commemoration was given added significance when it became a funeral, with the return of the remains of an unknown soldier from the battlefields of the Western Front. Unknown soldiers were interred with full military honours in Westminster Abbey in London and at the Arc de Triumph in Paris. The entombment in London attracted over one million people within a week to pay their respects at the unknown soldier's tomb. Most other allied nations adopted the tradition of entombing unknown soldiers over the following decade.

After the end of the Second World War, the Australian and British governments changed the name to Remembrance Day. Armistice Day was no longer an appropriate title for a day which would commemorate all war dead.



In Australia on the 75th anniversary of the armistice in 1993 Remembrance Day ceremonies again became the focus of national attention. The remains of an unknown Australian soldier, exhumed from a First World War military cemetery in France, were ceremonially entombed in the Memorial's Hall of Memory.

Remembrance Day ceremonies were conducted simultaneously in towns and cities all over the world, culminating at the moment of burial at 11 am and coinciding with the traditional two minutes' silence. This ceremony, which touched a chord across the Australian nation, re-established Remembrance Day as a significant day of commemoration.

Four years later, in 1997, Governor-General Sir William Deane issued a proclamation formally declaring 11 November to be Remembrance Day, urging all Australians to observe one minute's silence at 11 am on 11 November each year to remember those who died or suffered for Australia's cause in all wars and armed conflicts.





Remembrance Day was celebrated across Australia, some events were large, but due to Covid, most were small solemn events. One such event was held at the Catholic Guardian Angels' Primary School in Wynnum Qld.

Guardian Angels', Wynnum was founded in 1914 under the leadership of the Sisters of Mercy. This leadership continued until 1990 when the first Lay Principal was appointed.



With over 500 students annually, the school provides the primary educational source for a large proportion of bayside students. The school also actively supports and discusses Defence Services history and local remembrance activities are supported.

In collaboration with Arthur and Thelma Rennick, the 2 Squadron Association Secretary, the school's Parents and Friends Association (P&F) decided to investigate the possibility of erecting a memorial which would stand as a reminder to students of the sacrifice and service that has been provided to ensure the Nation's existence. A capital works feasibility project was established to review the requested requirement, potential sites within the school for the construction of the memorial, architectural designs, estimated construction pricing and project funding options were investigated. Upon approval from Brisbane Catholic Education and the school to use the school grounds for the build of a memorial, the P&F engaged the Wynnum RSL Sub-Branch for input into the memorial design.

Construction of the memorial site would allow the school to conduct both small and large remembrance events within the school's grounds for its students, their families and the Bayside community. It would also provide a visible reminder to the community of the service provided by those that have services in the Australian Defence Services.

The main face of the Memorial reads:

*In commemoration of the Valour, Sacrifice and Loyalty
of the men and women who serve and have served
with the Australian Defence Force.*

Project funding was secured via the school's Parents and Friends Association, a federal Department of Veterans Affairs grant and a generous private donation from Arthur and Thelma Rennick of behalf of 2 Sqn's service in Vietnam and the Memorial was constructed.

It was decided to conduct an opening ceremony for the memorial on Remembrance Day 2021. Invitations were sent out and people gathered in the school grounds from 10.15am for a 10.45am start. The school had erected marquees and seating for those attending and a number of junior kids were assembled and bunched together on the grass.







The way these young kids sat through the hour long event, which at that age would have probably have been a bit of a bore, is a credit to the school. There was no fidgeting, no talking, no movement and none of the sky-larking you would expect for kids that age, they just sat and looked attentive for the whole event.

You knew it was going to be that way by just looking at them – all neatly dressed, all sitting up straight, all in line, obviously a lot of attention and thought put into this exercise by their caring teachers. Well done, it was lovely to see!! The school can be rightly proud of them.





Brad Polkinghorne, from the Parents and Friends Associations, welcomed everyone the event and invited Air Commodore John Whitehead DSO (Ret'd) to unveil the memorial.

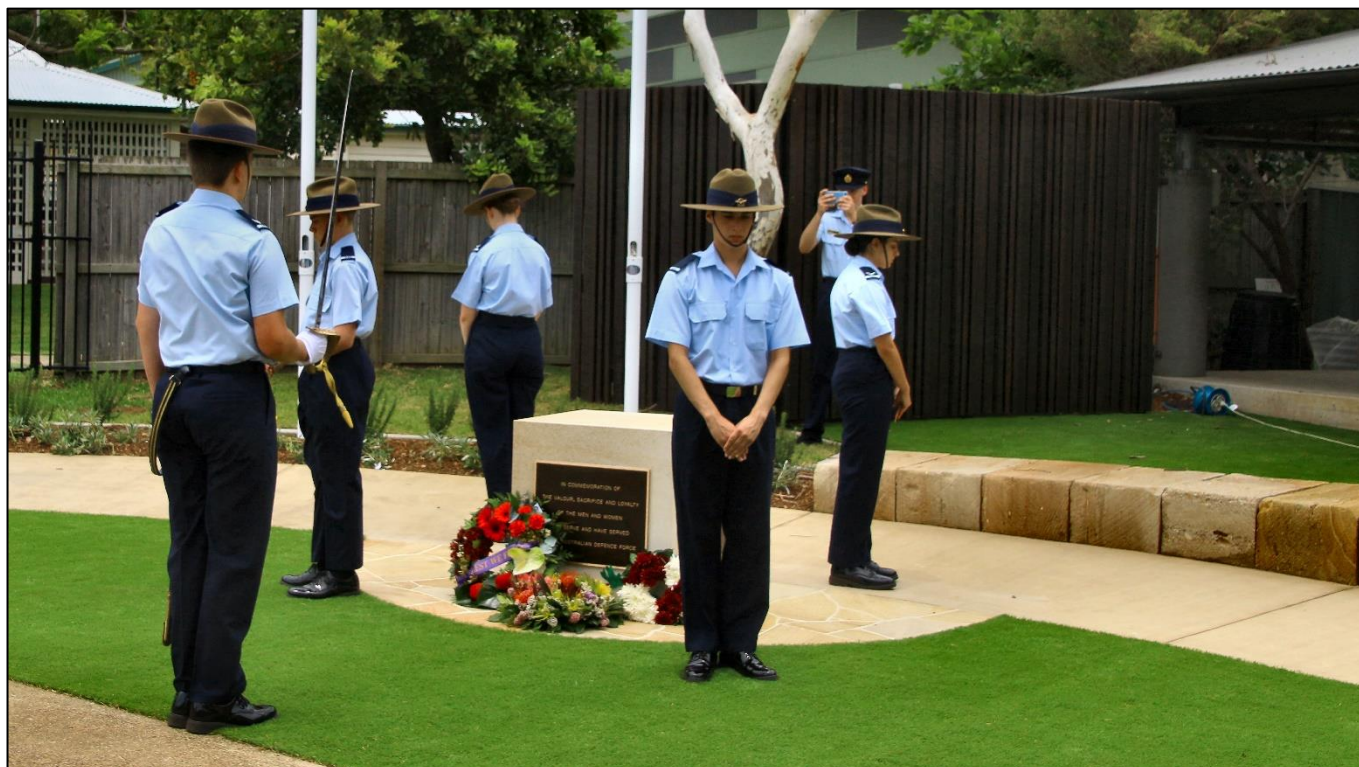


John, now a spritely 88 years old, joined the Air force in 1950 and was trained as a pilot when the RAAF had Tiger Moths. During his career he flew a variety of aircraft, including the Wirraway, Vampire, Meteor, Hunter, Winjeel, Macchi and the Canberra. John served in Vietnam as the CO of 2 Sqn in Phan Rang from Nov 1968 to Nov 1969.





Brad Polkinghorne then called for the Catafalque Party to be mounted.



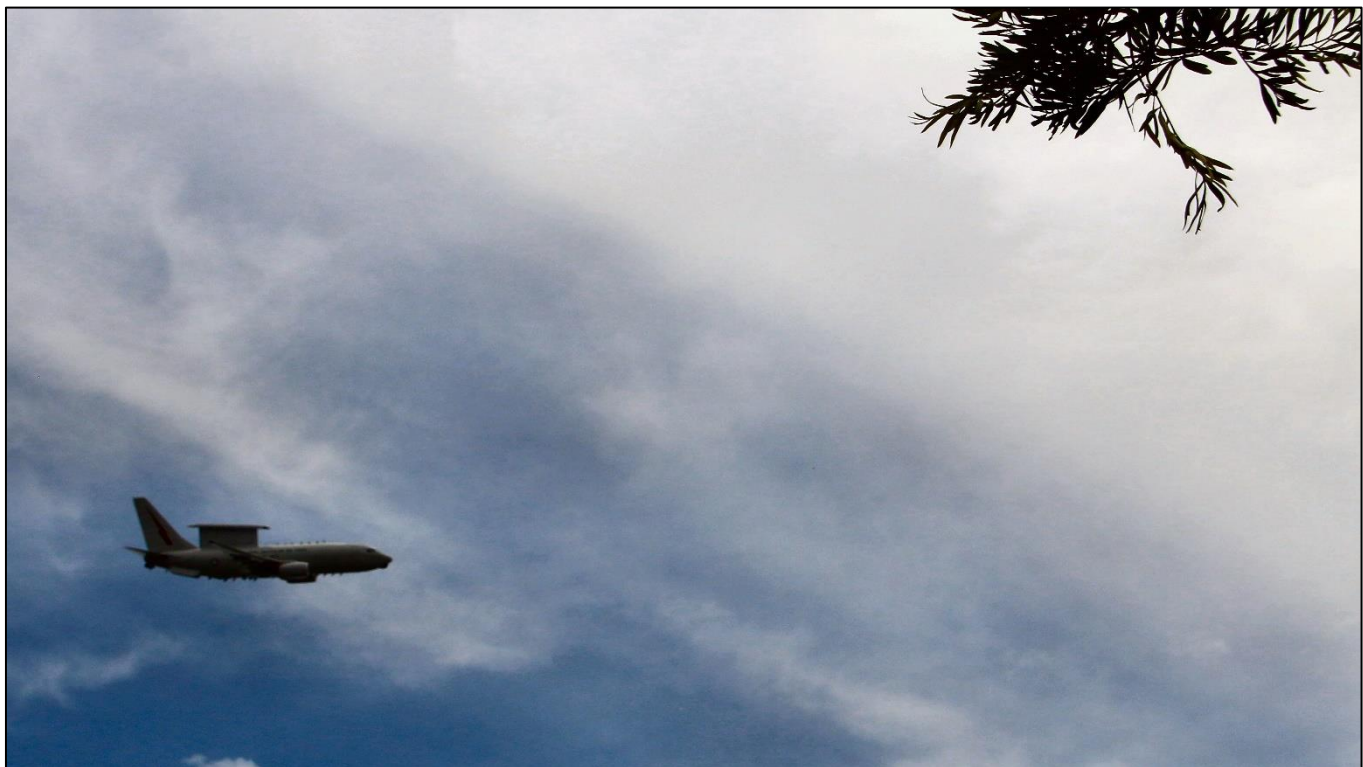
The Catafalque Party was provided by young men and women from 215 Sqn Air Force Cadets. These young people did a wonderful job.



At 11.00am, with the Catafalque Party mounted, the Last Post and Rouse were played. The Last Post is played to indicate a soldier has gone to his final resting place and is followed by one minutes' silence. The Rouse is then played during which time flags are raised from half mast.



Ben Oldham played the Last Post and Rouse on his trusty trumpet.



At 11.00am, a Wedgetail aircraft from 2 Sqn in Williamtown, did a low pass over the school.



Father Thomas McFadden, a [Capuchin Friar](#), led everyone in prayer in memory of those that had fallen and to insure the safety of all those still serving and ex-serving ADF men and women.



Wing Commander Lloyd Brown AM (Ret'd), ex-Air Force Navigator, gave the opening address and recounted the service history of 2 Squadron. Lloyd joined the RAAF in 1965 and after



graduating, was posted to 36 Sqn which at the time operated the A model Herc. Lloyd did 24 trips to Vietnam with 36 Sqn after which he was posted to 2 Squadron.



Craig Acret, the school principal, then thanked everyone for attending, gave a brief history of his school and declared the memorial closed.



Arthur and Thelma Rennick with the memorial.





The 2 Sqn face of the memorial.



Part of the school.



This magnificent building was constructed in 1915 as a convent for the Sisters of Mercy. It was designed by the architectural partnership of Hall and Dods and constructed by William Richard Juster at a cost of £8000. (about \$16,000,000 today).

A Catholic presence in Wynnum was prompted by the establishment of the area as a popular seaside resort. The opening of the Wynnum South railway station in 1898 encouraged further development and the demand for a religious presence in the area grew. In 1903, the first Catholic masses were held in the Shire Hall, and the Sisters of Mercy began visiting Wynnum to teach the children residing in the area.



The first Catholic church in Wynnum, known as the Catholic Church of Guardian Angels was erected in 1905. Today it sits to the right of the school (above). Designed by architect Richard Gailey it was constructed on Bay Terrace on land donated by Archbishop Robert Dunne. Following the formal establishment of the parish of Wynnum in 1913, a new school also designed by Gailey and located in Bay Terrace, was opened.

On the 8 August 1915 the Convent of Our Lady of Mount Carmel was solemnly blessed and dedicated by His Grace, Archbishop Duhig. A collection which realised £110 (about \$220,000 today) for the furnishing fund was taken up during the opening ceremony. The building is built of brick with wide verandahs and balconies which extend round the main block. On the ground floor on both sides of the main entrance are parlours, the one on the right giving access to the music room, and the one on the left to the chapel through the sacristy. The children's study and refectory are entered from a corridor running at right angles on either side of the entrance hall. This corridor also gives direct access to the chapel, sister's dormitory, main staircase, music room and service passage and stairs. The first floor is occupied with two large and five smaller cells, community room and children's dormitory. Spacious lavatory and bathroom accommodation on this floor completes the main block. A separate block comprises the kitchen, offices and laundry on the ground floor and a large dormitory and servants' quarters on the first floor. This block is connected with the verandah and balcony of the main block by a covered way."



In 1999, the convent housed only four Sisters permanently and was mainly used as a holiday centre for Sisters of Mercy in the Southern Queensland region. In 2011, only two sisters were living in the property and it was sold for A\$1.6M to Ivan Simon. For the following 3 years, the property was extensively renovated at a cost of \$1,000,000, after which it was hoped to use the residence as a “bed-and-breakfast” but bureaucracy stymied that and the Catholic Church bought it back and it is now part of the Guardian Angels School.



Victory Contingent, 1946

In the early months of 1946, the Australian Cabinet sent a 250 strong contingent of Australia's armed forces to the Victory Parade in London which was to be held later that year. The parade,



was to celebrate the triumph of the Allied forces in the Second World War. The Contingent performed its function, met with significant controversy, and returned to a relatively flat reception in Australia, and yet, the story of the Contingent, as a social and cultural exchange, says much about the state of Australia's relationship with Britain and the Empire in the post-war period.

In March of 1946, a contingent was raised from the Australia's military forces for the purpose of taking part in the planned victory celebrations in London. After some difficulties in raising the group, the Australian Victory Contingent left Australia in April of 1946 and after making stops along the way, the contingent arrived in England in late May. The day of the parade came on 8 June and crowds of more than five million people came out to watch the marchers. After the parade, many in the contingent took the chance to tour Britain and Europe and a small group was specially selected to tour Germany. The contingent finally left Europe in early July, stopping at a number of ports on the way home – which was not entirely without incident. The Australian Victory contingent was ostensibly a chance for Australians to celebrate their involvement in the victory of the Allied powers over their Axis enemies, however, the contingent's journey also functioned as a reinforcement of Australia's solidarity with the British Empire.



Australia's involvement in the Second World War was far-ranging and affected almost the entire population. Close to a million Australians served in the war and participated in almost every theatre of conflict, from Europe, to Africa, to the Pacific. Of this number, 40,000 lost their lives. Through the first half of the 20th century, Australia, with its almost exclusively Anglo-Saxon population, could be defined as more homogenously British than Britain itself, however, the fall of Singapore, in early 1942, was perceived by many to have tested Australia's political relationship with Britain. Throughout the early phase of the war, in response to anxiety on Australia's part about the possibility of Japanese expansion in the Pacific, assurances were made by the British government that Singapore would be militarily protected. The crux of this military safeguard was the stationing of British naval power at Singapore against the possibility of Japanese expansion in the region.³ Following a sustained attack over seven days, in February of 1942 the island of Singapore fell to the Japanese army. In Australia, the events which surrounded the fall of Singapore understandably aggravated pre-existent anxieties about the possibility of a Japanese invasion on Australian soil.

In response to this national panic, Prime Minister Curtin made a statement in December 1941, printed in *The Herald-Sun*, which proclaimed that "Australia looks to America, free of any pangs as to our traditional links or kinship with the United Kingdom". This oft-quoted statement caused an almost instant backlash from prominent Australian commentators, who sought to distance themselves from rhetoric which might be seen as antithetical to Australia's relationship with Britain. Curtin was prompted by this response to make a hasty public statement which affirmed Australia's "steadfast ... devotion to the British way of life and to British institutions". It is tempting to see this moment as one where Australia began to turn from the British Empire and to adopt the strong American alliance which exists today. In reality though, the Australian alliance with America was only initially a strong one and would cool significantly due to frustration with American decision-making and suspicions of American intentions in the Pacific.



This cooling-off in the latter years of the war was matched by a revival of enthusiasm for Australia's Commonwealth relationship with Britain. An example of this renewed enthusiasm can be found in Curtin's ardent push to create an "Empire Council" at the Imperial Conference in London during May of 1944. Here he argued that Britain and its Dominions should create a unified branch of Commonwealth government in which the Dominion nations would hold a greater place in the decision making process of Imperial policy. While this appeal was unsuccessful, what it demonstrates is that by the war's final stages, the Australian government had sought to re-attach itself to the Imperial bonds between Australia and Britain rather than seek to stand aloof from them. It is unlikely that Australia's involvement in the Victory Parade was purely an exercise in the building of solidarity with Britain, nevertheless, it is important to read Australia's involvement in the parade within the context of Australia's wartime, and post-war, relationship with the British Empire.

Organisation of the contingent force started in early March of 1946 and faced significant problems in the raising and training of candidates for the parade. In mid-March initial plans for Australia's inclusion in the Victory Parade began to be drawn by Prime Minister Ben Chifley and the Labor Party. Shortly afterwards, the prime minister's Cabinet approved a contingent of approximately 250 members of the Australian armed forces to be sent to participate in the Allied Victory Parade in London that year. Of these, 159 were from the Australian Military Force (AMF), 59 were from the Royal Australian Air Force (RAAF), and 25 were from the Royal Australian Navy (RAN). The selection criteria for the contingent called for volunteer personnel from "all arms and services in the AMF." Priority was given to those with a distinguished service history, those with overseas experience, and those possessed of "the highest standard of physical fitness". Major General Kenneth Eather was asked to lead the contingent and accepted the appointment on 28 March 1946. Eather was one of Australia's most successful and respected soldiers of the Second World War. He had distinguished himself as a commander in North Africa, at the battle of Bardia, and in the Pacific, on the now legendary Kokoda Track and during the New Britain campaign.



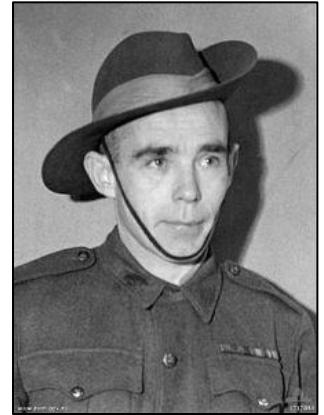
The majority of candidates, however, were to be chosen through interview by a selection board based in Melbourne. Those lucky enough to be chosen for this privilege were to travel to a barracks at Watsonia (NE suburb of Melb) almost immediately to start training for the parade. Selection criteria required that troops selected meet stringent physical standards. Candidates were subject to dental, age, height, and even chest size requirements. For example, candidates needed to be in "possession of a sufficient number of natural teeth" and men had to be a minimum height of five foot seven (1700 mm). Indeed, one former contingent member, Bruce "Slugger" L'Estrange (right), assumed that he had been picked as one of the leaders of the march solely on the basis of his good looks. It is notable that the physical requirements of the contingent's selection criteria implicitly prevented service people who had been maimed from taking part. Given that servicemen disabled in the course of the war led the Victory Parade through Melbourne on 10





June, it seems probable that they would have wished to take part in the London Parade. Although evidence is lacking, it seems likely that the stipulation for healthy and physically-abled troops came from the parade's organisers in London. Regardless, the strict physical requirements for inclusion in the contingent demonstrate that for the organisers, pomp and presentation were of primary concern, rather than necessarily honouring the most deserving candidates.

In addition to this emphasis on healthy and physically-abled contingent members, organisers also sought to send decorated soldiers on the voyage where possible. Notable among these were Victoria Cross recipients Private Richard Kelliher (right), Private Frank Partridge, and Sergeant Reginald Rattey. Unsurprisingly, contingent organisers were not able to recruit only decorated service personnel. From the nominal role of AMF contingent members, there were only 87 decorated servicemen from a total of 160. Captain Stuart Weir, the contingent's adjutant, wrote in his report on raising the troops that "the time available for the raising, training and equipping was entirely inadequate with the result that everything went at too rapid a pace". This resulted in documents being submitted incomplete, pay records getting confused, and many of the troops' leave from their civilian jobs not being properly organised. It is possible that this rushed selection process was a large part of the reason why so many selected candidates were not decorated. Personal accounts of the enlistment process for the contingent demonstrate that far from being selective in their choices, often candidates were chosen on the spot, or even headhunted.



For example, Edward Otton commented that he wasn't required to interview for the contingent and that "it was the easiest thing I ever did in my life". Similarly, Raymond Smith advised that he had not even applied for the position but had rather been scouted out by "the Chief of the Air Force ... for an interview". The rushed process of raising the contingent also resulted in significant anxiety about the contingent's ability to march successfully in the parade. Captain Weir's report on the raising of the contingent recorded that "the standard of training reached ... was far from satisfactory and many weeks of parade ground drill would be required." He further noted that there was insufficient time for the contingent to train effectively for the parade and that practice would have to be made up during the voyage. Given the selection process's emphasis on physical wellbeing, decorations, and ability to march, it is fair to say that for organisers raising a highly presentable contingent was of prime importance. However, this aim of sending a presentable contingent was potentially marred by the selection process, both in reenlistment and in a rushed selection process.

In the selected contingent of roughly 250 members, 19 were women who had served across the Australian forces. While these women were in a minority, they represented a significant portion of the press coverage. One report on the homecoming of the contingent commented on the "smartly turned out members of the women's services"; another report on the farewell noted "the feminine angle" in a large photo alongside a similarly-sized photo of the parade. Major Kathleen Deasey (right) was one of these women. A graduate of Melbourne and Cambridge universities, Deasey was an officer in the Australian Women's Army Service (AWAS) who had been heavily involved in the enlistment and training of female recruits throughout the war.





That organisers understood the novelty of the female contingent members for the press is demonstrated by the level of attention given to them in press releases. In each of these, significantly more space is given to explaining the role of women than to the role of men in the Australian army, and also to the biographies of the female members of the contingent themselves. For example, the Women's Auxiliary Australian Air Force press release states that "The Air Force was the first ... to call for the services of women in duties formerly done by men" and gives rich detail about the number of women who served; their various roles within the Australian Forces, and relatively detailed biographies of each member. In comparison, the press releases for the male forces joining the contingent are sparse and only provide brief information on their prominent members. It is interesting to note that this focus on women soldiers, despite their vastly lower numbers in the services, remains largely unchanged in modern military advertising and public relations, yet, despite this focus on female members of the contingent, when it came to parading, they were still relegated to "march in the rear of their respective service at normal distance".

The contingent was set to leave on 18 April, however, prior leaving Australia, the contingent marched through the streets of Melbourne before embarking from Princes Pier. This march would be one of many practice runs for the contingent. The parade itself through Melbourne was regarded as a success and the group received "a magnificent reception from one of Melbourne's largest crowds". Certainly the troops appear to have enjoyed the experience. George Mercer's diary recorded that the



cheering was so overwhelming that "it was hard to keep a straight face". While the parade was successful, embarkation onto HMAS Shropshire proved to be a difficult experience. Indeed, it marked the first moment of negative press attention the contingent would receive and hinted at the disciplinary problems that would arise later in the journey. As noted in Shropshire's log, the embarkation process was held up as the result of a protest by troops who refused to board without the inclusion of a Sergeant Albert Curtin, who had been barred from joining the voyage due to his poor marching ability. Curtin, a medical officer, had won a Military Medal for his efforts at Tarakan in the Borneo campaign. He commented that he felt "like a bloke who has had a birthday snatched out of his hand".

An article from the Herald Sun, on 20 April, reported that "There was a dramatic moment on Princes Pier, when members of the Victory contingent refused to board unless Sgt. A. Curtin who had been dropped because his drill was not up to the mark, was allowed to sail with them." The memoirs of Captain Weir shed significant light on this incident. Weir writes of the difficulties in preparing Sergeant Curtin for the march. In particular, he notes that Curtin did not have any experience carrying weapons when marching. While Weir notes that he felt that Curtin's drill performance could be salvaged for the eventual parade, he records that Brigadier Moten (the contingent's second-in-command) refused to allow the sergeant to join the contingent because of his marching ability. After Weir passed on the message to the unfortunate Curtin, he was contacted later that evening by the RSL and numerous members of the press. All threatened to go public with the story if Curtin was not allowed to join. While the press did not run the threatened story, Curtin was not granted permission to join the contingent until the final moments before its embarkation. Here a significant portion of the contingent had threatened a strike on Princes Pier unless Curtin was allowed to join. Curtin was finally granted permission by Army Headquarters, who had evidently caved in to the pressure of the disgruntled contingent. This episode



demonstrates the extensive issues with both discipline and press attention with which the contingent would have to contend.

On its journey to England the HMAS Shropshire stopped at Fremantle, Cape Town in South Africa and Freetown in Sierra Leone. At Fremantle the issue of the poor presentation of the contingent again surfaced. The march was by most accounts a disappointing performance, marred by less than enthusiastic crowds, and a band that played too slowly for an effective parade



performance. At Cape Town, while the planned rehearsal march was cancelled because of poor weather, members of the contingent appear to have greatly enjoyed this portion of their trip. The visit at Cape Town also emphasised the contingent's role as a symbol of Imperial solidarity. On the afternoon of the first day ashore, Cape Town's mayor addressed the group and said that their visit was an expression of the "spirit of co-operation and goodwill and that sense of fraternal unity on which so much depends". He further advised that the visit allowed Cape Town itself to "participate more directly in the Victory Celebrations in England".

The Cape Town Times also commented on the bond between Australia and the Empire in an article titled "Welcome Australia!". This article exclaimed in reference to the Australian marchers that "We ... see in them the representatives of a vigorous British land ... which, when crisis arises, flings its full weight into the fight at the side of its liberty-loving associates of the British Commonwealth." While ashore the contingent met with dignitaries, attended organised social events, and mixed with Cape Town locals. During the long periods at sea, the troops busied themselves with sports and physical training, watched movies and performances by contingent members, and worked at making felt animals as gifts for children in England. A particular highlight here was the 'Crossing of the Line' ceremony. This ceremony, performed at the approximate crossing of the equator on 17 May, was a naval hazing ritual performed to induct new sailors into Neptune's Kingdom by "ducking the uninitiated" into a pool of eggs, slime and various other undesirable items. Accounts of the event are recorded fondly. For example, the AWAS War Diary advised that "everyone thoroughly enjoyed the day".

On the 30th of May the contingent finally arrived at Portsmouth, England. The ship sailed into harbour under the watchful gaze of HMAS Victory and was greeted by the Australian Resident Minister [today's High Commissioner], Mr John Beasley (right), as well as a gaggle of British press photographers. Mr Beasley emphasised the relationship between Australia and Britain in stating his wish that the contingent meet as many British people as possible and do their utmost to strengthen the imperial bonds between the two countries. The group was also greeted by a band playing "Waltzing Matilda" at the harbour. For many this proved to be particularly moving. Sergeant Randle, of the AWAS, wrote that "It was great hearing the old tune and they couldn't have given us a better welcome." After leaving Portsmouth for London, the men and women



were sent to separate camps. The men were camped at Kensington Gardens with the large majority of the other visiting nations' contingents. The RAAF's War Diary for the trip recorded that



on arrival "it was obvious that conditions would be very cramped and uncomfortable" and that "the prospect of living there was not particularly appealing".

Life at camp leading up to the day of the big parade was fairly uneventful, beyond general sightseeing and practice drills. A particular highlight for the contingent at this time came in the form of a visit from the Royal Family. Contingent members appear to have been genuinely enthused by this brush with royalty. Mercer recalls that "The Queen and Princesses were very charming" and that members of the contingent were "thrilled when the Queen spoke to them". Another instance comes from an AWAS report which noted that "the lasting impression women members of the contingent will retain was of the glimpses we had of the Royal Family." The report further states that "One realised ... from the personal interest they showed in conversation concerning conditions in the Pacific, how closely they identify themselves with Empire." Similarly, Chief Petty Officer Arthur Cooper described the meeting as a "great day" and stated that "the most charming woman Queen Elizabeth could only be described as lovely." Not all contingent members were so reverent in this brush with monarchy. Upon



being introduced to King George, the Victoria Cross recipient Private Richard Kelliher protested that he had not been granted a travel pass to visit his mother in Ireland. Despite his brazenness, Kelliher was granted his wish. Still, the majority of recorded impressions of the royal family throughout the contingent's stay in London were overwhelmingly positive. These examples of interactions with British royalty demonstrate that for many contingent members, their time in London was one which affirmed their solidarity with, and respect for, monarchy and Empire.

From their date of arrival the contingent had little more than a week to practise and prepare for the Victory Parade. The parade itself, on 8 June, was attended by more than 5 million euphoric British citizens. The contingent marched down Oxford Street, Charing Cross Road, into Trafalgar Square, and along the Victoria Embankment. Next the parade turned into The Mall, where about halfway down the Royal Family were perched on a dais near Buckingham Palace and taking the salutes of the various nations' contingents. After the salute, marchers continued up Constitution Hill, where they dispersed in Hyde Park. Rain did eventually impinge upon the parade, but by that time the Australian contingent had finished their part in the affair and had dispersed for the day. Members of the



contingent were struck by the sheer numbers of people in attendance and the thunderous noise of the crowd. Chief Petty Officer Arthur Cooper wrote that the "applause became so deafening that the band was only faintly audible"; Sergeant Mercer wrote that "people lined the streets and the cheering and shouting was tremendous ... our hearts were filled with pride." Similarly, the AWAS report of the parade stated that "Every window was crowded, and people had climbed on top of trees and monuments all the way along the route." The salute to the King and Royal Family was also a moment of genuine pride for members of the contingent. Bruce "Slugger" L'Estrange



recounted that as he went past the saluting base "I don't think my feet hit the ground ... I was grateful for my country to send me. I felt good." Similarly, Sergeant Mercer recorded in his diary that when "the King took the salute ... all members of the contingent did their utmost at ... [the] critical moment."

Sentiments of imperial and monarchical solidarity were also echoed by the press. The Sydney Morning Herald wrote of the salute that "the stream of men and weapons which flowed down The Mall past the King was a mighty demonstration of Empire solidarity" and further stated that "The same family spirit, bursting out in exuberant enthusiasm, brought cheers ... when the band played 'Waltzing Matilda' to herald the approach of the Australian contingent." The Argus in an article titled "Brilliant Display of Empire" emphasised the likeness of Australian to British soldiers: "Our lads marched with precision to rival the Guards."

Similar Victory Parades were also held in Australia. On 10 June, a public holiday was granted, and victory parades were held in a number of the capital cities. Coverage of the parades held in Australia also emphasised the notion of imperial unity. The Sydney Morning Herald reported that in the Sydney parade "the common struggle of Empire will be reflected in the presence of the detachments from other Dominions" and that "the triumph of the Empire's and the Allies' cause is not to be missed." The gifting of felt animals, made by contingent members aboard the ship, to the children of County Shropshire (HMAS Shropshire's namesake) also helped to demonstrate the solidarity between Australia and Britain. The Border Counties Advertiser printed part of a speech by Shropshire's Captain, Henry Showers (right), which emphasised the relationship between Australian and Britain. Showers stated that "their ship had always felt very close with the county of the same name" and that "There was a strong feeling of a tie with the old home country." These observations demonstrate that for the press, the Victory Parade represented a moment of not only pride in victory, but also pride in the solidarity of Empire between Australia and Britain.



During their time in London, members of the contingent spent considerable time in interactions with the British public. These interactions were both social and material. For example, many British people wrote to contingent members to ask them about relatives in Australia, or to send their support for the Australian Army. One letter, from a former British prisoner of war, wrote that the "bearing of Australians was second to none". Another letter came from a British couple offering to billet a member of the contingent "to return part of the hospitality" shown to their son by Australia. Social interaction with British citizens was also greatly encouraged by the contingent's commanders. Aboard the HMAS Shropshire, Brigadier Moten gave a conference on shore leave in England, in which he emphasised that it was a priority for "the people of England to see as much as possible of the contingent". Troops were also "encouraged to read up matters about Australia" so as to be able to answer the queries of those seeking to emigrate. This encouragement was based on the considerable number of enquiries being received in London by Australia House. Evidence demonstrates that contingent members were questioned about possible emigration to Australia. One contingent member recalled that members of the Auxiliary



Territorial Service would tell her stories “of their yearning to make a fresh start in a new country, especially Australia”.

These queries about immigration at times reflected the destitution endured by the British people. The final AWAS report noted that British citizens were often “pale and thin ... [with] no reserves of energy” and that “Many asked us wistfully about the possibilities of emigration from England to Australia.” This lack of available food in Britain was something of which the contingent members were continually made aware. Former Air Ambulance Officer Raymond Smith (right) recalled the “heavy rationing” and that “if you gave somebody a tube of toothpaste or a block of chocolate they thought you were [their] mother’s uncle.” Similarly, an official report noted that “The stress on food values was very high” and noted the distribution of pamphlets on “How to make the best use of rations”. In light of the severe food shortages suffered by the British public, the contingent’s organisers had prepared a gift of food for the British people. Early in the contingent’s planning phase a suggestion was made in the House of Representatives that the contingent’s ship be loaded with food as a gift of good will for British citizens who still faced heavy rationing.



This suggestion was taken up and became an important part of the contingent’s mission in Britain. Aboard the HMAS Shropshire, ammunition and weaponry compartments were emptied of their stock and filled with food gifts for Britain. This cargo amounted to 2,902 cases of food, weighing approximately 50 tons. Certainly, the gifting of food was something which brought the contingent members satisfaction. Phillip Coffey, of the RAAF, recalled his gratification at bringing food packages to people in London and that they “were so pleased”. The gifting of food was also something which the press reported upon. The Sydney Morning Herald, on 10 June, reported on a soldier giving chocolate to a hungry boy who “stared unbelievably ... and ran back into the crowd as if fearing the gift might suddenly be taken away from him.” For contingent members, interactions with the people of Britain were a chance to compare societies and wartime experience, and to promote Australia as an attractive emigration prospect. However, it was also a chance for contingent members to make a material difference in British lives through the gift of food.

Once their duty in the parade was complete, members of the contingent were granted extensive shore leave to relax and in many cases sightsee in Britain and around Europe. Many travelled to Scotland, some to Europe, and a small group were selected to travel to Germany as part of an official tour. On 10 June, leave was officially granted until 1 July. Contingent members were each given free rail passes to anywhere in England and Scotland. During this time many in the contingent also accepted offers to be billeted by British citizens. For some of the contingent, this was a chance to explore the European continent. Raymond Smith recounted that he had never “been to beyond the Middle East” and stated that “we were free to go our own sweet way ... which I spent on the continent in Italy, Germany, France, [and] Switzerland.” A small selection of the contingent, 52 members, travelled in Germany for eight days on 19 June. They visited Münster, Essen, Wesel, Bad Oeynhausen and Berlin. Reports of the trip that have survived express considerable shock at the extent of devastation throughout Germany. Sergeant Parkes described the Krupp Steele factory as a “mass of twisted steel and concrete” and noted the strangeness of “the lack of life and movement”.



For some, such as Phillip Coffey, the trip brought up emotions of guilt and confusion. He recalled that he felt “ashamed” and “wasn’t very proud of [himself]”. By the end of June most of the contingent had gathered back at Kensington Gardens, ready to return to their homes. Some members of the contingent stayed on in England. Notably, Private Richard Kelliher and Sergeant Reginald Rattey, two of the three Victoria Cross winners on the contingent, remained for their investiture ceremony with the King on 9 July.

HMAS Shropshire stopped at a number of ports on its journey back to Australia. Notable among these was its first stop on 6 June, at Gibraltar. The stop was the site of significant controversy as the result of a fight between contingent members and local police. Official reports from the incident, and those given by press, are significantly varied. Official reports were cautious. Minister Beasley’s report advised that a contingent member had been arrested by some of Gibraltar’s civil police “as a result of an incident of obscure origin”. He advised further that within the next hour a number of contingent members mounted an attack on the local police station in an attempt to rescue their comrade. Finally, by 11 pm, the provost marshal and Gibraltar’s police commissioner had arrived to settle the dispute, and all arrested persons had been taken back to the ship. Similarly, initial discussions in the Australian Parliament were wary. The conservative Archie Cameron referred to “certain events which may or may not have taken place at Gibraltar.” Leslie Haylen defended the troops, saying that he “did not believe that Australian soldiers are capable of committing brutal and savage assaults” and that the incident “had not yet been sufficiently investigated”. Aboard the ship, the contingent’s diary recorded only a brief mention of the incident and stated that “several members of the contingent ... had been involved in an unfortunate incident which took place in the township.” The RAAF Diary for the trip noted that “there was a disturbance in the town during which blows were struck and some civilians, police, and contingent members were injured – none seriously.” The following day leave was “restricted but not cancelled”. That these reflections on the incident were muted indicates that there was an official prerogative to play down its severity.



The initial [reports](#) from the press, however, were more critical than the government and military responses. An article in The Argus from 8 July reported that “the Australian Victory contingent will always be sadly remembered in Gibraltar” and described their behaviour as “disgraceful”. The article also described the events of the incident as being far more serious than official reports had admitted. Based on a Reuters’ correspondent’s testimony, it described the Australians as “brutal and savage” and asserted that the incident had begun after glasses and bottles were thrown in a café. Those involved had allegedly refused to pay their bills and ended up “using their belts, bottles, glasses, and other missiles” to attack police. Contradicting Beasley’s report, the article noted “several Australians had been arrested” and that they were not subdued until “30 naval patrolmen, a whole contingent of military police, and all police off duty” attended the scene.

Another article commented that the incident “aroused shame and regret through the Commonwealth” and that the contingent had “entirely forgotten” their obligation to “their country and their uniform”. The Sydney Morning Herald printed an article which detailed much the same information, but in addition implored the Minister for Army “to see that there is the fullest possible inquiry”. Local impressions of the incident were similarly critical of the Australians’ behaviour. The commissioner of Gibraltar’s police was quoted as saying that it was “the worst public disturbance



seen at Gibraltar since the Spanish civil war.” Despite this initially strong reaction to the event, the press condemnation did not last long. Less than a week later, in the wake of an apparently dismissive report by Eather, the press had turned to playing down the event. The Sydney Morning Herald reframed the story and reported that “A shore incident developed from minor situation involving small group of Australian troops and Shropshire crew with few civilians and civil police.” The same article published a quote by the Minister for Army, Francis Forde (right), which claimed that “the conduct of ... the Australian contingent was very satisfactory”. On the same day The Canberra Times ran an article with the headline “Gibraltar Clash Only a Minor Affair” which said that the incident “was hardly serious enough to merit the world wide attention it had received”.



While the incident publicly damaged the contingent’s reputation, privately the Australian Government worked to avoid further bad press. A telegram from Minister Beasley to Prime Minister Chifley on 19 July advised that he had spoken with Gibraltar’s governor and that the official inquiry would be confined “to matters affecting the local administration by Civil and Service Police and that it was never intended ... to go beyond that point.” A follow-up telegram from Chifley to Beasley a few days later acknowledged that the inquiry would not “investigate events in which Australian Servicemen were concerned” and advised “the press had given the incident far more prominence than it deserves”. That the inquiry did not review the behaviour of contingent members suggests an anxiety on the government’s part about the potential for the incident to be further publicised. This is made particularly clear when read in light of the repeated assurances that the incident had been exaggerated. Additionally, the incident also speaks to the wider issue of press representation. Specifically, that the level of press attention attracted by the contingent demonstrates that the contingent’s role was to promote Australia’s armed forces and the nation more generally. The negative press suffered by the contingent at Gibraltar, and to a lesser extent with Sergeant Curtin before the contingent had even left Australia, demonstrates that press attention could as readily be damaging to Australia’s reputation as it could be helpful.

The refusal to board at Prince’s Pier, along with the brawl at Gibraltar, bookended numerous other issues with discipline on the journey. Corporal Otton noted that while they were being trained, the contingent was regarded as being “a little bit out of control”. The numerous instances of theft among the contingent point to this lack of self-control. The RAAF’s final report on discipline noted that “there was an exceptional amount of stealing on board [the Shropshire] and at Kensington Gardens.” The same report noted that from the Kensington Gardens camp “it was found that a typewriter, clothing, several hundred food ration cards and other official property” had been stolen. Additionally, on the voyage back it was reported that “considerable quantities of military clothing stores had been stolen from the ship’s stowage.” Violence was also recorded between contingent members on the trip. On 30 June Private Herbert Silversides allegedly entered the camp at Kensington Gardens drunk and assaulted a fellow contingent member. While this is the only officially recorded incident of this type of behaviour, apart from on Gibraltar, it is not unlikely that other such events occurred without official notice – especially as alcohol appears to have been easily accessible on board the ship. That organisers anticipated disciplinary issues can be seen in a memorandum, of 30 May 1946, from Shropshire’s Captain Showers.

This memo granted the RAN’s “Officer-in-Charge” the jurisdiction “to deal with leave breaking offences of up to 36 hours” and “returning from leave drunk”. The memo also made reference to anticipated “repeated or aggravated offences of leave breaking” and “repeated offences of



drunkenness". It is difficult to accurately gauge what led to these disciplinary issues. That many contingent members were temporarily re-enlisted from their civilian lives may have been a factor. Additionally, that many were selected under time constraints to fill the contingent's ranks may have resulted in selecting some troops with poor self-discipline. Ultimately, however, poor discipline was a problem that affected not only the smooth running and organisation of the trip, but also the contingent's public reputation.

The remainder of the trip passed, despite short stops through a number of locations, without notable incident. In Australia, Shropshire stopped at the ports of Fremantle, Adelaide, Melbourne, and Sydney. Just prior to the ship's first Australian stop at Fremantle, on 8 August, General Eather addressed the ship. He congratulated the contingent on their efforts in representing Australia so successfully at the parade, and wryly "thanked all those whose conscience would allow them to accept it for their conduct during the trip." The contingent's return to Australia was reported in the press without much fanfare. The Age reported that there would "be no ceremony associated with the Australians' return." The Sydney Morning Herald ran a minor article which briefly mentioned the return of the female members of the contingent disembarking the Shropshire. A Port Phillip paper ran the headline "Quiet Homecoming for Shropshire" and noted the arrival of the ship in Melbourne as "almost without ceremony". Perhaps this muted press response was due to the recent and extensively reported scandal of the Gibraltar incident. Perhaps the press saw the contingent's story as no longer being newsworthy. Nevertheless, the Shropshire and the contingent had returned safely to Australia having successfully completed their journey and their mission to represent Australia among the peoples of the British Empire and the alliance of the Second World War.



The symbolic journey of the victory contingent functioned in many ways, whether diplomatic, personal, or public. When read in the context of Australia's renewed enthusiasm for its British relationship, the contingent can be seen as proof of Australia's solidarity with the British Empire. This aim of imperial solidarity is made apparent by the fact that organisers sought to send an impressive and newsworthy contingent who would distinguish Australia within empire and on the world stage.

On a personal level, it is clear that from their experiences marching, meeting with royals and other dignitaries, and mingling with British citizens, that contingent members reflected this sense of solidarity in a way that was genuine. Similarly, press representations illustrate that the contingent's story was a moment in which imperial solidarity could be unselfconsciously expressed to the Australian public. Nevertheless, disciplinary issues, possibly made worse by the rushed organisation process of the contingent, threatened its mission of symbolic solidarity, as was made evident by the numerous, and at times serious, breaches of discipline during the trip. From a modern perspective, it might be easy to pass off these sentiments of solidarity as mere banal imperial patriotism. Nevertheless, for those involved with the Australian victory



contingent, from the experiences of members to the impressions of the press, these sentiments were both genuine and powerful expressions of Australia's national identity in the post-war world.

They say every
piece of chocolate
you eat shortens your
life by two minutes.

I've done the maths.
Seems I died in 1537.





My Last Combat Mission – 5th November, 1967.

Lt Col USAF (Ret) Bill Sparks flew this mission on 5 November 1967 as the Marlin Lead. The following is the Lt Col Sparks' account of the events.

I flew my 145th and last combat mission the 5th November '67, not by choice. I had arrived at Takhli Royal Thai Airforce Base on the 15th March 1967 after completing the Wild Weasel School at Nellis. I talked to my boss, Lt Col Obie Dugan, who was commander of the 357th Tactical Fighter Squadron and our deal was that I would fly 100 missions as a [Wild Weasel](#) and then complete another 37 missions as a strike pilot. This would make me one of the first guys to get 200 missions in North Vietnam in an F-105, since I had flown 63 missions in '65 when the 563 TFS had been at Takhli for 4 months. In fact it would make me one of the first to get 200 in anything, since Karl Richter at Korat would be the first to finish 200 in September.



My Boss sent me up the command chain. The Deputy for Operations for the 355th Tactical Fighter Wing (355TFW/DO), Colonel Bob White, agreed as well. My next stop was with the Wing King of the 355 TFW, Colonel Bob Scott. Colonel Scott also agreed and I was off to the races.

By late October '67 I had flown 77 missions as a Wild Weasel and Carlo Lombardo and I become a hell of a fine Weasel Crew. In October of '67, Colonel White was reassigned to Saigon to become the Director of Operations for all Out-Of-Country missions. He was the first director to have ever flown in the North and that, along with his excellent other qualifications, made him the best man for the job. All of us who flew in North Vietnam really needed someone who could walk and chew gum without gagging in that shop. We needed all the help we could get and Colonel White promised to be an absolute treasure. The only problem was that he needed an Electronic Weapons Officer (EWO) in his shop and wanted Carlo. Carlo Lombardo was easily the best choice for the job, but it would break up our team and I was selfish enough to want to keep him. Colonel White actually asked me, a lowly Captain, if he could take Carlo. I was forced to smile and be a nice boy. I became an instant Strike Pilot and also 'D' Flight Commander instead of 'E' Flight, Weasel, Commander.

Colonel White took me in to see our Wing Commander, Colonel Giraudo, who had replaced Colonel Scott in the summer. Colonel Giraudo, AKA The Great Kahuna, reluctantly agreed to let me finish out my remaining 60 missions for the magic 200. Carl Richter had been killed recently with only a couple to go for 200 and all the Brass were a bit nervous about allowing anyone to try for the 200 mark. I would rather have been a Weasel; however, captains take what they can get. I took over 'D' flight and started to relearn how to lead a Strike Flight. I flew my first Strike Flight Lead to Kep Airfield and my second to Phuc Yen. My third was to Kep again and I was back in the saddle. Three Route Pack Six missions in three days are a good way to get back in shape.



I managed to slow myself down in the Takhli Stag Bar by dislocating my right shoulder while rolling for drinks. A 'Roll' consists of several staid, sober, careful folk looking at each other and yelling, "Last on with his feet on the bar-rail buys!" Everyone does a front roll and the last one to whack his feet on the bar rail buys a round for the mess. I tripped, dislocated my shoulder, and had to buy for the bar. Not a very swift way to 'Roll' for drinks. Ted Moeller took me over to the Hospital and had my arm taped to my side for 10 days.

I spent the next fortnight being Supervisor of Flight (SOF), a job that ranks somewhere near dental work without anesthesia. I also heard a whole bunch of my "Friends" offer to 'Roll' for drinks. I finally got the shoulder working at about half speed and flew an Engine Change test hop to prove I was ready and went back on the schedule.



One of the reasons I had been reassigned as a Strike Pilot was that all of the Squadrons were short of Mission Commanders. My squadron, 357 TFS, had only two, Lieutenant Colonel Tom Kirk, our boss, and Captain Neely Johnson. Neely and the Boss were both outstanding; however, we really needed at least 2 more to keep the workload down. While I was SOF for 10 days, Tom Kirk was shot down over Hanoi, not recovered, and Neely was the sole Mission Commander in the Squadron. I was scheduled to become a Mission Boss after my first 3 missions, but the dislocation put that on hold. I was scheduled for two more to see if the shoulder would work before I would be certified as a Mission Boss.

I led a flight to Kep the first day back and the next day, 5th November, 1967; I led to Phuc Yen again. My call sign was Marlin and we were to be the last flight to roll in (Tail End Charlie). Flying a raid against Phuc Yen is about like being in hell with your back broke. The only thing worse is to be Tail End Charlie at Phuc Yen. The bad guys kept all of their MiG-21s there and objected rather firmly when we hit the airfield. As I remember, there were over one thousand 37 mm (1.45 in) and larger guns surrounding the place and it was covered by between 6 and 16 SAM sites. Not exactly the best spot for a sight-seeing trip.



The briefing for Marlin flight was a bit different on that day because I was checking out Major Frank Billingsley as an element lead. Frank was over 40, had come to the F-105 from C-141s, and had never flown any single-seat aircraft since he went through pilot training. Frank had been one of our students at McConnell and I had given him a couple of check flights before I went to Weasel School. He asked me to cover Rescue Procedures (RESCAP) during the mission briefing at the squadron. I asked why and he told me that if he was to really be an element lead, he might have to run a RESCAP. I told him that I would run the RESCAP if required. He said, "Not if you're the one on the ground." I covered RESCAP for at least 15 minutes and asked for questions. There were none and we suited up.



All of the ground routine went smoothly. Taxi, Takeoff, Join-up, Refueling, Pod Formation and all of the other aspects of an RP-6 mission were as routine as it is possible to be. The Strike Force held a good Pod Position as we made our way through Laos and North Vietnam to the Red River crossing point about 10 miles downstream from Yen Bai. From there toward Phuc Yen the Strike Force flew at about 6,000 feet (1,830 m) and 540 knots (620 mph; 1,000 km/h) until we neared the MiG base and started our afterburner climb to roll-in altitude. For some reason the 3rd flight hung it high and waited way too long to start their attack which caused Marlin to be almost at 18,000 (feet, 5,485 m) before we could head down the slide. Our attack heading was almost east instead of southwest because of the delay and it seemed as though it took a week to fly down to release altitude of 7,000 (feet, 2,130 m). Since our target was the last standing hangar on the airfield, it was easy to spot. The normal problems caused by the flak bursting in layers caused us to lose sight of the hangar two or three times, but it didn't move and was there when we got to our release parameters of 7,000', 45 degree dive, and 540 knots. The pass looked good at the time and, the next day when I saw the Bomb Damage Photos (BDA) we had put 18 of our 24 M-117 750 pound (340 kg) bombs through where the roof had been. Not too shabby for manual bombing.

I reefed my bird hard up and left at 5+ 'G' and did my normal roll right and then left to allow my wingmen to see me for the rejoin. Our problem was that we were now headed almost directly toward Hanoi and really had few options to avoid the vast amount of flak. I took the easiest way out by flying a loose left, jinking turn around Phuc Yen in order to fly on the north side of the complex and head for Thud Ridge. There were fewer guns on the north side. It took over a minute to rejoin. Before the flight could get into Pod Formation for SAM protection, we had 3 missiles launched at us from our six o'clock.

My choices were not very good. I could turn right and over-fly the north railroad and dodge the missiles while in the flak from the rail lines, I could turn left and fly back over Phuc Yen dodging missiles in even worse flak, or I could put the flight down in the weeds supersonic and haul for the ridge below 50 feet (15 m). I chose to mow the grass. Red Dog, the Weasel flight, called the launch and told me which SAM site it was from. I jerked the bird around enough to catch sight of the first SA-2 Guideline missile and watched it hit the deck. My wingmen were almost in formation by now as I saw the second missile loose guidance commands and go up out of sight. At about the time I heard Red Dog #4 call that he was hit and burning, I caught sight of the 3rd missile as it went into some houses and exploded. I decided to come up out of the grass and started a climb



as Marlin Flight got into good Pod formation. We were at 750 knots (1,390 km/h) and were below 100 feet (30 m) above the rice paddies as I came out of after burner and continued to climb.

As I passed through about 100 feet altitude, I saw several rounds zip by me and three hit my aircraft. I took three 57 mm (2.25 in) hits almost simultaneously. The rounds came from a 57 mm site almost a mile north of us and were optically fired. These were the same guns that had hit Red Dog Four. One round hit the afterburner section just above the right slab, one was in the bomb bay directly under my feet, and one was in the Air Turbine Motor (ATM) compartment just in front of my right knee. I kept in the climb at near military power and the cockpit instantly filled with smoke. I heard Red Dog #4 calling that he was on fire and also heard his element lead tell him that he was in 'Great Shape', a big fat lie.

Red Dog Four, Dutton and Cobiell, bailed out over a rail yard less than 20 miles away and were put in the Hilton. Dick made it out in '73; however, Ed Cobiell died from torture he received from Fidel, the Cuban torture specialist at the Hilton.



I couldn't see anything because of the smoke and decided to blow the canopy. I could not find the canopy ejection handle on the left console and pulled some knob off trying, so, I flipped the manual canopy unlock lever under the canopy rail and the canopy went like it had been blown off. I was now in a convertible at 695 knots (1,285 km/h), still supersonic, climbing through 300 feet (90 m). I got two or three radio transmissions out before the radio died and every thing else decided to quit. It was probably a good thing the radio failed or everyone could have heard me squealing. The fire from the AB section caused the Fire and Overheat Lights to both come on and then quit. I checked the circuits and they didn't test (just like the good book says can happen when a big fire is on board). All three hydraulic gauges started down, bounced a few times, the utility gauge went to zero followed by primary flight gauge #2 (P2). PI (primary Flight #1) went slowly down and then dropped to zero. The oil pressure gauge went to visit the hydraulic gauges and every light on the peek and panic panel came on and then all of them quit. Shortly after the radio quit, I had a complete electrical failure followed by the failure of all pitot static flight instruments. The only thing in my Thud what worked was the Whiskey Compass and I think it was leaking alcohol.

I was still flying and heading up Thud Ridge away from Hanoi. I still had smoke coming into the cockpit and swirling around before the truly tremendous slipstream sucked it out. I caught myself reaching up and fanning the compass mounted on the canopy to see what heading I had. Now that is very stupid. I am in a 450-knot (835 km/h) convertible fanning a compass. If my arm had gotten caught, I would have been sans arm. I started to laugh at my stupidity until I noticed that the right front quarter panel of the windscreen was starting to melt. I reached as far forward as I could and felt extreme heat from the fire in the ATM compartment. I am sure that the utility hydraulic reservoir had ruptured and was burning. The right quarter panel melted almost



completely and shortly thereafter the right rudder pedal collapsed and dangled from the cables. I was now over half way up Thud Ridge and had turned for the Red River crossing. That was pure reflex, I guess. I then had an explosion in the bomb bay, which blew the doors off and a small amount of fire came into the cockpit below my left foot. I had to hold my left foot up to stay clear of the flame. It wasn't all that hot due to the suction from the canopy area.

I had a couple more minutes to get to the river. I held what I had, trying to be the smoothest pilot in the world since I didn't have the foggiest how much hydraulic fluid I had in P2. The fire burned up from the AB section and the Aft Fuel Tank blew leaving only the aircraft struts showing. The fire also burned up the right side of the aircraft, out into the right wing and the right main tire blew causing the right main to smack down into the slipstream and be ripped off the aircraft. All three of my wingmen looked like the Thunderbirds at an Academy Graduation. I had no right rudder pedal, no right gear strut, my bomb bay doors were missing, no lid on my cockpit, a melted hole in the windscreen, my left foot up, sundry other things disastrously wrong, BUT, I was coming up on the Red River. I found out afterwards that I had been called out as a SAM twice by other aircraft as I burned my way up the ridge. Marlin Three only said, "That's no SAM, that's Sparky" I started to think I had it made until the controls went and I became a passenger.



I still had 5 miles (8 km) or so to go to cross the river when all of the controls went south. The bird pitched up, shuddered, rolled right like it was going to spin, and then started another pull-up. It was still going my way, so I held on to the stick to keep my arms from getting outside and stayed with my Thud. It would pull up sharply, shudder, shake, and snap right as if it were going to spin, and then start another pull-up. It did this three times until I was over the Red River. The last time it did snap into an inverted spin entry and I decided that it had taken me as far as it could go and pulled the handles up and squeezed the triggers. Only an F-105 could have taken that amount of punishment for 7 ½ minutes and deliver the driver to the river.

I still had one of my wingmen trying to fly formation and saw him flash by as I ejected. I had no idea what my altitude, airspeed, or attitude was since nothing worked except the Whiskey Compass. I learned that I was at 24,000 feet (7,315 m), 270 knots (310 mph, 500 km/h) and entering an inverted spin, BUT I was over the Red River. Being over the river was wonderful since the Rescue Jolly Green Giants were not allowed to cross the Red River for a rescue.

I fell about a week subjective time waiting for the 'chute to open at 10,000 feet (3,050 m) and remembered that the last time I had ejected I had caught the risers under my chin and really put a raspberry on my neck. I was at least not going to do that again. I stabilized on my back in a head down position that didn't spin and when I heard the spring motor in the parachute whir, I snapped my chin down just in time to catch the risers under it. I put another raspberry on my neck.



When I looked down I was not quite across the river, so I hauled on the front risers and slipped across. I then saw that I was going to land near a small group of houses, so I went back up the risers and turned the 'chute and headed down stream.



I pulled the front risers down and then got my knee in the riser 'Y' and did front riser slips to put as much distance between me and the houses until I was at about 200 feet (60 m) or so above the jungle. I had come almost 4 miles (6.5 km) and had two ridgelines between me and the nearest house or road. I looked down and decided that I needed to stop the slip and land in what I thought was 'Elephant Grass'. I landed in 75-foot (23 m)-tall bamboo.

I smashed into the bamboo and the 'chute caught with me at least 40 feet (12 m) up. The bamboo broke and I fell the last 40 feet and landed like a sack of feed on a fairly steep hillside with no place to do any kind of a parachute landing fall (PLF). I didn't even do a Fighter Pilot PLF of heels, ass, and head; instead I just crumpled into a mound of goo. I broke my right patella, chipped a bone in my right elbow, dislocated my right shoulder again, had hairline fractures in several small bones in both feet, and landed on the family jewels with a mighty thump. I was down and across the river.

I moaned some, cursed even more, and managed to get the beeper from my parachute and shut it off. I pulled out my primary survival radio and found that the radios were very weak. Not to worry, I had two survival radios, three sets of batteries, the 'chute beeper and a partridge in a pear tree. I drank from one of my 6 baby bottles, contacted Frank Billingsley who was running the RESCAP in an exemplary fashion, and started to move down the hill and find a place I could see the sky.



If you have never been in bamboo, don't go. It is not a nice place. I would end up several feet in the air trying to squeeze through the bamboo and have to break my way back down. I moved about 200 yards (180 m) in about 15 minutes and worked my way into 25 foot tall (7.5 m) ferns that made the bamboo look like a good place. It took another 10 or so minutes to wiggle out of the fern thicket and get under a huge tree. I tried to find a better place and gave up since the whole area was bamboo and/or ferns. I talked to Frank and vectored him into my tree and asked him to check his fuel. He informed me that he was running this show and to shut up. He also told me that he had a better view than I did, had sent the wingmen out for fuel, and was about to have to leave for a while. I found out that he left my tree, 75 miles (120 km) northwest of Hanoi, with less than 2,000 pounds (905 kg) of fuel. He went to a tanker and was back in 29 minutes. The tanker could not have been in Laos. Everyone was trying his best to pick up my worthless butt.

I sat under my tree for almost 20 minutes, it seemed like a week, until I heard a burner light. I came up on the survival radio and had a call from Ozark; a flight of four from Korat who had my CAP until Frank got back. I vectored them into my tree and they set up a CAP away from me to keep the bad guys guessing. Frank called back a few minutes later with the rest of Marlin Flight and took back the RESCAP duties. I was starting to get lonely and had finished two of my baby bottles when Frank told me that the Sandies were inbound. I had been on the ground for only a bit over 2 hours clock time or a month subjective time. I started to believe I had a chance. I inventoried my stuff and put everything I was going to take out away. Both pistols, spare radio and batteries, the beeper, all seven knives I carried, my Medical kit, and my trade goods kit. I kept out several flares and two pen-gun flare kits.

The Sandies (Douglas A-1 Skyraider) called shortly thereafter, at about 1630 local time and I managed to vector them into my tree. They left to set up an orbit away from me and I waited very anxiously for the HH-3 to arrive. I listened to the Jolly call in and then all hell seemed to break loose. Some MiG-17s showed up and the Sandies became most nervous. The Jolly tried to calm things down and the Low Sandy came by to mark my position with a Willy Pete (White Phosphorous) Bomb. The Sandy then marked another location for some reason and the Low Jolly went there. I had 17 aircraft in my CAP and everyone started to talk at once. The Jolly went to the wrong place and then headed back to me. All this time I could see a little patch of sky only about 30 feet in diameter. Frank made a pass at the Low Jolly and turned him towards me and





shouted for me to, "Do something!" I pulled out my pen-gun flare and fired and reloaded as fast as possible. I bounced a flare off his canopy and saw the pilot jump and then hover in my tree.

The radio went absolutely Able Sugar (Ape S...) with people shouting out MiG calls and as I watched the penetrator come down towards me. I had stowed my radio and did not hear a transmission from Harry Walker who was told that there were MiGs in the area. His answer was, "Keep them off my ass, I've got better things to do!" and stayed in the hover with his rotor blades whacking the tree well below the top. I backed out to see the cable operator, but the open space was so small I couldn't see squat. The cable stopped a few feet above me and then came down some more and was level with me a bit down a steep slope. I couldn't jump because of my ankles and knee and then it swung towards me and I let it hit the ground and discharge a huge spark. I then unzipped the straps, pulled down on the folding seat, put my legs around the penetrator, really tightened the straps around my body, and yanked on the cable as hard as I could. I was pulled off the ground and up about 50 feet (15 m) or so. The HH-3E pivoted 180 degrees and started to pull me up and through the tree as it accelerated to his max speed. It was a very wild ride for a while. I broke out of the canopy at top speed for the Jolly as the winch hauled me up. The door gunner was firing his mini gun at something; so, I whipped out my 38 and shot the jungle. I figured I could get off six rounds and make everything lighter.



I was pulled in the door and hugged by the crew. I thought I would be the happiest man in the world, but the crew of Harry Walker's HH-3E were happier than I was. The whole crew was laughing like mad, so I asked what was funny and was told that Harry had just said, "Tell the SOB not to die until we get him to a hospital. We need a live one for a change." I had problems standing and the Paramedic (PJ) sat me down and started to check me out. The first thing he did was to strap a parachute on me. I sure as hell didn't want to use one of those again for a while. He asked if I was hurt and I told him I had some small problems. He then put me on a stretcher and gave me a good once over. It was noisy as all hell in the Jolly and since I didn't have a headset I had real problems hearing. He pulled out a Morphine Styrete case and I said NO. He grinned and showed me a miniature of Jack Daniel's Black Label that was in the tube. It was exactly what the doctor ordered.

I guess I was beat up worse than I thought since I went into shock for a while. The whole crew took off their jackets and piled them around me to keep me warm. I straightened out in time to watch the Jolly refuel on the way back. The PJ and the flight engineer helped me up to the cockpit and I sat on the jump seat as the C-130 came over us, stopped just in front and then let down until the hose was only 50 feet or so in front. We were in Laos with all of the Low Level Fuel Lights on just after sunset. There were layered clouds that were black with a blood red sun shining from below up through and between them. It was incredible. Harry moved the big HH-3E up to the hose, stuck it, and took gas. It was all very smooth, very easy, and very beautiful. I was the second furthest north rescue in the whole war. The whole crew of very brave men had risked their lives to pull me from the jungle. Henry did understand what 'We Band Of Brothers' meant.



We went to Nakon Phanom (NKP), AKA Naked Fanny and landed about 2100 hours. I was on a stretcher and really couldn't walk. I was treated like the crown jewels and rushed to the hospital for a check up. I was on the x-ray machine that was broken when Brigadier General McBride came in. Willy P. had been my Wing Commander at Spangdahlem and was a very nice and very funny man. He went into a routine about having given me a perfectly good F-105 and I had dumped it! He was not going to give me anymore. He also brought a bottle of Old Overshoes Rye Mission Whiskey and a six-pack of warm Millers beer. We both sat on the x-ray and drank the Old Overshoes neat with warm beer chaser. He also told me that The Great Kahuna had sent the Takhli Gooney Bird for me and it was inbound.



I was taken from the Hospital, never having seen a Doctor and loaded on the C-47 in my stretcher. When we were airborne, the pilot came back and put my going home ration from Colonel Giraudo on my chest, a bottle of Chivas Regal, a glass, and a bucket of ice. The Chivas was to get me back to Takhli in good humour. It did a very good job. When we landed the crew turned the stretcher so I could see what was happening. I was met by the fire suppression helicopter, fire trucks, over 1,000 folk and was treated to a Hundred Mission Parade at near midnight Takhli time.



When we stopped, the doors of the Gooney Bird swung open and The Great Kahuna jumped into the C-47 and hollered, "Throw her up!" A very shapely female came flying through the air and landed in Colonel Giraudo's arms. He came over, dumped her on me and said, "Welcome Home Sparky, look what I brung ya!" The lady, Vicky Nixon, had just arrived that day and was the first female on the base. She was his brand new secretary, very sharp, and she was scared spitless. I was laughing like a hyena and decided to try and calm her down since she was actually shaking. I whispered in her ear, "I just fell out of a tree, landed on my jewels, and there isn't a thing I could do to you!" She looked at me, started to cry, really hugged me, and said, "You poor baby!" We were placed in the back of Colonels 'G's pickup, still on my stretcher and given a tour of the base. Neely Johnson, who I was supposed to relieve as a Force Commander, met me with the Flight Commanders for the morning go and saluted me from the C-47. I was grounded and that was my last combat mission. I tried to talk the Boss out of his decision, but I went home. I was the first guy from Takhli that was picked up from North Vietnam in over nine months that made it back to Takhli. Frank Billingsley did a perfect job the first time he ran a RESCAP and I am the most fortunate person in the world.

I never did get to help Neely out. He finished his tour after having led over one third of his total missions into Route Package Six.

I am boycotting Black Friday – all Fridays matter.



Fair Trading?

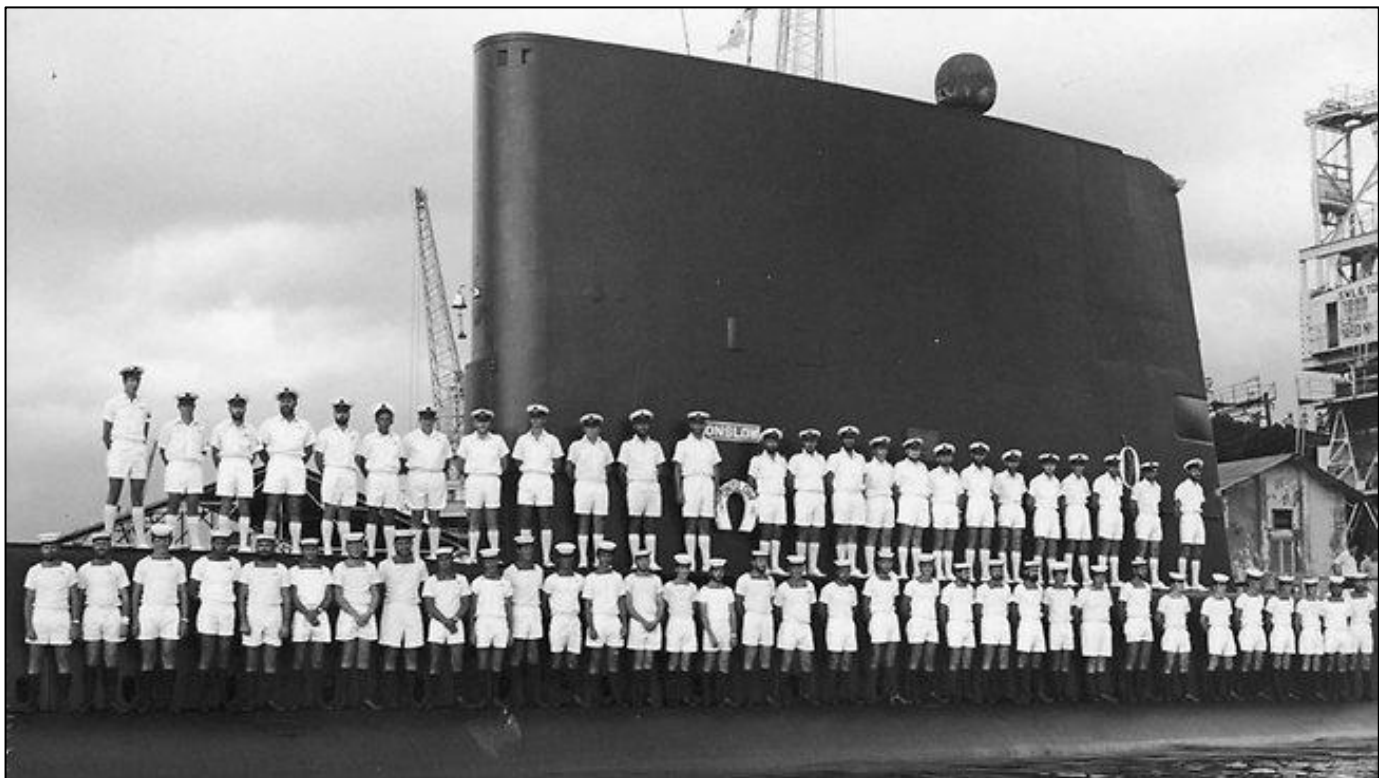
[THIS](#) is funny – and possibly very close to the bone.

Secret Australian submarine missions during the Cold War.

On the 20th February, 1986, Prime Minister Bob Hawke came to know of the nature of the operations of Australia's secret submarines during the Cold War in Asia. The prime minister was briefed by six naval officers in the cabinet room in Canberra. The six naval officers were acting under the invitation of Defence Minister Kim Beazley. They briefed Hawke on the missions undertaken by the Oberon-class submarines of the navy to Vietnam and China and the achievements they have reached so far during the risky operations. Apparently, Beazley wanted to get the prime minister's approval in the navy's plan of building of six expensive Collins-class submarines in Australia.



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The Oberon-class HMAS Onslow, one of the many secret submarines used by Australia for espionage during the Cold War

Beazley knew of the costs needed to build the submarines, but he also knew well of the offensive and defensive capabilities the submarines would afford Australia. The Defence Minister was keen



to provide information to Hawke but the prime minister made his disinterest in hearing the presentation of the navy rather clear in his conduct. The naval officers, however, did their job well in sparking Hawke's interest. Commander Kim Pitt explained one of his missions to the prime minister. A video presentation of Pitt's grabbed the prime minister's attention shifting his mood from disinterest into that of intense curiosity.

Pitt was assigned on a patrol mission in the HMAS Orion in the South China Sea in November, a year before the briefing. His mission was to do surveillance on the then largest Soviet naval base outside of USSR, the Cam Ranh Bay, located on the east coast of Vietnam. The video showed a very clear footage cleverly taken by the HMAS Orion. The submarine skillfully escaped the unwanted notice of the Soviet Charlie-class nuclear submarine by sneaking beneath and behind the Soviet sub as it headed towards the Soviet naval base. The footage took images of the Soviet submarine as it was headed towards the Vietnamese port. The camera was secured on the periscope of the Orion which took the footage as the submarine dangerously floated on the rough sea. The location was set 12-nautical miles or 22.2 kilometres outside of Vietnamese territorial limit.



The Orion then took a deep dive close behind the Soviet sub and then to a barely submerged depth again following the surfacing of the Soviet submarine. The prime minister was glued to the video alarmed as he watched the propeller of the Soviet sub in close proximity to the Orion. He also took a glimpse of the Soviet Charlie-class technology from underneath including the ship's sonar and hull.



The Orion then positioned ahead and still beneath of the Soviet submarine. Pitt then manoeuvred the Orion to almost a halt. The Soviet sub hummed passed by without a clue of the watching Australian eyes allowing the Orion to get clear images of the other side of its hull. The photographs and the video itself provided intelligence that could only be gathered if spies were to infiltrate and take the images on the dry Vietnamese port.

The intelligence provided by the Orion was crucial to place Australia in a very strategic and political military advantage. Then, Australia was in negotiations with the US in moving against the USSR and the video granted them the upper hand in the Cold War intelligence race. After watching the video, Hawke inquired on the nature of the operations of the patrols for about an hour. The briefing included the duration, the frequency and the success of the missions. Hawke was also informed that the navy also recorded radio transmissions that were able to document the Soviet fleet. The missions helped in the tracking and identifying of Soviet vessels. During the presentation, the officers showed Hawke a photograph of the highly regarded Soviet Kirov-class nuclear-powered cruiser. US spy satellites were able to track the cruiser en-route from Murmansk, around the Cape of Good Hope to the Indian Ocean. The cruiser was intercepted by the guided missile frigate HMAS Canberra off Sri Lanka and shadowed it as it made its way to the Strait of Malacca and into the Cam Ranh Bay. The patrolling frigate did a good job in taking photographs and monitoring the communications since trailing the cruiser.

Pitt was manning the HMAS Orion as it lingered near the Cam Ranh Bay awaiting for the cruiser. He documented the communications of the cruiser including their procedures and protocols. The recording was crucial in getting information



on the operations and conduct of Soviet navy including its command and control systems. The in-depth information was also understandably crucial in intercepting and blocking Soviet communications during military encounters.

Admiral Mike Hudson was also reportedly in the briefing. He tried to pour cold water on the naval officers' excitement by warning them of the risks involved in the missions. If a submarine was detected or captured by the Soviet navy, the international costs could be colossal. "As we do more and more patrols, the likelihood of this happening will increase," Hudson said. But Hawke was optimistic. "No, you are wrong," Hawke replied. "I've got a degree in statistics and I can tell you that the probability of detection does not increase as the number of patrols increase. They are discrete, one-off events and the probability of detection is constant."

Defence Minister Beazley was glad of the outcome of the meeting. Hawke backed Beazley's plan with an approval to create new submarines. The naval officers were even more delighted that they were able to convince their Prime Minister of reinforcing the naval force.



The naval officers, however, had secrets they kept from Hawke. They had to withdraw the information of Pitt taking videos of another Soviet submarine entering into Cam Ranh Bay. While Pitt displayed his connoisseurship in submarine seamanship, he was considered by his colleagues “a bit of a pirate” in taking the risk. Pitt’s expertise made him director of submarine warfare. Australian submariners also earned respect as well as prestige during their daring patrols numbering to 20 between 1977 and 1992.

The intelligence strengthened the alliance between the US and Australia. The missions were kept classified as they kept feeding information much needed by the Western counterparts of the Soviets. The missions also produced one of the finest Collin-class submarines that became vital to the Australia’s navy.

But the HMAS Orion also had one story of failure to tell. It was on the last mission on the 22nd October, 1992. The Orion proudly left Sydney Harbor on a mission to Shanghai. The operation involved gathering information of the Chinese navy. Manning the submarine was Commander Rick Shalders who was keen on making surveillance on the new Chinese subs. He was eager to complete the mission and return home making another mark for the Australian submariners. He later on became commander of the Collins-class submarines.



The US sought the support of Australia in gathering intelligence on the Chinese navy. The US subs were large enough to make it easily detectable in East China waters. The Australian subs, however, were ideally small to sneak into the shallow waters. The Shanghai Harbor was a very strategic area located at the mouth of the Yangtze River. It was also China’s biggest mainland harbor. The water that feeds the Chinese marine waters was shallow and murky. Civilian vessels



such as local fishing boats and ferries were also dispersed along the busy water. Eyes were everywhere.

It was difficult to do espionage without getting seen by military and non-military vessels. Any detection could compromise the mission. It would also antagonize or distress international relations between Australia and China. The Australian navy greatly prepared to make the mission a success employing the best photographic and top-notch marine technology for intelligence gathering. They also hired translators to join the mission and interpret Chinese navy communications they could gather. The mission, however, proved more difficult than the submariners planned for. The civilian fishing boats provided a natural local defence against espionage. The local fishermen with their nets were watchful of any catch and a slight movement of the submarine could also attract their curiosity, alarm and attention.

The local setting proved a dilemma as it was necessary for Shalders to raise the Orion's periscope to gather the necessary intelligence they were ordered to. Shalders, however, could not risk surfacing the submarine or get it near the surface without alarming all of China.

Shalders fears were actualized. The Orion suddenly got in tangle into some fishing lines and nets. A fishing boat reportedly sank when its net became snarled into the submarine. The fisherman had to cut the net from the boat with an axe to escape from the mesh. They were desperate to get out of the critical state they were in. Shalders was aware of the risks of detection and capture by the Chinese Peoples' Liberation Navy. He knew that the disturbance in the shallow waters would impel the Chinese navy to look into the matter. The consequences would be fatal. They, for one, would be captured and tried as spies. Aside from the safety of his crew, he also understood well the international and political implications of the discovery of their presence in Chinese territory as well as the purpose of their presence. So, he chose to abandon the mission.

He manoeuvred the submarine out of the busy shallow waters into a less dangerous area around the East China Sea. They left the Chinese territory to head for home with a breath of relief even without completing their task.

The experience of the last mission of the Orion forced the Australian navy to decide to cease the patrols. Admiral Ian McDougall, chief of the naval staff and former submarine commander, advised Defence Minister Robert Ray that the naval services of the O-boats should be discontinued due to the real dangers posed by the missions.



The missions were hard to let go for the Australian navy. The remarkable and brave tales of the submariners made a mark in war history. The cessation of the missions also meant foregoing the funding that poured into the naval services of the Australian O-boats. The Defence Intelligence Organization advised against the cessation of naval espionage. It saw the necessity and importance of collecting intelligence despite the collapse of the Soviet. Other countries, it claimed,

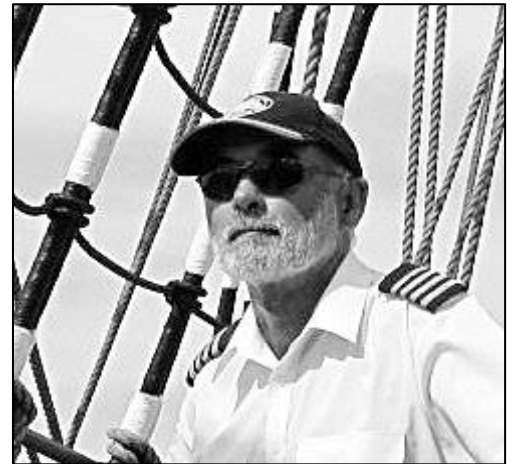


had to be monitored for the potential threat they posed, however, the Defence Minister voted on the stop of the patrols.

Commander John Dikkenberg, a senior submariner, lobbied for the reinstatement of the missions to Prime Minister Paul Keating who stepped into office after Hawke. The prime minister, however, refused to challenge the decision already made by his Defence Minister.

After four years, the decision was overturned. Ian McLachlan was made Defence Minister during John Howard's office. McLachlan inquired on the nature of the patrol missions. The navy at that time advised the Defence Minister to reinstate the missions. The request was approved on conditions that the missions be carefully "controlled and limited off Indonesia".

Minister for Defence Science and Technology Bronwyn Bishop also saw the need to continue the naval services to re-establish the skills of the navy on collecting intelligence. Six missions were launched targeting Indonesian military communications in Indonesia and East Timor where a civil war was raised by the Fretilin guerillas for their independence.



The secret missions undertaken by the O-boats during the Cold War and their contributions to global intelligence are, no doubt, a major piece of Australia's history that will have stirred the officials to decide on placing a large chunk of people's money into expensive submarines that are proven invaluable to the country's, if not other countries', security.

ENGLISH LESSON

Tsunami ——— T is silent

Honest ——— H is silent

Psychology ——— P is silent

Knife ——— K is silent

Wife ——— Husband is silent

Class dismissed ...



The Titanic.

Click [HERE](#) to see some interesting pics and information on the Titanic.

**NOT TO BRAG
OR ANYTHING
BUT I CAN FORGET
WHAT I'M DOING
WHILE I'M DOING IT.**



WRAAF News



Pre-Christmas Lunch.

A group of ex-WRAAF got together in Brisbane recently for a good old get together.





Santa came too.



The table cloth was made by Christine Clancy from tea towels used at the 70th Anniversary get together.





And just like any party – everyone gets a 'take-home' present.

Margaret Humby and Lola Hurman.



9

C



Vi Speis and Elizabeth Ryan below.





Val Machin.



E



Jill Buckland and Collette Whiteley





Gwen, Maureen and Hazel Harrington.





Janet Noack and Susita Coleclough.





Peggy Broomhall, Mary Wylie, and Elaine.





Maureen Stewart and Colleen Tracey





Pam Treloar





Ex Army ladies.



Margaret Stevenson, Truus Perry and Margaret Humby..





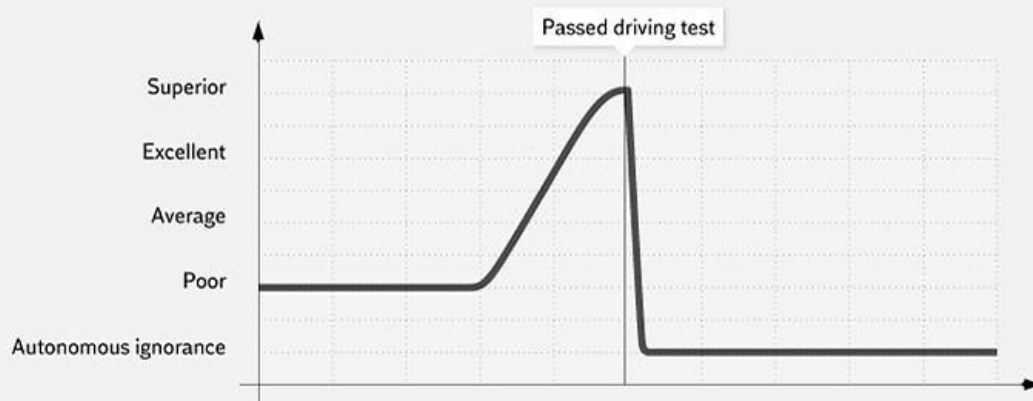
Lunch.







YOUR KNOWLEDGE OF THE TRAFFIC LAWS



truthfacts.com



The ladies from Sale – 1968



They were tough on each other.

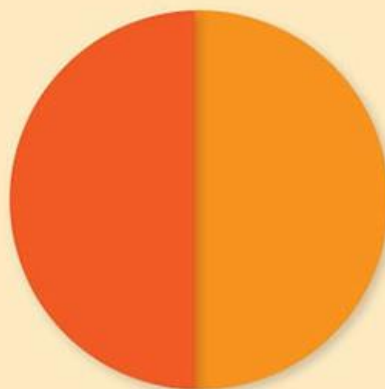




Unpacking can be so much fun!!



CONTENT OF WOMEN'S MAGAZINES



- Accept yourself – you're beautiful just the way you are
- How to loose 20 lbs in four weeks



Lyn Mitchell sent us these pics.

WRAAF uniforms when she was in, way way back.



R





CONTENTS OF A TUBE OF TOOTHPASTE



truthfacts.com



John Laming.

Aeroplanes and other stuff.

STANGS and VAMPS

I was in the Moorabbin circuit area the other day, teaching a student how to do cross wind landings. The wind was right across the runway and there was enough drift to make it interesting. The student nailed the combination technique nicely and after several good landings, I sent him solo to practice what I had preached.

After watching his first few landings from the fence near the control tower, I decided to stroll up the road to the local CAA Field Office and bludge a cup of tea and a chat with a friend of mine who works there as an FOI. It turned out that he was away on the job, presumably keeping the industry on its toes, so I knocked on the door of one of his colleagues who was on my pilot's course in the Fifties. This chap had flown fighters after graduating from Point Cook and our conversation turned as always to the good old days of hack, flick and zooming in the Air Force.



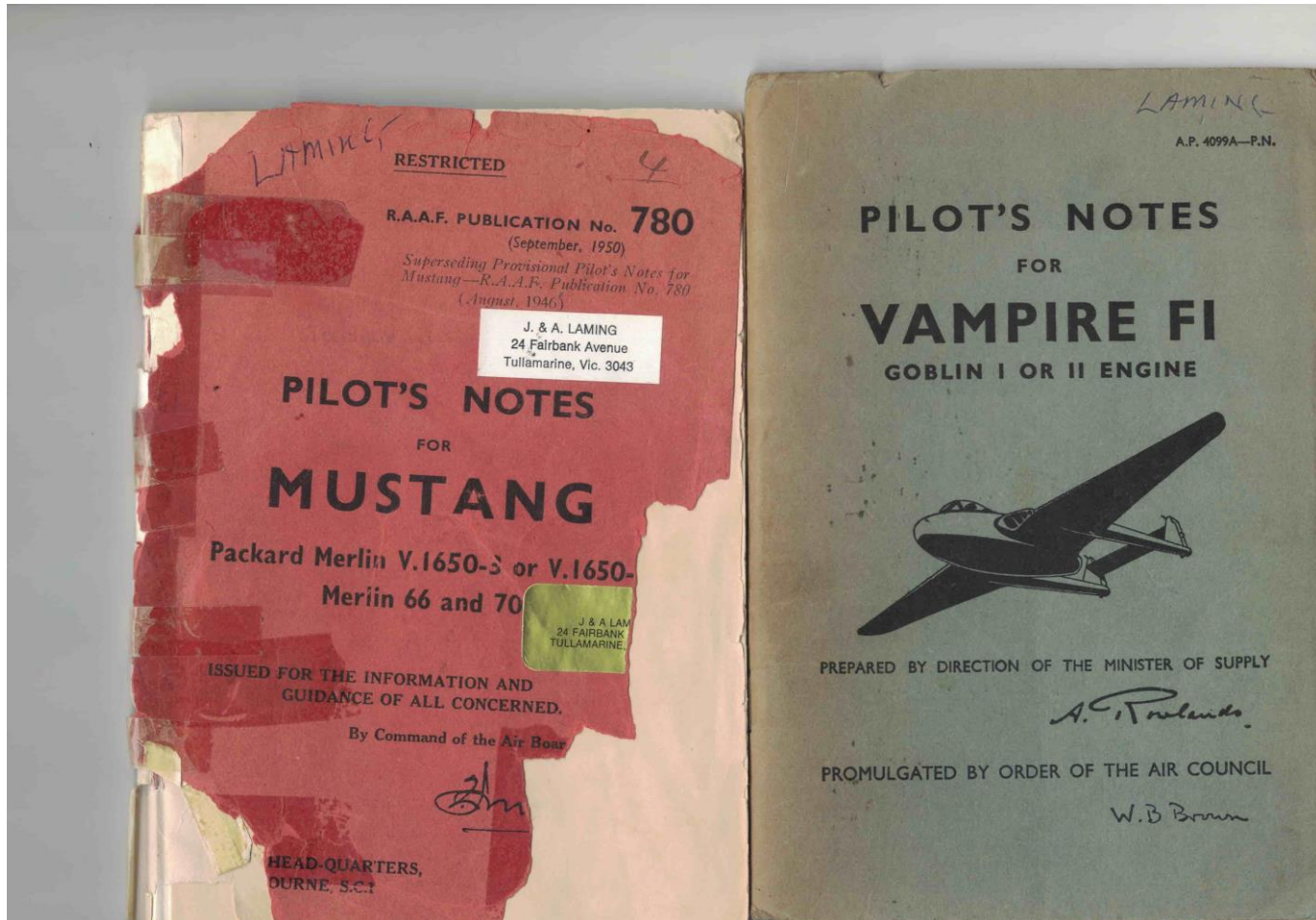
Wartime pilots talked of flying Spits, Beaus, Lancs, Stringbags and Mossies. These were Spitfires, Beaufighters, Lancasters, Swordfish and Mosquitoes. The young lady licencing clerk in the next door office must have thought we were two lanes short of a freeway, when she overheard the conversation turn to flying Goonie Birds, Tigers, Wirras, Swords, Stangs, Meat Boxes and Vamps. To decode that lot, ask any ex RAAF pilot over the age of sixty!

The tradition carries on with current generation service pilots who fly Draggies, Plastic Parrots and Herks, which I am told are HS748, CT4 and Hercules.

Amongst the military aircraft I flew were Stangs and Vamps, or more correctly, Mustangs and Vampires. The story begins with my arrival at the RAAF fighter operational training unit at Williamtown, NSW. With only 200 hours in my log book, I had already flown one hour on the Mustang and survived. Now let me introduce Flight Lieutenant Peter Middleton DFC. He was one of the fighter combat instructors on our course. I use the term instructor in general terms, because few of the staff pilots were Qualified Flying Instructors (QFI) and in any case our Mustangs and



Vampires were single seat aircraft. One read the Pilots Notes, climbed into the cockpit and flew solo.



Middleton was tall, sported an impressive moustache and looked every inch the true fighter pilot image. An experienced combat pilot, he had just returned from flying Meatboxes (Gloster Meteor twin engine fighter bombers) in Korea. He held a degree (or whatever) in martial art skills and was well respected for obvious reasons. He also owned a dashing looking bone dome (crash helmet), which was painted with blue and white polka dots. I suspect he nicked it from the Yanks in Korea, as bone domes were not then standard issue in the RAAF.

It was to be my first sortie involving formation flying in the Mustang and the briefing was concise and to the point. After engine start, I was to follow my No 1 (Middleton) to the runway, observing radio silence after the initial radio call to check radio serviceability. It was to be a formation take off, battle climb to 15,000 ft, then general formation practice. This was to be followed by a line astern tail chase in VMC (hopefully). Depending on the weather, we would return to land off the standard buzz and break. If the weather was marginal then we would carry out a formation VHF/DF instrument approach, culminating in a Ground Controlled Approach (GCA) to 200 ft. With only limited experience I hoped that I wouldn't have to test my instrument flying skills whilst in tight formation!

During the walk around check of my aircraft, I noticed that Middleton had already strapped in to his Mustang and was obviously impatient to get under way. He wore a RAAF issue red silk scarf (in case one needed to attract attention if you were shot down) and real aviator's sunglasses.

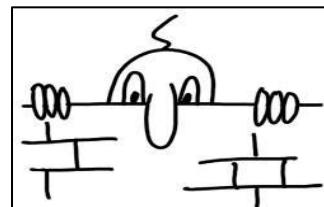


Now in the cockpit and hastily doing pre start drills, I pumped the primer a couple of strokes too many and was rewarded for my inexperience at starting the Rolls Royce engine by the sight of terrifying tongues of flame licking from twelve open exhaust pipes. Despite starting many Rolls Royce Merlins since that day, I never failed to get the shivers when the bloody things caught alight. This was despite the fact that the flames were more spectacular than dangerous.



I returned Middleton's thumbs up, indicating I was ready to taxi and with a burst of throttle, he swung out of the flight lines. When taxiing the Mustang, Middleton preferred to raise his seat to full extent, so that he could see over the top of the bullet proof windscreen. With one gloved hand resting on the canopy frame, his scarf fluttering in the slipstream and his oxygen mask hanging loose to reveal a fierce moustache, Middleton looked like the original Tall in the Saddle cowboy.

I followed a respectful distance behind, most of the time losing sight of his Mustang despite my obligatory weaving of the nose. I decided to emulate Middleton and jacked up my seat to full extent in order to (a) look cool and (b) to obtain better forward vision. Within seconds I had nearly ground looped the Mustang as I attempted to apply corrective rudder and brake to control a rapidly developing swing. The Mustang was built for six footers and to reach the rudder pedals I needed a well-padded cushion behind my back. The seat was fixed horizontally and I already had the rudder pedals fully extended towards me. Now with full up seat I could only just reach the pedals with the tips of my toes and as for depressing the brakes, then forget it! I desperately unlocked the seat raising lever and with a jolt the seat hit the lower stops, causing me to look like Chad (that mysterious cartoon character of years ago, who was pictured with his eyes and long nose peering over a wall). I now had no forward vision beyond the gyro gunsight, although on the positive side I at least had limited rudder and brake control.



My pride somewhat dented, I managed to stop the aircraft at an angle to the taxiway and claw my way via the seat raising lever to a respectable position in the cockpit as befitted a cool trainee fighter pilot. Middleton, whose callsign for the flight was Red One, had been blissfully unaware



of the minor drama which had unfolded behind his tail and had received a green light from the control van to line up on the runway for his run up. He was in the course of opening up to high power as I taxied behind him, in order to position myself on his right wing for the formation take off.

To my dismay the slipstream from Middleton's propeller hit the tail of my Mustang, causing the beast to weathercock viciously towards the tail of his aircraft. I almost dislocated my toes in jamming on full right brake to stop the swing and Red One never knew how close the 4 bladed propeller came to clobbering his rudder. At this stage I began to regret not volunteering for a posting as second dicky on a Dak (copilot DC3). So much for checking all clear behind before run up, I thought grimly, but one never criticizes a Red Leader who has a degree in martial arts. Not to his face, anyway.

At this point, perhaps I should briefly explain that the engine run up on a Mustang includes checking the propeller operation at high RPM, testing the supercharger controls, magneto drop check, noting temperature and pressures with an especially careful note of the glycol coolant temperature. On the ground, where airflow through the engine radiator is reliant mainly on the propeller slipstream, it was important to be pointing into wind to keep the coolant below 110 degrees centigrade. If over that temperature, the chances were that on take off, the coolant would boil and eventually cause engine damage. Such were the vagaries of powerful liquid cooled engines. Battle damage to the coolant system on these Rolls Royce Merlins invariably meant engine seizure. The options then remaining were to abandon the aircraft by parachute, or to attempt a crash landing.





Now back to the story, where I had now closed the canopy, set the park brake and commenced the run-up. With only one Mustang ride under my belt, my cockpit checks were still hesitant and perhaps a trifle longwinded. Red Leader clearly thought so anyway, because when we received a steady green light from the control van, he waved his gloved finger in a circular motion at me, which was the signal to increase engine power to 30 inches of manifold pressure before commencing the take off.

The canopy of Middleton's Mustang was closed, the flashing arc of the huge propeller solidified at 2000 RPM and the man was ready to roll. I was still trying to scratch an itch in my bum and apart from checking all clear behind before run up, (my old Point Cook instructor would have been proud that I remembered that one), I was nowhere near ready to take off. I gave Middleton a furtive and somewhat embarrassed thumbs down to indicate that I was not yet ready and went heads down to scan more instruments and test more switches.

Seconds later, a sense of foreboding made me look across to Red One, where I saw that Middleton now had his canopy open, oxygen mask undone and was glaring at me revealing bared teeth below his black moustache. He again furiously waggled his gloved finger in a circular fashion indicating he had been sitting on "hack" power (a chopping motion of the hand to indicate brakes release for take-off) for some considerable time - probably with rocketing coolant temperatures. I gave another regretful thumbs down and undoing my oxygen mask, I attempted to convey via lip language that I needed a little more time to complete my checks.



This thoughtful gesture on my part clearly upset Red One, because he mouthed an obscene word or ten in my direction, clipped his oxygen on, slammed the canopy shut and ruddering furiously

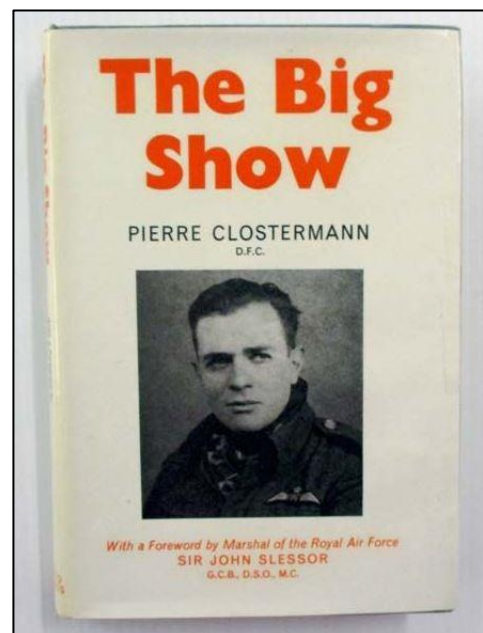


to counteract the torque of a probably over-boosted engine, he roared off down the runway. With his Mustang barely inches off the deck, I saw his undercarriage retract inwards in a classical "scramble" fashion. With the dust from Middleton's departure still settling, I had just given my harness a final tweak, when I heard a voice which sounded like "get your arse into gear Red Two". I wondered momentarily if I should acknowledge the call, but could not think of an appropriate phrase, especially as the transmitter was an officer (maybe not a gentleman though) with a martial arts degree.

The controller in his little van had by now tired of giving me steady greens and as radio silence had been effectively broken by my leader's impatient remark, I was cleared for take-off by radio, finally catching up with Middleton around 5000 ft. There were no niceties, no leisurely practice at pansy formation changes. No time to marvel at the beautiful view of a Mustang close up, with the Pacific Ocean and white cumulus clouds as backdrop. Just a hard voice on the radio saying "go line astern, Red Two and stay on my tail". I dutifully did a text book drop back and slide sideways, until Middleton's Mustang filled my windshield.

I called that I was in position and barely had the words been uttered, when the Stang nestled so sweetly in my gyro gunsight simply disappeared upwards. Astonished at this apparent miracle, I swivelled my head in all directions, ripped into steep reversal turns, looked up through the canopy and generally felt a right twit for losing my leader so quickly. All of my previous tail chases had been in Wirraways with the front bloke being an amateur like myself. After flying in circles trying to spot my leader, I decided he must have gone home. There was no point in wasting a nice day, so I found a fluffy cloud and joyously flung my aircraft directly at it, rat-tat- tatting into my oxygen mask and generally playing Red Barons. I had just completed a 250 knot lazy barrel roll around my cloud, when a voice cut across the air with, "Fight, you yellow bastard, fight!". As my call sign was actually Red Two, I felt that the owner of the voice on the radio was a bit offside, until I looked into the rear vision mirror and saw a large blue spinner. The spinner was attached to a silver Mustang and behind the gunsight the occupant of the cockpit wore a blue and white spotted bone dome and I swear I saw a glimpse of red silk scarf.

After the initial shock and embarrassment, I decided to do serious battle and flung my Mustang all over the Williamtown training area trying to get Red One off my tail. I remembered once reading Pierre Clostermann's book, "The Big Show", where flying a Tempest, he turned inside a German Focke Wulf 190 fighter by dropping a few degrees of flap to lower the stall speed - just enough to get the required deflection for firing. I hauled around in a limit turn, felt the Mustang shudder at the stall onset, groped for the flap lever to drop the flap that few critical degrees and to my chagrin, flicked inverted. I had missed the flap lever and inadvertently selected the adjacent carburettor control lever. Upside down in the flick roll, I caught a momentary glimpse of Middleton's Mustang rapidly rolling away from me to avoid a collision. He disappeared from view and I clearly remember the lines of his flap on the underside of the wing. They were 10 degrees down and I remembered instantly that Middleton had fought in Europe.





They were happy, carefree days at Williamtown. News of pilots being shot down in Korea were received with some misgivings, but we felt invincible and relaxed in the knowledge that it couldn't happen to us. I saw a spectacular prang while watching a twelve Vampire formation take off. The take off was done vic formation, with the second, third and fourth formations rolling at 10 second intervals. An aircraft in the last formation was barely airborne and as the gear retracted, was caught by jet wash from the preceding aircraft. It sank back onto the runway on its belly and broadsided across the grass strip with great clods of dirt and dust being kicked up by the jet blast from its exhaust. The aircraft stopped within a hundred yards and I thought I saw a flash of flame in the cockpit area as the pilot hastily wound the canopy back and exited stage right. In fact the flame was not fire at all, just the pilot's bright red survival scarf. Damage was slight and the Vampire was flying within a week. The pilot escaped unhurt, but within a few weeks was posted missing believed killed following a midair collision in cloud with a Mustang. Pieces of wreckage from both aircraft were later washed up on the shores of Morna Beach near Newcastle but the pilots were never found.

After 30 hours on the Mustang I became quite competent on the aircraft, with respectable scores on air to ground gunnery, rocketry and dive bombing. The course allowed for just one hour of night flying and that really did test our handling skills. With the canopy open, the forward vision could be improved whilst taxiing by simply weaving the nose. No such luxury was available for takeoff and with only one runway flare visible on each side, the temptation to get the tail up quickly to get a better view was overpowering. The penalty was always a harsh swing caused by a combination of torque and gyroscopic effect. The single landing light also reflected back from the propeller disc and the flickering blue exhaust flames caused a distracting glare. Perhaps more frightening were the tongues of red flame that I have described earlier, licking several feet from the exhausts in an over-primed start. If starting into any sort of wind, the flames reached perilously close to the cockpit and on more than one occasion I hurriedly wound the canopy closed in fright.

My one night flight was uneventful. We were briefed to climb to fifteen thousand feet and generally get accustomed to the sensation of night flight in a Mustang. Following that, we had to descend into the circuit and carry out a few touch and go landings, however, the lack of forward vision on my first night take off put the wind up me and I decided to do one landing only - the final one. On a previous course, a new pilot lost forward vision on a night take off. Following several wild swings, he closed the throttle and abandoned the take off run. The Mustang careered into trees at the far end of the aerodrome shedding various parts including the two wings. The cockpit remained relatively intact and the pilot was shaken but unhurt. The aircraft was a write off, but the accident did no harm to the pilot's career as he eventually reached Air Marshal rank! Accordingly with that accident firmly in mind, I flew up and down the coast with the lights of Newcastle in view until my hour was up. There was no way I was going to stretch my luck by carrying out touch and go landings!



During the climb I had a minor fright when I felt hot air coming from somewhere around the throttle quadrant and convinced myself that where there is heat, there may be a potential fire. Fortunately I was wearing gloves which protected my wrist but it was not pleasant feeling. After I did my one



landing, I realized that the previous pilot had left the cockpit heat selector to full on and I had failed to notice this during the night pre start drill.



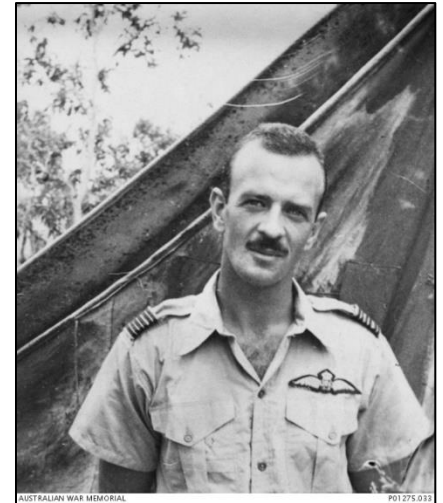
Midway through the course we were given the Vampire MK 30 Pilots' Notes to read. There was no engineering course on the aircraft, although we received a useless lecture on the Vampire fuel pump. I recall something about a swash plate incorporated in the said pump, which if it failed would cause the engine to flame out. Precious little else was passed on in the way of how to fly a Vampire, so I knew a bit about swash plates, but SFA about high Mach number handling characteristics. On two previous courses, three new pilots had been killed when their Vampires speared in vertically following high altitude manoeuvres involving aerobatics and practice interceptions. There were no ejection seats on the early Vampires and it was impossible to abandon the aircraft at high speeds. The problem was caused by compressibility shock waves over two engine air inlets on the fuselage immediately behind the canopy. These air intakes known as Elephants Ears were a modification to improve engine efficiency in the Rolls Royce Nene engine. Beyond about Mach 0.80, shock waves would form on the curved intakes, affecting the smooth airflow over the tailplane. The loss of elevator effectiveness would show up as an ever increasing nose down trim, exacerbated by the increasing speed in the subsequent dive.

If the pilot was too slow in closing the throttle and extending the dive brakes to prevent further speed build up, it was curtains, as the Vampire would pitch over into a vertical dive. Later aircraft



were modified by putting the air intakes under the fuselage, which apparently cured the shock wave problem. Both the modified Mk.31 and dual seat Mk.33 Vampires then exhibited a strong pitch up change of trim on reaching Critical Mach, which of course slowed the aircraft naturally. Eventually ejection seats were also fitted, which gave one a sense of relief.

A recent book by Group Captain Brian "BlackJack" Walker, who test flew these early Vampires following the fatal accidents, described how he climbed to 40,000 ft and deliberately dived at high speed to investigate the reason for the compressibility problem. In discussing this experience he wrote, "I put it into a very steep dive, as steep as I dared, with not too much power, about three quarters, because if anything was going to happen I wanted it to happen fairly quickly. I soon found out. Once the aeroplane went over Mach 0.8, the nose got heavier and heavier and the aeroplane kept on endeavouring to go past the vertical and the controls were largely ineffective. So I closed the throttle and put on the dive brakes immediately and this would have been around 27,000 ft. The aeroplane had to be got out of a very sticky situation....It was pretty close and as the characteristics were so different to the English Vampire at high Mach numbers, it seemed to me it must have something to do with those wretched Elephants Ears on the upper surface of the fuselage."



Now with an instructor leaning over the cockpit to show us how to start our first jet engine, we were sent off solo, with instructions not to go beyond Mach 0.75, lest the dreaded compressibility lurgy get us. Initial climb speed was 290 knots, to be attained as soon as possible after wheels up. This was a wonderful excuse to hold down at tree top height after take off until hitting 290 knots. It was good fun at the time, although common sense should have dictated that it would have been prudent to climb a little more steeply initially, to allow a safer ejection or bale out altitude in case of engine failure.

My overriding recollection of the single seat Vampire was the fantastic 4000 fpm rate of climb and the absence of engine noise, particularly after the Mustang. Apart from a strong nose up trim change on selecting full flap, the landings were easy. It was the first nose wheel aircraft that I had flown and one had to watch for tail scrapes if the aircraft was held off too high. A late go around from a long float could be dicey, as the turbine was slow to wind up to take off power from idle. The aircraft would mush just above the runway in a no man's land of high induced drag, flaps at barn door setting with the pilot wishing he had eaten baked beans for breakfast to help with the thrust! Eventually the Jet Pipe Temperature needle would head for the red line as the turbine would rumble its way through several potential compressor stalls on the way to 12,000 rpm before the Vampire would be up and away.

One experience I had of the slow spool up characteristics of those early gas turbines was in 1960, when I had to ferry a Group Captain from Laverton to RAAF Base Richmond in a dual seat Vampire Mk.33. He was a large man who had some difficulty fitting into the right hand seat. There was much heaving on parachute and ejection seat straps and some un-officer like language as oxygen and radio leads became entangled around his bone dome. The weather forecast for Richmond indicated dense cloud en route, with rain for our arrival.



With external fuel tanks fitted under the wings, there was enough fuel to get to Richmond and if necessary divert to Williamtown fighter base with perhaps 15 minutes fixed reserve. As we climbed through 25,000 ft en route Laverton to Richmond and in heavy cloud, the VIP in the right hand seat clutched his head and complained bitterly of a severe headache. This bitching occurred again in the cruise and I murmured sympathetically. Approaching Canberra at 31,000 ft, I was having my own troubles with precipitation static causing squealing noises on the VHF and rendering the radio compass as useless as the proverbial whatsits on a bull.

The Group Captain was getting very annoyed and testily knocked my hand from the ADF switches whilst shouting at me through the intercomm to stop the racket coming through the earphones. Again he complained of a headache and I suspected he might be suffering from lack of oxygen flow. Approaching Richmond, the tower advised us of low cloud and visibility half a mile in heavy rain, but that a Ground Controlled Approach (GCA) to 200 ft was available. I knew that the GCA radar was prone to losing the target due to rain attenuation and decided it would be safer to divert from overhead Richmond at high altitude to arrive at Williamtown with reserves intact. The Group Captain, who had quietened down and was content with mumbling into his oxygen mask, suddenly came to life. He demanded that I attempt the GCA, as he had an important engagement that day. I tried to explain that the weather was bad news and that we could be critically short of fuel if we failed to get in first go.

The Group Captain was normally a most pleasant chap to work with, but his irrational manner throughout the flight reminded me of a fighting drunk. I reluctantly went along with his demands and we pitched over from 31,000 ft into a 4000 fpm initial rate of descent. I mentally went over the missed approach procedure as we were guided by GCA on to final approach. At 500 ft, GCA advised that visibility had dropped to under half a mile, with indeterminate cloud base. The missed approach required an immediate left turn through 90 degrees and I remembered that with external tanks fitted, the landing gear had to be selected up without delay otherwise the gear flipper doors would not close. This was because of suction in between the gear doors and the curved side of the adjacent external fuel tank.



At 200 ft, the controller gave us a slight heading change and advised that as we were now at the minimums we should look ahead and land visually. He was clearly an optimist because I was unable to see anything due to the heavy rain. The time had come to give it away and exit stage left. As I opened up to climb power, the Group Captain grabbed the control column, closed the throttle, shouting that he had the runway to the right. We went into a high rate of descent, as I realized that what he thought was the runway was actually the long parallel taxi-way! At this point I thought bugger this for a joke and pulling aircraft captain rank, firmly told him I had control, "Sir".

Advising ATC that we were diverting, I pushed the throttle fully open and began a left climbing turn, whilst retracting the gear and flaps. The engine took ages to wind up from the idle closed throttle setting that the Group Captain had left me with and there was much loud rumbling and rocketing jet pipe temperatures. The port red gear warning light stayed on, so I adjusted the nose attitude to keep the speed back. It was the first time I had done an overshoot with external tanks fitted, particularly in cloud and with an irate VIP sitting next to me.



I was locked on instruments in a climbing turn, when I became aware of my passenger pushing on the stick and saying, "Watch the speed man, watch the speed". I pointed out to him through gritted teeth that the bloody flipper door was not closing and that I had to keep the speed back to minimize the external tank suction effect. To my relief the red light went out and we soon accelerated to 290 knots as we passed overhead the Richmond NDB en route to Williamtown.

Sydney ATC asked for our ETA at Williamtown and I muttered that I didn't have a clue, just kindly give me an immediate clearance to cruising altitude. As we climbed rapidly through 20,000 ft the Group Captain began his head shaking and again complained of headaches. He had his problems and I had mine, in particular rapidly diminishing fuel contents. Ten minutes later we got our descent clearance and with the fuel gauges hovering near empty we were vectored into yet another high altitude VHF/DF let down. We became visual at 1500 ft and were soon on the runway.

As I taxied towards the tarmac area, the canopy began to mist over with condensation. I was therefore grateful when the Group Captain volunteered to stand up in the cockpit and guide me to the parking spot. He undid his harness and attempted to stand up, only to be dragged back, garrotted by the radio leads attached to his bone-dome. His curses were terrible to hear and I silently thanked the Lord that the sound of the Nene engine drowned the muffled sound of my hysterical laughter into my oxygen mask.



On the tarmac and with the engine winding down, I suggested to the Grouper that we could refuel and have another go at getting into Richmond in an hour or so. "Forget it", he said, "I'll catch a TAA flight to Sydney and get a train to Richmond". With that we went our separate ways.

Whilst the oxygen system was being serviced, an engineer found that the passenger side oxygen hose had completely separated from its supply box. During strapping into the small cockpit of the Vampire at Laverton, the Group Captain had inadvertently pulled his oxygen hose from its supply socket. When he tested the mask for correct flow, all he inhaled was fresh air! A less fit man would have been unconscious at our high cruising altitudes, but in this case the effect of anoxia caused only severe headaches and irrational behaviour.

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Back now to the fighter course and fuel endurance was always a problem with the Vampire because on landing after a one hour sortie, there was less than 10 minutes of fuel remaining in the tanks. I recall reading in "Flight" magazine an amusing anecdote where a visiting American Super Fortress pilot in England was offered the opportunity to fly a Vampire. He had been used to flying 10 hour trans Atlantic flights in the B29. On being briefed that the endurance was just over an hour to empty tanks, he became quite worried and remarked that as far as he was concerned he was in a Mayday situation even before starting the engine!

I enjoyed flying the Vampire and especially the exhilarating sensation of flying at 350 knots at 50 feet above the sea near Seal rocks during low level navigation exercises. I look back in time and thank the Lord I didn't hit any sea gulls at that speed. In terms of pure flying skills both visual and instrument flying, I had no problems with the Mustang and Vampire. This was due to the first class training which we received on our pilot training course. Simulated instrument flying on



Wirraways was done with the use of amber window screens and polaroid goggles, which gave excellent simulation with no peripheral vision. We were taught instrument flying shortly after first solo and my Wings test at Point Cook included, amongst other things, an 8 turn spin on instruments. This training stood me in good stead when many years later, I had to carry out a steep emergency descent in cloud at night, following a pressurization problem in a Boeing 737. But that is another story.....

The World Health Organization has announced that dogs cannot contract Covid-19.
Dogs previously held in quarantine can now be released.
To be clear, WHO let the dogs out.

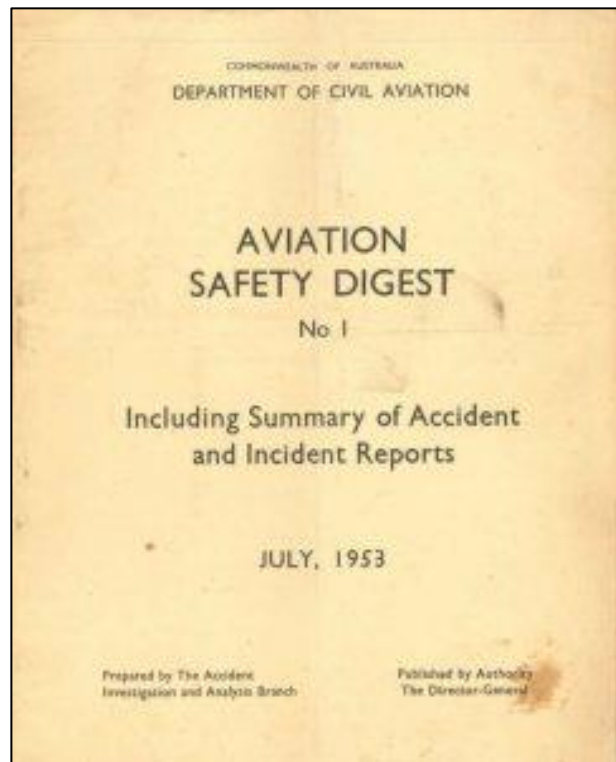
Crash Comics.

Back in the 1960s, 1970s and 1980s, a must read for everyone who was involved in aviation in Australia was the Aviation Safety Digest.

Universally known and loved throughout the Australian aviation industry as the 'Crash Comic', for nearly forty years the Aviation Safety Digest was an icon.

During the austere days of war, civil aviation in Australia had been cut to the bone, strategic airlines and outback medical services being virtually the only exceptions. But with the war's end in August 1945, civil flying quickly resumed and, perhaps more than any other public activity, was plagued with the difficulties of transitioning from the exigencies of war to the different but equally demanding disciplines of peace.

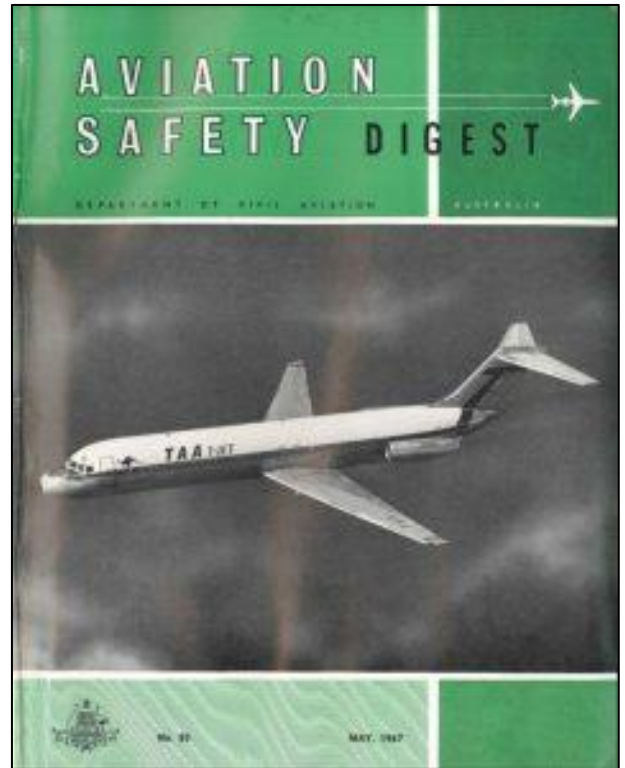
The mood of the times was hardly an ideal one in which to develop a high standard of conformity to operational procedures. Pilots taking up civil flying were for the most part men freed from the constraints of service life who had sharpened their skills in the climate of action against the enemy and had been thoroughly conditioned to calculated risk-taking. Added to this was the fact that ex-disposal aeroplanes, particularly Tiger Moths, Dragons and Ansons, could be had almost for a song and were available in quantity. Small wonder then that something of a cavalier attitude tended to prevail as newly-founded commercial and private operations began to proliferate. Inevitably the number of aviation accidents began to rise.





Because of the difficulties in which the industry found itself, the newly structured Department of Civil Aviation (DCA) saw the need to examine the problem in depth, and in 1946 an Accident Studies Branch was formed as part of the then Directorate of Air Navigation. As it set about gathering information from which to develop safety standards, this Branch found that the relatively small number of accident reports available made it difficult to draw worthwhile conclusions from accident statistics alone. The Branch therefore saw a need for some system of industry report, not only for actual accidents, but for any instance in which the safety of an aircraft was compromised. Thus the air safety incident reporting system, then unique to Australia, was born – the infamous 225!

Through the new incident system many deficiencies came to light, but at first only those directly associated with them knew of the consideration a report had been given, or of the resulting action. Before long however, it was evident that there would be benefit in publicising these findings for the edification of the whole industry and so it was in March 1948 that the Department's Monthly Summary of Incident Investigations consisting of six roneoed pages stapled to a blue paper cover first found its way to the offices of airlines, charter and aerial work operators, and aero clubs. Limited by an extremely tight budget, only 400 copies were available for this initial distribution but even this did not daunt the prophetic note of its editorial: "...it is felt that the educative data from such reports would prove most informative and beneficial if accorded a wider circulation."



How right it was! Interest in the summary grew and in 1950 its content was expanded to include local and overseas accidents and with these changes the new title Summary of Accident and Incident Investigations was adopted.

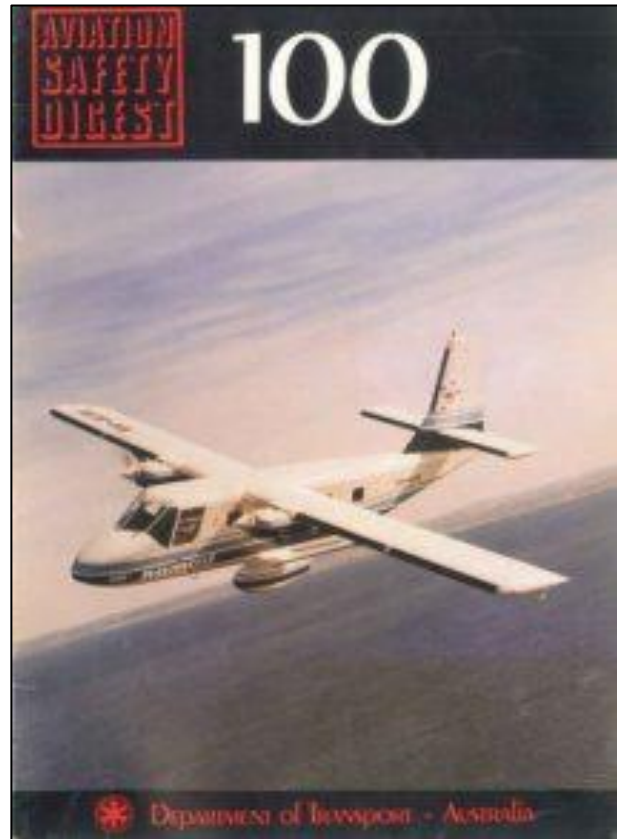
Not long after this time, the Accident Studies Branch and the Department's Accident Investigation Branch, both of which had been separate entities, were merged to form the group which later developed to become the Air Safety Investigation Branch (ASIB). The merger added impetus to the need for accident prevention through safety education and in June 1953 the Accident and Incident Summary as it had come to be known, found fulfilment in a new publication, printed letterpress with a yellow board cover under the inspired title Aviation Safety Digest. The first issue offered a greatly improved type of presentation and for the first time was distributed individually to all licence holders. "For some time we have been of the opinion that the wide interest displayed in the Accident and Incident Summary merited better presentation of this material," explained the Foreword. "Our efforts have resulted in the Aviation Safety Digest, the first edition of which we now present."

Though from the first the Digest was to be issued quarterly, its production schedule soon ran into difficulties. At that stage the preparation of articles was the responsibility of the normal air safety investigation staff – there was no Digest staff as such. Not long after Digest No 3 had been



distributed the first Australian-registered Viscount crashed during a training exercise at Mangalore. The subsequent investigation taxed the resources of the Branch to the limit, and it was almost a year before the next issue of the Digest – a small edition containing only the Mangalore accident report – was in the hands of its readers. A series of other fatal accidents requiring major investigations followed, with the result that again more than 12 months were to elapse before the Branch could recover sufficiently to produce Digest No 5 in February 1956.

From that time on production became reasonably regular but as the Branch became increasingly taken up with day-to-day investigation work, those responsible for the Digest were forced to depend more and more on content adapted from overseas safety publications. So much so that by 1959 the comment most often heard on the Digest was 'not enough Australian stuff'. Even so the presentation of the magazine continued to improve and in Digest No 14 the traditional yellow board cover was dropped in favour of glossy art paper. The Digest was beginning to look like a magazine!



As issue succeeded issue the rapidly expanding aviation industry was demanding still more of the Branch's effort, and it was finally realised that the only solution to the problem of issuing the Digest regularly was to appoint specialist staff to produce the magazine. Accordingly, in 1964, the Digest gained its first full-time editor, Macarthur 'Mac' Job, his first task being to make good the four-month production lag that had developed over the years and to 'Australianise' its content. Emphasis was also given to including effective illustrations to support and enhance the message of the text.

By 1967, in response to many requests from readers and with the increased safety information available from a burgeoning aviation industry, the Branch felt the time had come to increase the frequency of the Digest from four to six issues a year. To cope with the increased workload an assistant editor was appointed and appropriately the new policy was announced in Digest No 50. "With this, its fiftieth issue, Aviation Safety Digest takes a further step forward in serving the interests of air safety..." explained the editorial, "...the Department hopes the publication will be able to more effectively fulfil its function...and that all who have a part to play in the operation of aircraft...will strive for operations that are as accident free as it is humanly possible to make them."

All this time the number of licence holders receiving the Digest, free of charge, had been steadily growing. By the beginning of 1972 the production run of copies had reached a point where a change from letterpress to offset printing became economical. This immediately gave scope for greater flexibility in lay-out with the result that more imaginative design and illustration began to characterise the Digest from issue No 79 onwards. The effectiveness of the presentation and content gained international recognition in 1972 when the United States Flight Safety Foundation



named the Digest as its 'Publication of the Year'. A further step in the evolution of the Digest was taken in 1973 when, with the issue of Digest No 86 the standard international A4 size was adopted in place of the original smaller format. Although, for a variety of reasons, the Digest had some difficulty maintaining its objective of six issues per year, there was some consolation that a typical issue of the Digest contained almost twice as much copy as did Digest No 50 and its contemporaries.

The Digest carried on at its usual high standard. Of particular note, 1976's Digests No 96 and 97 were 'Special Reference Editions' in which articles from previous Digests, suitably updated, were collected in an attempt to, as the editorial put it, "...not only meet the needs of pilots new to the industry, but also serve to refresh the understanding of those practising pilots who have forgotten some of the classic, oft-repeated operational situations which can be accidents in the making." Digest No 100 of 1977 provided a chance to look back at what had been achieved over the previous 24 years, from which the foregoing material has been taken.

Not long after however, a blow came when long-serving editor Macarthur Job, who had done so much to improve the Digest, left the Department. With Mac's departure came a subtle change in style and balance. Although still containing much good and useful information the Digest became drier, lacking the consistency of Mac's unique ability to write in a way that spoke to everyman – to get the safety message across in an enjoyable yet pungent manner.



Budgetary problems also began to affect the Digest. In No 114 of 1982 an editorial by the new Secretary of the Department announced the creation of the Bureau of Air Safety Investigation as an independent entity within the Department, to which the Digest would belong. He also stated: "Finally, it has been brought to my attention that there have been statements by various sources that publication of the Aviation Safety Digest is to be discontinued. I hasten to assure you that this is not the case." He went on to explain, "The frequency of the magazine has been restricted in recent times by difficulties in recruiting and retaining suitable personnel within the Bureau of Air Safety Investigation. The consequent staff shortage resulted in a situation where the exigencies of day-to-day accident investigation had to take precedence, temporarily, over the requirements of the Digest."

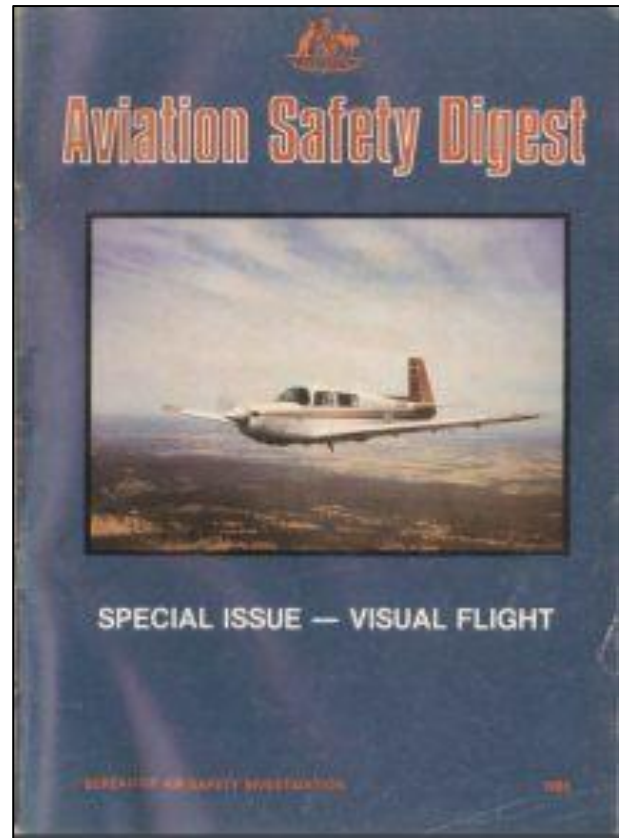
Digest No 117 of 1983 introduced a new feature which would remain part of the Digest until 1988. This was a section containing a Summary of Aircraft Accidents – short descriptions of all accidents that either occurred or had reports finalised in the previous quarter (the Digest having once again settled on being a quarterly issue).

Nineteen-eighty-six saw another major change to the Digest when it was transferred from BASI to the Flight Standards Division of the Department, ending its thirty-two year association with the



safety investigation branch. A final editorial by the Director of BASI in No 128 explained "The...Digest was part of the Bureau's safety education unit. With the transfer of this unit to Flight Standards it will be possible to achieve better co-ordination of regulatory and safety education functions by having both under the control of the one division. It is also important that the Bureau should not be seen to have the dual role of investigator and educator." Prior to the transfer, the Bureau also produced a special on Visual Flight.

Some of the difficulties of the previous years were overcome when David Robson was appointed as the new editor from Digest No 131 of Summer 1986/87 with a promise to "make the magazine more positive, more constructive and more readable." The Digest took on a new style and focus. A major step was the issue of well-received specials The Human Factor and Gliding in 1986, and in 1987 the US Flight Safety Foundation again awarded the Aviation Safety Digest its best publication award. The editorial recording this award also commented, "Equally important was the news from W.A. that the Digest is so well regarded that it is hung on a string in the 'loo'."



The Spring of 1988 issue of the Digest, No 138, saw the announcement of the formation of the Civil Aviation Authority, under which the Digest would continue to be produced – and also the departure of editor David Robson. The editorial in No 139 reported on the results of a readership survey. In contrast to the results of an earlier survey in 1978 when 63% of readers surveyed responded, only 61 returns were received from 40,000 questionnaires distributed. The editorial noted that "This may be accounted for by the comment offered by one respondent on a photocopy of the survey page. 'I don't like cutting up my Digests'." The editorial also announced that feedback had been received that readers missed the Summary of Accidents section and that BASI would be producing their own journal which would in the future be distributed with the Digest.

It could be said that the separation of the Digest from its roots in the air safety investigation organisation sowed the seeds of its eventual downfall. The Digest was no longer the 'crash comic' that was known and loved. Its home in the Civil Aviation Authority, an organisation becoming more and more focused on economic matters, did not sit easily. A succession of editors, first Al Bridges for two issues and then Roger Marchant did not help matters. Finally, thirty-eight years of service to the industry came to an end in 1991 when a terse statement by the General Manager, Safety Regulation and Standards Division in Digest No 150 announced that the earlier readership survey "...indicated inadequate support to warrant [the Digest's] continuation...", and the abrupt end of the Aviation Safety Digest.

The editorial for that final issue did perhaps have the last word by quoting from the acceptance speech of one of the winners of a 1991 photographic competition organised by the Digest. Of the



Digest, Lindsay Stepanow had this to say: "...as for the Digest, it's been a constant with pilots over the decades. Rules, charges and aeroplanes may change over the years, but ASD has always been there. It dispenses advice that on occasion may seem obvious (sometimes you think 'Bloody fool! How'd he get his licence?'), but most of the time you think 'Gee, I'm glad someone told me about that before it happened to me'. The magazine gives you more of a chance to combat the cruel tricks that Fate and Nature can play, and for the non-professional pilot, whose experience and currency levels may be variable, it is a way to acquire constant updating of aviation knowledge, particularly through the hard-earned experience of others."

If you want to relive those days and read some past editions, you will find the lot [HERE](#)

Whatever you do, always give 100% unless you're donating blood



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Where are they now?

Course updates.

Phil Witts got in touch, he said: "Hi Trev, Had an idea . What if we do a where are they now based on the Radschool courses. Probably best to do it with the Radtech courses and the RMT courses that came later. Just an item in the Radschool magazine and get people to reply with their own situation and location. Blue Farrell from 3 Sqn association did the same thing but wanted a story of when people discharged and what they did with their lives after the RAAF. My idea is easier and shorter with just the basics of NOW.



I will start with my course 41RTC. (back row – 2nd from left) I am retired with 3 children and 6 grandchildren and live in Endeavour Hills Victoria."



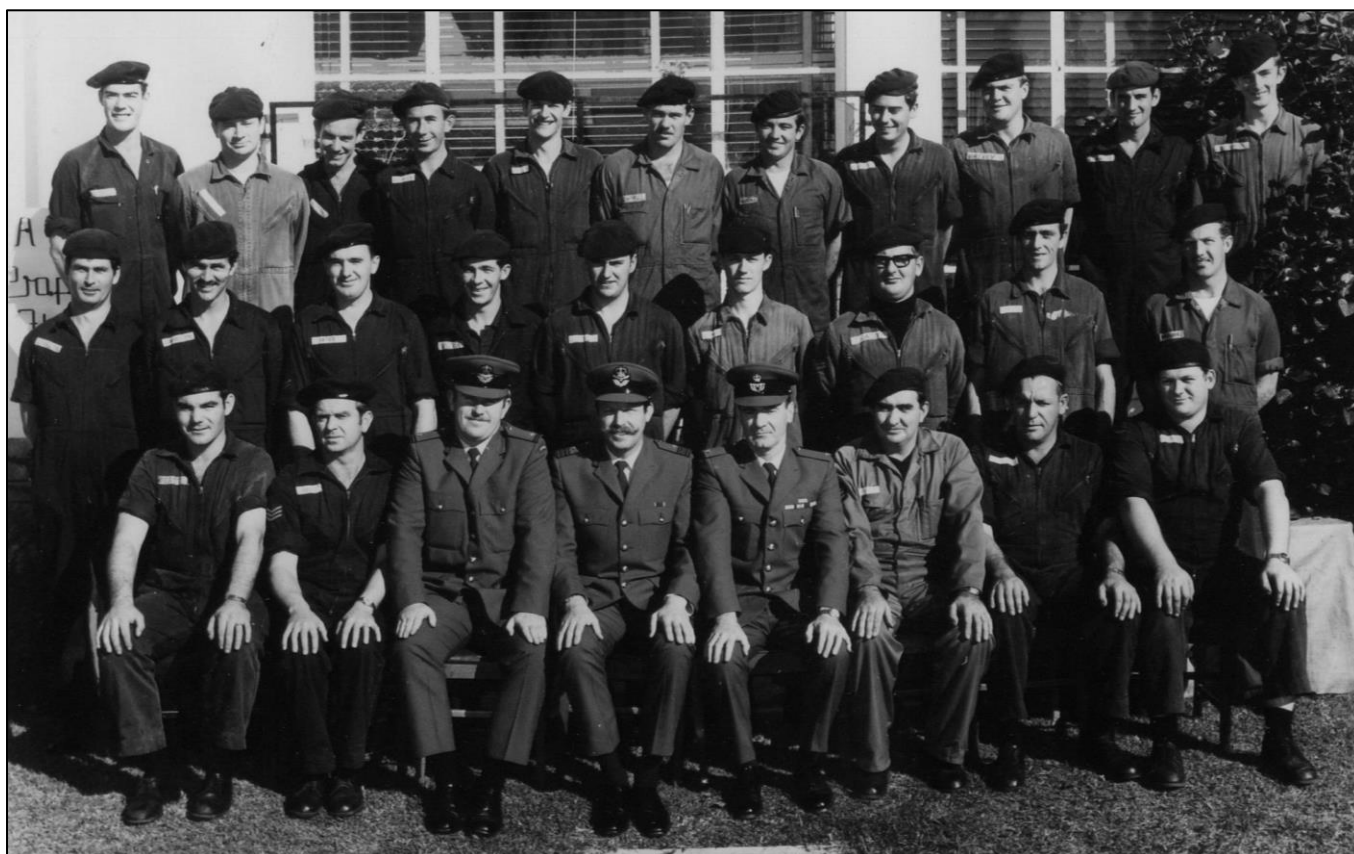
Good idea Phil – I (front row – 5th from left) live in Brisbane, am retired, apart from the 8 days a week I spend on the magazine. I have 4 children and 4 grand-kids.

Sadly, when I look at the pic above I can see quite a few faces that are no longer with us – I'm pretty sure I know of 6 that have gone far too early, there could possibly be more. This pic was taken back in 1967, nearly 55 years ago, when we were all mates, all fit young blokes, excited, full of dreams and looking forward to life and what it had in store for us. Time can be so cruel.

If you're in the pic let us know where you are today and also please let us know names of those that are fixing radios in the clouds.

2AD Prop Flight

Peter Taylor sent us this pic, he said: "Here's some Sumpies from 2AD Prop Flt sometime prior to May 73 when I arrived there from 3SQN Butterworth. Possibly late 72 as I know a few faces that I can't name but here are those that I do.



Back Row L-R: Mick Trompp, George Wooldridge (commissioned during my time there, don't remember, Dick Coffee, Rob Flett, don't remember, don't remember, don't remember, Peter Hartley.

Centre L-R: Barry Starling, Les Harrison, don't remember, don't remember, Daryl Cutting, (possibly) Paul O'schadlin, don't remember, don't remember, don't remember,



Front Row L-R: Don't remember, SGT Brian Francis Gillis (BFG), don't remember, don't remember, Viv Baker, Gerry White, SGT Barry Fitzell, Don Radburn.

If you can fill in the blanks – please do.

97 Engine Mechanics Course – 1967



When I was young I wanted to play the guitar really bad.
And now, after years of hard work, practice and determination
I can play the guitar really bad.



When Sumpies were really Sumpies.



Kev Thompson sent us this – I'm afraid he's right!!





Wagga 1948



Some of the hundreds of disposal aircraft stored at the entrance to Wagga back in 1948. The entrance to the base can be seen top centre of the pic. Apart from the terrible cost of life, war wastes an enormous amount of equipment.



Wife said, here's \$50, get the dog a jacket, if there's any money left over get yourself a few beers.



41 Electrical Fitter's Course, 1967



Ray Zieba (centre front row) sent us this.



Collingwood Supporter!



Thank You!

On Friday the 17th December, the very generous Thai Dang and his lovely wife Diamond, invited up to 200 people to the Landmark Restaurant in Sunnybank (southern suburb of Brisbane) for a “thank you” Christmas get together.

Thai is a Vietnamese. (You can see his story [HERE](#)). Some years ago he was diagnosed with cancer and things were pretty close to being terminal but the good people at the PA hospital in Brisbane gradually coaxed him back to good health.

As a thank you to the doctors and nurses at the PA who helped him through that terrible illness and to those that fought on the side of the South Vietnamese back in the 1960s, for the past few years Thai and Diamond have put on a lavish evening as a way of saying thank you.

Along with many others, Stu Cooper and I were invited.





We were among the 170 other people who enjoyed the evening.



Who hates speeding tickets? – raise your right foot.



Santa was there of course and Stu made sure Santa knew he had been a good boy all year.



And when he wasn't chatting up Santa he was chatting up the pretty girls.



Thien Nguyen, Kim Nguyen, Van Pham.



John Cunnington and his lovely wife Eileen were given, what they hoped, was a lucky ticket by Thien Nguyen. John and Eileen were two of the several members of the Vietnam Vets Assoc Sunshine Coast who travelled down from the Coast to enjoy the evening.



Not to be outdone, Mrs Santa also did the rounds giving out lovely little gifts. Obviously both Stu and I had been good boys because Mrs Santa dropped in.





Thai and Diamond – on behalf of Stu and myself, thank you for your amazing generosity, it was a wonderful gesture, a wonderful evening and we hope to see you at a RAAF Vietnam Lunch in the new year.

Covid?





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DVA Issues

Funeral Benefits.

On the 7th November 2021 I wrote to the Federal Minister for Veterans Affairs, Andrew Gee MP and also to the Labor Shadow Minister Shayne Neumann, asking them to tell me why a veteran who is covered under the VEA is entitled to \$2000 to assist with the cost of his/her funeral while a veteran covered under the MRCA is entitled to \$11,459.

I asked the Federal Minister "Does the Liberal Government intend to remedy this injustice?" and asked the Shadow Minister "What would a Labor Government do to remedy this injustice."

The Federal Minister's Office replied on the 29th November 2021. His [reply](#):

*"Mr Trevor Benneworth
Secretary/Treasurer
The Radschool Association Inc.
trev@radschool.org.au*

Dear Mr Benneworth

Thank you for your correspondence of 7 November 2021 to the Minister for Veterans' Affairs concerning funeral benefits under veterans' legislation. Your correspondence has been forwarded to the Department of Veterans' Affairs for response.

You are correct in your understanding that the level of payment for funeral benefits under the Veterans' Entitlements Act 1986 is lower than under the Military Rehabilitation and Compensation Act 2004. Under the Veterans' Entitlements Act 1986, a payment of \$2,000 is available for a larger group of eligible veterans, and in some limited circumstances, their dependants. This amount is designed to help support families during a difficult time, but was never intended to reimburse the entire cost of a funeral.

This is different to the support available to veterans under other legislation administered by the Department of Veterans' Affairs. Under the Safety Rehabilitation



and Compensation (Defence-related Claims) Act 1988, and the Military Rehabilitation and Compensation Act 2004, a larger reimbursement amount of up to \$12,603.88 is available, but with strict eligibility criteria, and therefore a much more limited group of eligible veterans. This amount is intended to cover the cost of a funeral. Eligibility for the funeral payment under the Safety Rehabilitation and Compensation (Defence-related Claims) Act 1988, and the Military Rehabilitation and Compensation Act 2004 is limited to clients who:

- died as a result of a condition accepted under those Acts; or*
- were eligible for the Special Rate of Disability Pension under the Military Rehabilitation and Compensation Act 2004; or*
- have been assessed at 80 or more impairment points under the Military Rehabilitation and Compensation Act 2004.*

I understand that you are disappointed with the amount of funeral benefit available under the Veterans' Entitlements Act 1986. Any increase to the amount of funeral benefit payable under the Veterans' Entitlements Act 1986 would be a decision for the Australian Government. As this would involve additional expenditure, it would need to be considered in the Australian Government Budget process. The Department of Veterans' Affairs will consider your views when developing advice to the Australian Government about potential future policy changes.

Thank you for taking the time to write.

*Yours sincerely
Veronica Hancock
First Assistant Secretary
Veteran and Family Policy Division"*

At least they answered me, the Labor Shadow Minister hasn't even bothered to reply. What seems incongruous to me is, they know it's discriminatory but aren't prepared to do anything about it.

The Royal Commission into Veteran Suicide.

Group Captain (Retd) Carl Schiller, OAM, CSM, the National President of the Air Force Association has submitted a well thought-out and researched submission to the Royal Commission. You can read it [HERE](#).

The Commission began its hearings in Brisbane on the 29th November 2021 at the Brisbane Convention Centre. The hearing was open to the public but due to Covid restrictions, those wishing to attend had to pre-register. It will release its report in 2023 – that's right, 2023!!.





The Chairman of the Royal Commission is [Nick Kaldas](#), Nick was the Deputy Commissioner of the NSW Police Force, he received the terms of reference on the 8th July 2021. In short, the Royal Commission will inquire into systemic issues and common themes related to Defence and veteran death by suicide, including the possible contribution of pre-service, service, transition, separation and post-service issues and other matters believed by the Royal Commission to be relevant to its inquiry. You can read the full terms of reference [HERE](#).

Opinion.

A lot will be said, a lot of sad people will be identified, a lot of terrible problems will be heard, it will cost a lot – but at the end of the day, what will it achieve? Back in 2019 the Commonwealth Ombudsman found that some men and women had been provided with misleading and incorrect advice about their rate of retirement pay. That was 2 years ago, men and women were promised a fix to the DFRDB debacle but what has happened.

Answer = Nothing!

Those on a TPI pension have been robbed of its true value – politicians promise a lot but what have they done:



Answer = Nothing!

You can bet the same will come from this Commission, a lot of media coverage while it's in progress, then on completion there will be a million pages printed and bound into expensive books which will be paraded for all to see and which will then be sent to the archives, the whole thing will fade away and we'll have another inquiry into something else. And what will be done?

Answer = Nothing!

It is [estimated](#) that this Commission will cost \$174M plus. The huge amounts of money that are spent running these Royal Commissions and Enquiries is sinful. In a lot of cases, a fix would cost \$100 – but what do they do, they hold an enquiry which costs \$200. It's madness.

As Gough once said – It's time for a change!!!

DVA grants open now.

Veteran and Community Grants Program

The objective of the Veteran and Community Grants Program is to maintain and improve the independence and quality of life for members of the Australian veteran community by providing funding for projects that sustain or enhance health and wellbeing. Information about applying for this round can be found on the [Community Grants Hub](#) and [GrantConnect](#).



Supporting Younger Veterans Grants Program

The Supporting Younger Veterans Program provides grants to ex-service organisations and their partners to deliver services for the younger veterans' community that build capacity for the future. The grants also help raise awareness of the issues faced by the younger veterans' community. Information about applying for this round can be found on the [Community Grants Hub](#) and [GrantConnect](#).

Applications for both rounds close 9:00 pm AEDT on 20 January 2022.

Saluting Their Service Commemorative Grants Program

The Saluting Their Service Commemorative Grants Program aims to preserve Australia's wartime heritage and to involve people around the country in a range of projects and activities that highlight the service and sacrifice of Australia's service personnel in wars, conflicts and peace operations. Information about applying for this round can be found on the [Community Grants Hub](#) and [GrantConnect](#).

Applications for this round close 11.00pm AEDT on 8 February 2022.

VETAFFAIRS

We are calling for articles for the next edition of the VetAffairs paper. If you have a story to tell that showcases some of the things happening in your community in health and wellbeing, we invite you to write a short article with a photo and submit it for consideration. They ask for articles about 300 words in length with a high resolution photo.

You can send those through to your local CSA or straight to vetaffairs@dva.gov.au. The deadline for the next edition is 1 February 2022 (which is only about 6 weeks away).

DVA TV



We are thrilled to advise that DVA has launched its newest communication channel to provide updated information, support and recognition to the Defence and veteran community. DVA TV will publish a wide variety of video content to a YouTube Channel dedicated to veterans and their families, about DVA's services and the support that is available. Content on DVA TV will range from guides to accessing support, such as how to use MyService, to capturing and sharing



commemorative services, showcasing individual stories of service and posting important announcements from the department.

DVA TV will provide overviews and insights into the services available to the veteran community, including support for families, mental health programs, financial assistance and claims support, transition stories and messages of hope from the positive impacts that programs such as the Psychiatric Assistance Dogs Scheme is having on veterans' lives. We are keen to ensure that DVA TV provides informative videos on topics that you want to know more about and we welcome your suggestions for future content. Please feel free to email suggestions either to your local state team or directly to communications@dva.gov.au.

To access it, just open [YouTube](https://www.youtube.com/) then in the search box at the top type DVA TV, hit your Enter key then click the blue circle to open it. Don't forget to subscribe to the channel to be notified of new content!

DVA HEART HEALTH PROGRAM



The Department of Veterans' Affairs (DVA) is offering a 52-week program designed to improve physical health and wellbeing for returned veterans, peacekeepers and those covered under the ADF firefighter scheme. It is available to individual veterans, as well as groups.

Click [HERE](#) and [HERE](#) to find out more.

If you would like to discuss these program opportunities or apply to participate, you can visit the Heart Health website on <http://www.veteranshearthealth.com.au/> Alternatively, you contact Corporate Health Management on 1300 246 262 or email: hearthealth@chm.com.au

COMMUNITY HEALTH AND WELLBEING

R U OK? want to remind everyone that Christmas can be a difficult time for many Australians and encourage you to make a real difference in someone's life by giving the 'Gift of Conversation'. ESOs can download a variety of resources and information to use on social media and websites [HERE](#).

HIPPY Home Interaction Program for Parents and Youngsters – This is a free two-year home-based early childhood program that involves both one-on-one and group sessions, fun excursions and also offers some parents' employment. Find out more on HIPPY Australia [HERE](#).

Accessing your COVID vaccination certificate.

Vaccinations are currently top of everyone's mind. They are the best way to protect ourselves and our community. Not surprisingly, veterans have been asking for information about how to get a COVID vaccination and how to access their vaccination certificate.



Getting your vaccination certificate.

Once you've had the jab, there are a few ways that you can get your vaccination certificate. If you received your vaccination through your regular GP clinic, the simplest way is to ask them 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. The AIR Veteran and Defence Support Line can also help you check if you already have a Medicare number. Many veterans do have a Medicare number but aren't aware of it, so it is worth checking.

If you have a Medicare number, you can access your digital COVID vaccine certificate through [myGov](#) and via the Express Plus Medicare app on your mobile phone. There are some easy-to-follow instructions available on the ['How to get proof of your COVID-19 vaccinations' page](#) of the Services Australia website. If you are a DVA card holder and do not have a Medicare number, you will need to access your My Health Record and link it to your myGov account. The [Australian Digital Health Agency](#) has a help line on 1800 723 471 (24 hours, 7 days a week). They will verify your identity and give you an access code (also called an Identity Verification Code) to link your My Health Record and MyGov account. This way, you will be able to get a digital copy of your vaccination certificate via MyGov.

There are many answers to COVID questions on this site. ['COVID vaccination roll-out FAQ' page](#), however, if you have any specific concerns you should talk to your trusted GP.

Disability Pension changes

From 1 January 2022, 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 would have contacted 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. If they haven't, you can update your details online using



[MyService](#) via myGov. If this is not possible, you can contact DVA via phone 1800 838 372. 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, \$127.60 (singles) and \$206.40 (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.

The current fortnightly rate of Rent Assistance is: (These figures are adjusted every March and September)

Status	Threshold/fortnight	Max Rent assistance paid
Single	\$127.60	\$142.80
Married (combined)	\$206.40	\$134.60
Illness separated (each)	\$127.60	\$142.80

Don't say thanks.

Public servants at the Department of Veterans' Affairs have been ordered by the Minister for Veterans Affairs, Andrew Gee, to stop using the term "thank you for your service", a phrase that has grown in popularity as a public sign of gratitude towards men and women who have served in the armed forces.



Seems he feels we have nothing to be thanked for. We can thank him for his consideration next election!

Government ignores Veterans.

Brisbane Courier mail – 18 Oct 2021

Labor has lashed the federal government for sidestepping a bipartisan committee recommendation to lift the pension for disabled veterans. This year the committee called on the government to consider increasing the payment for totally and permanently incapacitated veterans. The government merely noted the recommendation, saying it would take it into account "together with the views of the ex-service community when considering future policy options for support to TPI veterans". Opposition veterans' affairs spokesman Shayne Neumann and committee chairwoman Kimberley Kitching said this was a "huge slap in the face" for the 27,000 veterans who relied on the payment.



They promised Labor would have “more to say about how we will better support veterans and their families in the lead-up to the election”.

The Australian Federation of Totally and Permanently Incapacitated Ex-Servicemen and Women has been raising the issue of the TPI payment for several years, but the Liberal-National government has completely ignored their concerns,” they said.

Vets wait 200 days for help

Charles Miranda Daily Telegraph.

AUSTRALIAN veterans are suffering psychological harm as they battle for up to 200 days to get much needed benefits. The Royal Commission into Defence and Veteran Suicide in damning evidence has been told how veterans are treated the first time psycho logical trauma suffered post military service has been formally linked to how Defence and Veterans Affairs departments operate. The commission was told urgent reforms were needed to not just the departments’ standard operating procedures. but also the various complex pieces of legislation that govern how veterans are dealt with.

The commission has heard the departments’ databases were not integrated and in one instance a soldier with significant physical life-changing wounds suffered on a battle field was forced to prove he was even in the army. DVA gave itself 100 days average to provide benefits, but this target on average had more than doubled in recent years to 200 days and in some instances 14 months.

Dr Bernadette Boss, the independent interim national commissioner for defence and veteran suicide prevention appointed by the federal government before it bowed to public pressure to form a royal commission, said urgent and fundamental reform was needed. The former ACT magistrate said that such was the state of procedures, it was “troubling” to learn that a member could use a wrong word or terminology and have a claim rejected or be forced to start again. People could have been saved and those who served the nation were not being adequately served in return, Dr Boss said.





*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

Steve Lane

Steve got in touch, he said,

G'day Trev, I have been reading your brilliant magazine for some 7 years and have constantly been on the lookout for a photo of my old RadTech course 8RMT. It dawned on me, in this centenary year of the RAAF, that perhaps I should search for the related RadMech course 64RMC. Click, in an instant, there was 18 yr old Steve Lane looking straight back (in a sense) at a 74 yr old version of himself. It was quite overwhelming! All the stories and excitement of my time in the RAAF came flooding back and I hope to eventually, share some of these stories (and photographs) with you.





In this 100th year of the RAAF, I have to say that I owe the Air Force everything, and my subsequent stories will bear this out. Before this particular year has ended, I am determined to write this up in email form and get it away to you. Included is a link <https://youtu.be/46gdz1Qelzo> to a little snippet of video that I managed to capture at Farnborough Air Show in 2004. I'm including it because I hope that it provides some relief for many of us who might be suffering air show withdrawal symptoms.

I am also happy to help you with some of the names associated with the 64RMC photo. To my left is JOHN ROEBIG, to his left (I'm quite sure) is TERRY BARLOW. In the front row, and the one that stands out for me, is ROGER TOOTH, Roger was just a damned nice bloke. He invited me to his parent's house one weekend and they were just lovely people. On the Sunday morning just after breakfast, 'Wild Thing' by The Troggs was playing on the kitchen radio. I distinctly remember Roger's 16 yr old sister looking straight at me and saying 'You like that song, don't you?' Roger and I transferred eventually to 8RMT, albeit via different routes. He also topped the course as I remember, achieving the highest aggregate mark. I hope this email gets through to you. They were very special times in the RAAF. I would like to wish you and your team a very happy Christmas and a very merry and safe New Year. Cheers Steve Lane

And

Just a quick follow-up on my last email (21 Dec 2021). [the sports car](#) in the ASCO canteen photo (next to the 1800) (vol 47, p.5) might well be Pat Walsh's Mk 1 MGB, Your vol 73 provided some familiar reference points. I joined the RAAF in Sept '65, one month after Col Price (p.5). I also lived on the Gold Coast for some 24 yrs, and still think of 'the Coast' as home. Like Ted McEvoy, I arrived in Australia aboard the New Australia, albeit in 1956. Tragically, my parents divorced a year later, and after 7 years in Catholic boarding schools (which I would not wish on anyone) and a small stint at G.J. Coles as a trainee executive, I joined the Royal Australian Air Force and never looked back. As I said in my last email, I owe the RAAF everything! In addition to all the theory and practice associated with becoming a Radio Technician (not to mention food, clothing, housing, medical and pay), we were also given the opportunity to study other interests, in my case music and, at night school, the NSW HSC, in the hope that I might gain entrance to university.

[Vol 74, p.5](#) provided some interesting reading on the RAAF motto: Per Ardua ad Astra. For me, 'per ardua' has always translated as 'through work'. Perhaps I might elaborate on this view in another email. However, what might be of greater interest, is the phrase 'ad astra', translated generally as 'to the stars'. What interpretation does one place on this phrase? I have my own view, but perhaps you might like to put it to your readers (or perhaps the wider Air Force 'authority') as to how they feel about these few words.

Speaking of stars, space and things celestial, I was delighted to read an [ABC report](#) on retired Air Vice Marshall Mark Skidmore who is the executive chairman of a company by the name of Skykraft. Essentially, as I understand it, this company is building (in Australia) a fleet of satellites that will be launched by SpaceX this year. This network of satellites, once established in orbit, will provide real-time tracking of any aircraft anywhere in the world. What a profound and positive influence this system will have on global air safety, and it's all being built right here in Australia.



Good on you Skykraft. Good on you Australia. Good on you Gilmour Space Technologies, another Australian (Gold Coast) company looking to the stars.

I do tend to get a little 'carried away' with this notion of 'ad astra'. The RAAF is entirely responsible for this mind set, and I am happy for it to be so. Cheers for 2022. Steve Lane

P.S Just thought I'd throw this one in (for the mathematicians).

Prison is better than Nothing
and
Nothing is better than Freedom
therefore
Prison is better Freedom.

My dad used to tell me one much the same:

A Model T Ford is better than no car
No car is better than a Rolls Royce
Therefore a Model T is better than a Roller. tb

There's a message here somewhere.

Ted Mac sent us this.

A Japanese company (Toyota) and an American company (Ford) decided to have a canoe race on the Missouri River. Both teams practiced long and hard to reach their peak performance before the race. On the big day, the Japanese won by a mile. The Americans, very discouraged and depressed, decided to investigate the reason for the crushing defeat.



A management team made up of top senior advisers was formed to investigate and recommend appropriate action. Their conclusion was the Japanese had 8 people rowing and 1 person steering, while the American team had 8 people steering and 1 person rowing. Feeling a deeper study was in order, American management hired a consulting company and paid them a large amount of money for a second opinion. They advised, of course, that too many people were steering the boat, while not enough people were rowing. Not sure of how to utilize that information, but wanting to prevent another loss to the Japanese, the rowing team's management structure was totally reorganized to 4 steering supervisors, 3 area steering superintendents, and 1 assistant superintendent steering manager. They also implemented a new performance system that would give the 1 person rowing the boat greater incentive to work harder. It was called the 'Rowing Team Quality First Program,' with meetings, dinners, and free pens for the rower.

There was discussion of getting new paddles, canoes, and other equipment, extra vacation days for practices and bonuses. The next year the Japanese won by two miles. Humiliated, the American management laid off the rower for poor performance, halted development of a new



canoe, sold the paddles, and cancelled all capital investments for new equipment. The money saved was distributed to the Senior Executives as bonuses and the next year's racing team was out-sourced to India.

Here's something else to think about: Ford has spent the last thirty years moving all its factories out of the US, claiming they can't make money paying American wages. TOYOTA has spent the last thirty years building more than a dozen plants inside the US. The last quarter's results: TOYOTA makes 4 billion in profits while Ford racked up 9 billion in losses. Ford folks are still scratching their heads.

The Bicycle is killing our planet.

The bicycle is causing the slow death of the planet!!



The General Director of Euro Exim Bank Ltd. got economists thinking when he said: "A cyclist is a disaster for the country's economy: he does not buy cars and does not borrow money to buy. He does not pay for insurance policies. He does not buy fuel, does not pay for the necessary maintenance and repairs. He does not use paid parking. He does not cause serious accidents. He does not require multi-lane highways. He does not get fat. Healthy people are neither needed nor useful for the economy. They don't buy medicine. They do not go to hospitals or doctors. Nothing is added to the country's GDP. On the contrary, every new McDonald's restaurant creates at least 30 jobs: 10 cardiologists, 10 dentists, 10 dietary experts and nutritionists, and obviously, people who work at the restaurant itself."



Choose carefully: cyclist or McDonald's? It is worth considering. Walking is even worse. Pedestrians don't even buy bicycles.

Our ABC?

A group of Aussie veterans are demanding an apology from the ABC over a claim Australian soldiers killed an Afghan prisoner. A letter has been sent to the national broadcaster on behalf of 'November Platoon' from the 2nd Commando Regiment in response to an article published by the ABC back in October 2020.



You can read the letter in full [HERE](#)

The article was based on an account from an unnamed US Marine who alleged November Platoon executed a prisoner in Afghanistan in 2012, but the members of November Platoon say "this is an appalling and preposterous lie" and are demanding a written apology, a published correction and an independent review of the story.

Retired Special Forces Officer and former November Platoon Commander Heston Russell told Ben Fordham the ABC needs to do the right thing. "This absolutely never happened. Our platoon, the only thing you can search about them on the internet is this story that defames us and calls us war criminals.

There has been absolute negligence here and unethical conduct."

The ABC's Media Watch program did a feature on the story (see [HERE](#)) and Heston Russell has also released a video on the subject, you can see it [HERE](#).

Opinion

There seems to be more to this story than is being told at the moment. Whether or not you're a fan of the ABC I don't think they deliberately fabricate stories, especially ones of this magnitude. There are a lot of fair minded people at the ABC and I'm sure if they realised they had erred on a story with the resulting consequences there would already be an apology made to Army. Defence hates adverse publicity with a passion, yet they don't seem to have stepped in to publicly back their troops, nor has the Gov't. Why? I was always told "Where's there's smoke there's fire".

I think this story still has legs.

Ozzie Barbecues explained.



Those new to our shores might be a little unsure how to plan and hold a barbecue here in Oz-Land. Luckily a few people have got together and made an explanatory video on how to do it. It's [HERE](#).

WOKE – what's it all about?

No matter where you live, or how you live, today your life is being influenced by the WOKE movement or the Cancel Culture mob by some other flavour of the month radical movement. WOKERS see themselves as saviours of society – they are the ones (and only ones) who champion political correctness and keep watch on police brutality and unjust race existences. Cancel Culture followers see themselves as being the “righters of past wrongs” – no matter how long ago that wrong occurred. Both these movements stifle free speech. Once upon a time you could tell an Irish joke or a blond joke and everyone would laugh, including the Irish and the blonds, now if you dare to so do, you're immediately branded a racist or a bigot or a homophile.

We've all gone mad.

Once upon a time there were men and there were women, men had short hair and were referred to as a he, women had long hair and were referred to as her. Not anymore, today there's no difference, we're all theys. A man can assume he's a women, bung on a dress and use the women's toilets. A man can become a women then compete unfairly in women's sport. Since time began there have been both men and women who have tended differently to the majority, that's just the way it happens, no-one's fault, no-one to blame, just a nature thing, and over the years a small minority of these people have been unfairly treated by some – but not all and not by everyone! Most of these people just went about their lives, didn't feel the need to shout their tendencies from the tree-tops and were happy. Today the alphabetical gay movement insists on public displays which we feel is doing the movement more harm than good.

I'm going to start a movement, its aim will be to ban movements.

Writer and comedian Andrew Doyle, the man behind the Jonathan Pie and Titania McGrath characters, gives his take on the WOKE movement of today. Doyle takes apart modern comedy and the woke movement who seek to censor and prevent freedom of speech. It runs for an hour but is worth watching. You can see it [HERE](#).

Covid Needle

There are a lot of people out there who still insist they know for an absolute fact that the Covid vaccine is just a huge money grab by multi-national drug companies. They know for a fact that the vaccine doesn't work, can't possibly work as it hasn't undergone testing and that we're all being duped into believing that it does.



These people are far more knowledgeable than all the eminent scientists who have studied this stuff for years and even though it has been unquestionably proven that the vaccine has saved hundreds of thousands of lives, they tell us not to get it under any circumstances as it is akin to injecting poison into our bodies.

They could be dead right!

[HERE](#)'s an interesting little video on the non-believers.

Anti-maskers and anti-vaxxers think of themselves as the resistance fighters against oppressive governments. **They are not.** They are the draft-dodgers in the war against COVID-19. Some even use the narrative of our 'diggers' to portray themselves as brave and patriotic. **They are not.** Our diggers were selfless people who gave up their personal freedoms - well beyond what is being asked of us today - to fight a common enemy. They made many sacrifices and endured long-term hardships so that we could live free of fear. They did not claim the war was fake, or refuse to wear the uniform because the government required it. They just got on with the job. So while the rest of us do the right thing to protect one-another during this pandemic (in the true spirit of 'mateship'), please stop hiding your selfishness and cowardice behind our flags and our heroes who truly fought for our nation. **That is not patriotism.**



Australian Defence Force Retirees Association Inc.

DFRDB Update – December 2021



Senate FADT Committee's Inquiry

The Government has now posted its response to the Senate FADT Committee's report. It may be viewed by clicking on [Government Response](#). We had no expectation of anything of significance in the response, and that has proved to be the case.

The matter of 'the accuracy of information provided to DFRDB members' has now been laid to rest but that was always a smoke-screen which has had nothing to do with the matters we have been advocating since ADFRA's formation, therefore, we have asked the Minister to refrain from quoting or para-phrasing the [Government Response](#), when he eventually responds to our correspondence.

If you write to your MP or Senators about the matters we have been advocating, we suggest that you make a similar request.

Support from RSL National

The RSL National Board has agreed to support ADFRA's position on the DFRDB Scheme, through the Ex-Service Organization Round Table (ESORT) forum, however, as ESORT is not the appropriate forum to advocate DFRDB Issues, we have asked RSL National to pose the question to the Minister of Veterans' Affairs:



"Is it possible to establish a forum, similar to ESORT, which can deal with Military Superannuation issues?"

Dispute of our Position on Commutation

Some individuals are still disputing our assertion that the Commutation provisions incorporated in the DFRDB Act are not consistent with the recommendations of the Jess Committee. Recently, we received these [Comments](#), some of which have also appeared on Social Media. We addressed those comments in this [Response](#).

Effect of Commutation and Indexation

The effect of Commutation and Indexation, on the entitlements provided by the DFRDB Act, is still not well understood. After a request from a lobbyist who intends to take the matter to the Chair of the House of Representatives Standing Committee on Economics, we provided, in [The Defined Benefit Provisions of the DFRDB Act](#), examples of how the interaction of Commutation and Indexation affects the entitlements provided by the DFRDB Act.

Those examples show that if members live to the age of 92, the total reduction of their retirement pay, after commutation, will typically be more than four times the amount they commuted.



Commissioner of Taxation v. Douglas (the Douglas Decision)

Members who have received amended Assessments from the Australian Taxation Office for increased tax liabilities as a result of the Douglas Decision, should take note of last month's [Media Release](#), which advises that the Government has taken action to ensure no veteran will be made worse off due to that decision.

Jim Hislop OAM
President

Cancel the flag folding ceremony – restore 2 Sqn SASR

A flag-folding ceremony due to take place last September 2021 at the home of the Special Air Service Regiment in Perth was postponed as the event was deemed 'insensitive'. The flag of 2 Squadron SASR was to be folded and presented to the Regiment's Historical Foundation, formally marking the squadron's removal from the Army's Order of Battle.

Extinguishing the squadron was ordered in November 2020 by Chief of Army, Lieutenant General Rick Burr, AO, DSC, MVO. He determined that 2SQN, which was raised in 1964 and whose members have served with honour and distinction since its inception, would cease to exist. Group punishment would prevail.

The ceremony was to be conducted in the shadow of the fall of Afghanistan to the Taliban and the return of its people to the dictates of religious zealotry. The Taliban have moved quickly and remorselessly. They have claimed a massive and unpredicted win over the "coalition of the willing" that fought them for 20 years. Ironically, members of 2SQN are reported to have been back in Afghanistan last week assisting with the desperate and dangerous evacuation from Kabul.

General Burr found that:

"Although the incidents outlined in the (Brereton) Inquiry occurred across the Regiment, the report has made it clear that there was a nexus of alleged serious criminal activities, in 2 Squadron, Special Air Service Regiment at a point in time. This alleged grave misconduct has severely damaged our professional standing. This action reflects no judgement on the current members of 2 Squadron, Special Air Service Regiment, but we all must accept the wrongdoings of the past."

Noble words and high moral purpose from the leadership. Yet inescapably, we are left with the group punishment of a proud squadron of almost sixty years, served by some of the nation's





finest soldiers. Group punishment is always an unsatisfactory solution, punishing the innocent and guilty alike. In the case of 2SQN the unfairness of the punishment is compounded by the targeting of the operators and previous generations of veterans, with senior commanders untouched.

Almost a year since the order to remove 2SQN SASR from the ORBAT, the charges against SAS members have evaporated. Thirteen SAS members who were reportedly harangued and intimidated by the Inquiry after being handed show cause notices – whose lives and reputations have suffered irreparable damage – have now had their charges dropped through lack of evidence.

That's military life. It is often said that 'if you can't take a joke you shouldn't have joined'. But the humour has long gone from this debacle. The Army is not a democracy, nor can it be. But there must be trust upwards and downwards between commanders and subordinates. That trust is now being sorely tested. How can our soldiers or indeed our nation trust commanders who determine guilt long before the legal process has run its course? Where was their personal responsibility and accountability when alleged war crimes were committed by subordinates? Where is the apology rather than a flag-folding ceremony?

Last week's flag-folding ceremony would have been a symbolic sham: an act of ritualised hypocrisy, emboldening our enemies, who already see the West as weak and divided. It would have run a dagger through the hearts of all who have served with pride and sacrifice in 2 Squadron SASR. Surely we can do better than this. Let justice run its course. Cancel the ceremony, punish any who are found guilty. Restore 2SQN SASR to the ORBAT.

Audie Moldre
2SQN SASR
South Vietnam 1968





The Myth of the decline of Russia.

Mike Gahan sent us [THIS](#). An interesting read.





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New plaque honours Teddy Sheean VC

A new memorial plaque honouring Ordinary Seaman Edward “Teddy” Sheean VC was unveiled in Shropshire Park in the north west Tasmanian town of Ulverstone 79 years after his death.

He is the first and so far the only Royal Australian Navy member to be awarded a VC.



CO Naval Headquarters Tasmania Commander Andrew Wright and CO HMAS Launceston Lieutenant Commander Nicholas Graney at the Teddy Sheean VC memorial in Ulverstone, Tasmania.

Ordinary Seaman Sheean paid the ultimate sacrifice on the 1st December 1942, while defending his HMAS Armidale shipmates against enemy fighters during WWII. CO Navy HQ Tasmania Commander Andrew Wright represented Chief of Navy Vice Admiral Michael Noonan at the service to rededicate the memorial. Commander Wright said Ordinary Seaman Sheean displayed incredible bravery in the action and was thoroughly deserving of Australia’s highest military honour.

“Once he had helped free a life raft, allowing his shipmates to escape the sinking ship, Sheean then returned to his gun to engage the enemy,” Commander Wright said. “Although wounded in the chest and back, the 18-year-old shot down one bomber and kept the other aircraft at bay as his mates made their escape. He was last seen firing his gun as Armidale slipped below the waves.”



Among the guests at the ceremony were the Tasmanian Minister for Veterans' Affairs, Guy Barnett, and Sheean family representative Garry Ivory. Other guests included members of HMAS Launceston's ship's company, Australian Navy Cadets and members of the local RSL sub-branch.

You can see the full list of Australian recipients of the VC [HERE](#).

Did you know before water was invented, people had to carry their boats around!

Aged Care.

Government promised reform, record funding! Here's what happened

The final report from the Royal Commission into Aged Care Quality and Safety was delivered in March 2021.



The stories that came out of the Royal Commission process were horrific and, sadly, unsurprising. It laid bare the terrible emergency that had been ongoing in aged care for decades. It was also an emergency that should never have happened. The Royal Commission also came with a comprehensive set of recommendations to reform the sector and ensure that it didn't happen again. It was an opportunity to reset aged care and make sure the future was very different to the past.

But in politics there are few words that are more overused than 'reform'. Reform in the political arena reminds me of the old joke that a classic of literature is a book everyone wants to have read but no-one wants to read. Reform is something that every politician wants to have done but none of them want to do.

With both sides of politics having perfected scare campaigns and enough voters seemingly happy to buy into them to swing elections, reform has become a lot harder. Gone are the reforming eras of the 1970s and '80s. But failing to reform means things just drift along and, as the Royal Commission clearly identified, that creates its own problems. The stories from the Royal Commission did create a powerful groundswell of support for large-scale reform and large-scale reform is what the Royal Commission found was needed. To fully implement all the reforms would cost about \$20 billion in extra funding each year. A bare minimum to fix the problems would require more like \$10 billion in extra funding each year.

With the release of the May budget, we got the government's response to the Royal Commission. Treasurer Josh Frydenberg announced with much fanfare that it would be putting an additional \$17.7 billion into the aged care sector. A closer inspection of the numbers revealed that this would be over five years. That amounts to about \$3.5 billion per year. Well short of the minimum



\$10 billion required. The government was quick to counter the criticism that it wasn't enough by saying that it had to be fiscally responsible. But what is more fiscally responsible – spending an additional \$3.5 billion a year and failing to solve the problem or spending \$10 billion a year and actually fixing it?



The government also claimed that it was providing record funding for aged care. Whenever you hear a politician say they are providing record funding for something, they're trying to pull the wool over your eyes with a meaningless statement. Populations and prices go up each year. This means that just to keep up with the current level of care per person, every year would need to be year of record funding.

Worse, it is possible to have a year of record funding where the quality of care per person is falling. If the funding doesn't keep up with the growth in population and the increase in prices, but is still slightly higher than last year, then it is still a year of record funding. Record funding is a meaningless statement made only by politicians and says nothing about the care provided.

But budgets are about priorities and perhaps the government could simply not find an extra \$10 billion a year with all the competing priorities. That is, after all, a lot of money. Of course, in a few years the government will hand out the stage three tax cuts worth \$16 billion a year. More than half of those tax cuts go to the top 20 per cent of taxpayers. Budgets are indeed about priorities.

The lack of dollars translates into a lack of care. A good example of this was the waiting list for Home Care Packages (HCP). The government announced an additional 80,000 HCPs, which



sounded great – until you realised it would take two years to deliver them and the waiting list at the end 2020 was 97,000. It simply won't fix the problem. Of most concern since the May Budget announcement has been how things have gone ominously silent. We might think the government is earnestly beavering away in the background, implementing the Royal Commission's suggested reforms, ensuring that the horrible stories that were uncovered will never happen again.

This would be a reasonable assumption if the government had a track record of achievement after announcements. But the current government has perfected the art of looking busy. It makes lots of announcements without actually following through. I fear that hearing nothing means that nothing is happening.

After all, reform is hard. It requires a plan, and dedication. The Royal Commission provided the government with the plan, but does it have the dedication to follow through?

With this Covid thing, the sooner the pubs open the better,
this drinking at home is getting out of hand.
Last night I nearly asked the Misses for her phone number.

Australia Zoo.

On the 18th November 2021, what is known as the "Sunshine Coast Veteran's Day", the Australia Zoo on Steve Irwin Way at Beerwah, Qld, as a way of saying "Thank you for your Service", threw open its doors to veterans. Vets, who could bring along 1 guest, only had to show a confirmation of Service, their Veteran Lapel Pin, White or Gold Veteran Card, or other proof of service to get free all-day entry to the Zoo. It had been planned that the Federal Minister for Veterans Affairs, Andrew Gee, would join local service men and women in touring the Zoo on the day but was unable to attend due to Covid.



With up to 15,000 former serving men and women living on the Sunshine Coast, it is one of the largest veterans' communities in Australia.

Along with the many thousands of other vets, we went along. If you haven't, we recommend you put the Zoo on your bucket list, the animals, the surroundings and the live show are all first class. A credit to the Irwin family.

Following are some pics from the Zoo. These pics have been crunched to allow the page to open quicker, click each pic to get a better view.



With all the sight-seeing you can get a bit hungry, if so the Crikey Café has you covered where you can order and enjoy pretty well whatever you wish.



Then with meal in hand, you can sit and enjoy it while overlooking the magnificent surroundings and watch the crocs in the open pools..



Then at 1.15pm each day, in the Crocoseum, the Zoo features the Wildlife Warriors Show. Here you see some very colourful and amazingly trained parrots followed by the live crocodile show.





And what would be an Australian Zoo without a bunch of drop bears. They don't do a lot but sure are everyone's favourite.

Channel 7 Sunshine Coast featured the event on their news, you can see it [HERE](#).

The Australia Zoo is definitely worth a look, Plan to spend a day there, it's only about a 45 min drive north of Brisbane, easy to get to, plenty of shade, plenty of seats on which to have a spell and of course there is a little train always doing the circuit so you don't have to walk too far.

Thank you Australia Zoo for the day.





Bloody hell – we have gone mad!!!

UK Armed forces to get new guidance on how to use 'inclusive language'. [HERE](#) is their current guide, it's obviously not good enough.

The new guide includes more inclusive ways to address disability, race, gender, age, religion, sexual orientation and social mobility. The armed forces are to be given new guidance on "inclusive language" after the Defence Secretary said he is "unhappy" with the current advice.

Military personnel from all three services had been told to avoid using phrases such as "crippled with debt" or "blind drunk".

The MoD said its Inclusive Language Guide 2021 was a "practical toolkit" to help servicemen and women understand why "certain words or use of language is hurtful or non-inclusive".

Admiral Sir Tony Radakin



A senior defence source said: "The Defence Secretary and Chief of the Defence Staff (CDS) have been clear that the UK armed forces must modernise to tackle the threats of the future. That includes our approach to our people who are critical to that task. The Defence Secretary is unhappy with the current approach set out in the guide. A revised version will be published in the coming weeks."

The guide will be taken down from the MoD website while changes are made. The guide, produced by the MoD's Diversity and Inclusion Directorate, denies being "an attempt to police language" or "restrict your personal style of communication", but was created to help staff "speak more powerfully, precisely and respectfully", it recommended avoiding phrases such as "deaf to our pleas" in case it offended the disabled.

The new 30-page pamphlet says the words "woman" and "female" "mean different things but are often used interchangeably", adding: "Referring to women as females is perceived by many as reducing a woman to her reproductive parts and abilities. "Not all women are biologically female, and the conflation of 'female' to 'woman' erases gender-nonconforming people and members of the trans community." "The women in the platoon" is said to be a more inclusive phrase than "the females in the platoon"

The guide includes more inclusive ways to address disability, race, gender, age, religion, sexual orientation and social mobility. The UK MoD wants personnel to put the "person-first" when speaking to others, only referencing characteristics when they are relevant and doing so in specific ways.

See their video [HERE](#).



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