



Vol 77

April 2022

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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 "return" button (<) on the tab at the top of your browser.

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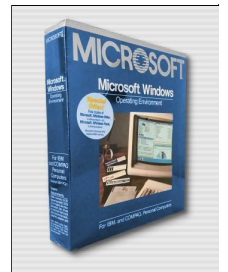
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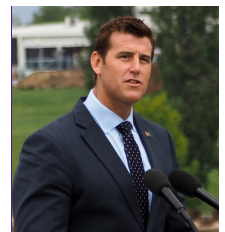
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## WRAAF News.

Life in the Air Force.

## Scootaville.

Well, with a bit of luck and the breeze behind, Scootaville will be held in September this year. We'll get together at the Rosewood Showgrounds on the morning of the 1st September (Thursday) and head off on the Saturday 3rd September, arriving Townsville on the 16th September (a Friday).

Towards mid-May we'll send out a form seeking participants. We know a lot of you have filled in the form before but with all the stoppages etc, unfortunately we need it again. We'll have a lot more info on that mail out too, there are still a few things that have to be finalised, media, advertising, rail back from Townsville etc and there is a chance we'll have a few Kiwis join us.

More later.

## Raffles.

All our fundraising raffles have been run and won, we raised a total of \$11,024 which is marvelous, costs were \$3,449.81, which means we cleared \$7,574.19. A big thanks to everyone who took part.

Below are the results of the most recent two. Click the pics for a bigger view.

### The guitar.

Carolyn Davis won the guitar and as luck would have it, her son is a muso and plays in a band in Brisvegas. Carolyn being a devoting mum, her son was very happy to receive it.



### The Moped.

John Stewart who lives in WA won the Moped. We're arranging for John to pick up his little Kymco 50CC Moped from one of the local dealers. Much easier than us trying to send one all the way over there.

As Legacy were otherwise engaged with their ANZAC Day arrangements, we asked Lesley Quirke, the Secretary of the Kedron Wavell RSL Sub-Branch to draw the winner for us and John's number, 1208, came up. You can thank Lesley, John.



## Visiting a RAAF, Army or Navy Base.

Anyone who has been onto a RAAF, Army or Navy Base lately will know it's a bit of a mission. You have to watch a video which gives you all the Dos and Don'ts, then you fill in a form then you go to the Pass Office and get signed in.

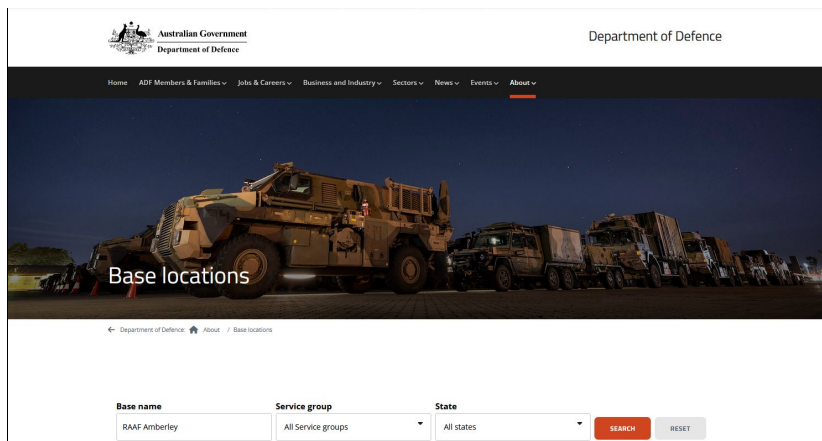
There is an easier way, you can do most of it at home before you leave. Here's how:

Go to [www.defence.gov.au/about/base-locations](http://www.defence.gov.au/about/base-locations), this opens this page.

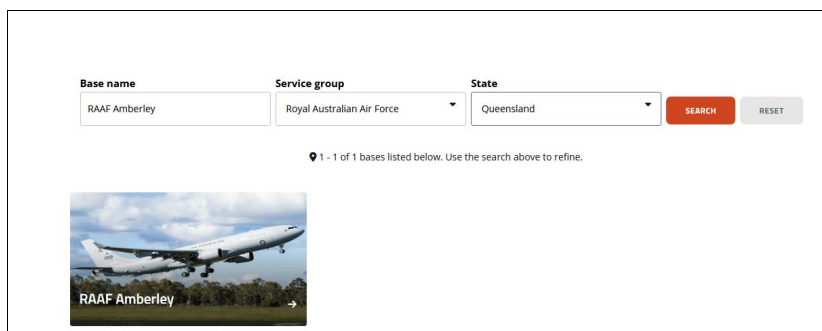
Below the pic of the Army heavies, you'll see a form, under **Base Name** type the name of the Base to which you wish to go. Click the down symbol in the **Service group** window and select Army, Navy, Air Force or Dept of Defence as the case may be. Under **State** select the State in which the Base is situated.

We've entered RAAF Amberley as an example.

After you've entered the name of the Base etc, click **Search**.



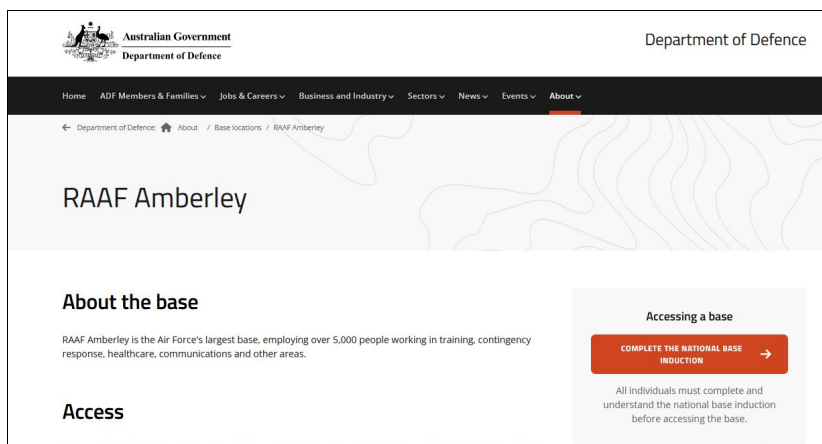
That will take you to this page. Click the pic.



That will take you to this page.

If the name of the Base you wish to visit is correct, click the **Complete the National Base Induction** button.

If not, click Back and do it again.

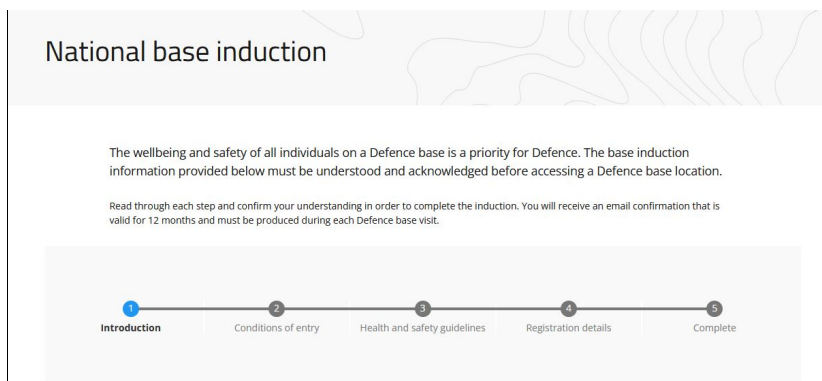


The **Complete the National Base Induction** button takes you to this page. This will set out all the Dos and Don'ts.

After you've read this page click **NEXT** down the bottom and it will take you to the next page.

When you get to Page 4, you will be prompted to provide your name and contact details then sign a declaration at the bottom of the page.

Once you've done all that, click **SUBMIT**.



## Before arrival

### Induction

Any person accessing a base location who is 16 or over, and has not completed a base induction in the last 12 months, must complete the following steps.

1. Read the base web page for each location being visited - [search for a Defence base](#).
2. Read the national base induction information on conditions of entry and health and safety guidelines provided on this web page.
3. Complete the registration details on this web page, selecting all bases that will be accessing.

If the visit is for a special event an induction may not be required. In this case the host will provide specific instructions.

You will then be sent an email confirming you have completed the induction process. Print this out and take it with you when you visit the Base and show it to the Pass Office.

You'll find it makes things a lot easier.

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



Numerous  
Sub-  
Branches



## 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.





## 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



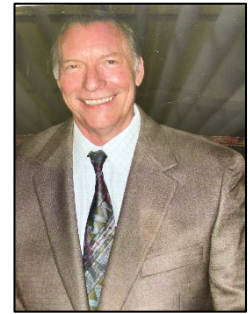
### **Bruce Hart.**

Neil Hunter advises the passing of Bruce Hart on Thursday 3rd February, 2022. Bruce was on 28TTC and during his career was commissioned. He retired as a SqnLdr. Bruce's funeral was held on Monday the 14<sup>th</sup> February at the Lakes in Townsville, followed by an afternoon tea in their function room.



## **Alan Bivard.**

Marilyn Bivard advised her husband had passed away on the 16th January 2022. Marilyn said Alan spoke highly of his time within the RAAF and always encouraged others to join up, their grandson is entering in May. After leaving the RAAF, Alan started the next part of his working career with IBM, his love then turned to computers, hence between the RAAF and IBM he was solidly engaged.



## **AVM Brian Graf.**

Bob Bennett advised the passing of AVM Brian Graf on the 9<sup>th</sup> February, 2022 after a prolonged illness. Brian enlisted in the RAAF on 18 January 1954 as a cadet at the RAAF College [later renamed RAAF Academy]. He completed two years of the course and was then attached to the University of Sydney where he completed two degrees – a Bachelor of Science [BSc] and a Bachelor of Aeronautical Engineering [BE[Aero]]. He graduated in 1960 with the University Medal and First Class Honours.



In December 1957 while attached to the University he graduated from RAAF College as a Pilot Officer and later in December 1958 he was promoted to Flying Officer.

During 1960 he completed a pilot's course and was awarded his wings in December 1960. His first flying post was to Central Flying School where, as a staff pilot he was promoted to Flight Lieutenant. Subsequent postings during 1962-64 included Maintenance Squadron east Sale and Aircraft Research and Development Unit [ARDU] both as a junior engineer. In 1965 he was posted to a Mirage squadron as the Unit Engineer Officer and in 1966 to flying duties as a fighter pilot [Sabre, Vampire aircraft]. Promotion to Squadron Leader followed in 1967.

He then attended the Empire Test Pilots School in the UK in 1967 later graduating as a test pilot. Later he was employed at ARDU as a performance engineer and a test pilot. In 1970 he was promoted to Wing Commander. In 1971 he attended the [RAAF Staff College](#) and spent the next two years as the Commanding Officer of a Maintenance Squadron. In 1974 he was posted to be Senior Engineer Staff Officer at Headquarters Operational Command where he was promoted to Group Captain in 1975. In 1977 he was appointed to the post of Staff Officer Aircraft Engineering at Headquarters Support Command [HQSC]. In 1979 he was posted within the Command to be Staff Officer Repair and Overhaul.

In 1981 he was promoted to Air Commodore and posted to Air Force Office Canberra as Director General of Aircraft Engineering. Subsequent posts at one star level were Senior Logistics Engineer Officer and Controller of Logistics at HQSC. In 1985 he attended the Royal College of Defence Studies [RCDS] in the UK and subsequently returned to Australia to Canberra to assume the post of Director General of Technical Plans in 1988. He was promoted to Air Vice-Marshal in





1989 and was appointed Assistant Chief of the Air Staff – Engineering. Later that year he was posted to be the Assistant Chief of the Air Staff Materiel. He was appointed an Officer of the Order of Australia [AO] in June 1990.

Air Vice Marshal Graf retired from the permanent Air Force in October 1993. He spent the next three years as the Victorian Chairman of the Defence Industry Study Course [DISC]. He retired in 1999 as the National President of the Defence and Industry Courses Association [DAICA] after which he continued to operate a defence, engineering and aerospace consultancy business.

Brian's funeral was held on the 25<sup>th</sup> February in Brighton Vic.

## **Bill Lucas.**

Ted McEvoy advises the passing of Bill Lucas on the 26<sup>th</sup> February 2022. He was 92 years old. Bill served in Vietnam on the Caribou as the Sgt Instruments with RTFV from March 1965 to November 1965.

Bill joined the RAAF in August 1949 and did his Rookies at Richmond (57 Rookies Course). After Rookies, he was posted to Wagga for an Instrument Mechanics Course after which he was posted back to Richmond, to 2AD where he stayed for 14 months. Then it was back to Wagga for his Fitters Course after which it was off to East Sale (1952) where he stayed for 5½ years.

In 1958 he was posted back to Richmond to 2AD, then to 11 Sqn then to 486 Mntce Sqn. In 1964 he was selected to go to De Havilland's in Canada then to the USA for training on the Caribou. In March 1965 he was posted to RTFV in Vung Tau as the NCO IC Instrument Section.

He returned to Australia with a posting to Pearce and retired from the RAAF in September 1971. Although originally from Orange in NSW, he decided to stay on in WA.

Sadly for the past few years Bill was cared for in the Juniper Chrystal Halliday Aged Care Home in Karrinyup, suffering from Alzheimer's Dementia and Chronic Lymphocytic Leukaemia. He lost his fight on the 26<sup>th</sup> February.



## **Barry Fraser.**

Neil Hunter has advised the passing of Barry Fraser who was on 4TMT. Barry had suffered from Leukemia. Unfortunately, we have no further details.

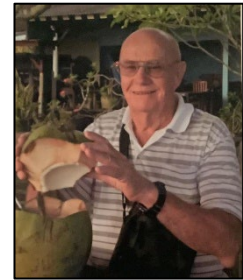


## Doug Kidd.

Ted McEvoy advises the passing of [14 Radio Appy Course](#) member, Doug Kidd on the 17<sup>th</sup> February. He was 78.

Doug was farewelled on the 3<sup>rd</sup> March in Hervey Bay, Queensland.

Sorry, no further details.



## Barry Tait.

Neil Hunter advises the passing of Barry Tait, on the 5<sup>th</sup> March. Barry was on 14TTC.

Sorry, no further details.

## Wayne Higginbotham.

Michael Harris advises the passing of SqnLdr Wayne Higginbotham on the 22<sup>nd</sup> February, 2022 after a two year battle fighting cancer. He was 75 years old.

Michael said: "Wayne (Higgy) enlisted in the RAAF on the 6<sup>th</sup> January 71 as a student on No [80 Pilots' Course](#), graduating directly into the fighter domain. He was able to account for 22 years of service as a Military Fighter pilot flying Winjeel, Macchi, Sabre, Mirage, F/A-18 Classic Hornet and which included two tours of duty in RAAF Butterworth. Higgy was one of very few to accrue 3000+ hours Mirage. He was the first non-Sabre OCU graduate to fly Sabre A94-983 in preservation.



Truly the epitome of the professional fighter pilot and of fighter test pilots – highly respected by his peers and ground crew – especially the 481(M) SQN and 2AD FAS maintenance crews he worked with so closely. Officer and Gentleman who never lost the common touch – great storyteller, witty, straight-shooter, and an all-around decent human being.

When Higgy was doing his Hornet Conversion Course at 20CU. "Higgy's" first Hornet night sortie, when asked "How was that Boss ??", he looked up and said, "How was what mate ?". "The flight sir – the 'light show at night' ??". Quick as a flash he came back with: "M-a-a-a-ate.....that's the best bloody video game I've ever played in my life." Chuckles and (more importantly) smiles all around – that was Higgy.

After resigning from the RAAF Wayne spent over 20 years as a pilot with successive contractors on the ADF Operational Training Support contract based at Naval Air Station Nowra, flying Learjet



and Westwind aircraft in support of ADF operational training and exercises throughout Australia and many overseas locations.

Higgy had a private family farewell.

## **Jim Maguire.**

Joanne Evans, Jim's sister, sadly advises the passing of James Neil Maguire on Tuesday, 8th March, 2022. He was only 73 years old. Jim had fought cancer for a while but lost the battle on the 8<sup>th</sup> March. He served with 35 Sqn in Vung Tau from Sept 1967 to Sept 1968.

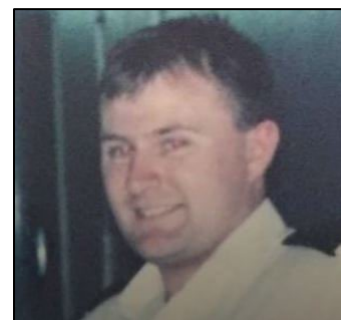
Sorry, no further details.



## **Paul Bellman**

We've been advised of the passing of Paul Bellman on Tuesday the 5<sup>th</sup> April. Paul was the treasurer of the Alice Springs Karting Club.

Sorry, no further details.



## **George Harrison.**

We've also been advised that George Harrison passed away sometime in January 2022. George Lived in Hervey Bay and served with RTFV in Vung Tau as assistant loady from Jan 1965 to July 1965. He was 78 years old.

Sorry, no further details.



## **Tony Stankevicius.**

Arthur Rennick advises the passing of Tony Stankevicius on Wednesday the 23<sup>rd</sup> March. Tony was a navigator and had 20 trips to Vietnam on the E model Hercs with 37 Sqn. He was then posted to 2 Sqn and flew out of Phan Rang from March 1971 to June 1971.





He was being cared for in Greenslopes Private Hospital. Tony lived at Barellen Point, near Ipswich, and his memorial service was held on the 1st April.

## **Bob Wilson.**

Glenn McLean advises that his cousin, Robert Leo Wilson, ex Apprentice 16 Radio, passed away on 10th November 2021.

Sorry, no further details.



## **Brian “Lofty” Carthew.**

Nel Hunter advises the passing of Brian 'Lofty' Carthew on Thursday the 24<sup>th</sup> March. Lofty was on 2TTC 1954/55.

Sorry, no further details.



## **Raymond John Martin.**

Arthur Rennick advises the passing of Ray Martin on the 12<sup>th</sup> April, 2022, he was 87 years old. Ray was a Sumpie and was the Sgt with 2 Sqn in Phan Rang from Oct 1970 to Jun 1971.

Sorry, no further details.



## Page 3 Girl.

Our lovely Page 3 girl this issue is Dr Pamela Condie, OAM, DMin, GradDipTheol, BTh.

Pam Hiddens was born in Brisbane and attended Greenslopes Primary and Yeronga High Schools. (She is the cousin of Les Hiddens, the “Bush Tucker Man”.) During her school years, Pam was involved in her local Girls’ Brigade Company, becoming a leader when she was 18. After leaving school, she worked in Statistics at the University of Queensland before transferring to the Pathology Department at the UQ Medical School at Herston.



When Pam was 19 she wanted to join the Air Force as joined the Women’s Royal Australian Air Force in August 1965, on [Course 147](#), and found the re-muster business was not quite as she was told. He stayed on as a CLKMED and served on various RAAF bases in Victoria until her marriage to David in January 1967. They have three children and seven grandchildren (now all young adults).

Following their marriage, Pam and David settled in Melbourne where David was an aircraft engineer with Trans Australian Airlines (TAA). Pam worked as Clerical Supervisor Radiology Department, Queen Victoria Hospital, Melbourne for 12 months. They then joined Mission Aviation Fellowship (MAF), moving to Ballarat where MAF-Air (MAF’s engineering department) was based. Their first child, Stephen, was born during this time.



After 12 months, they re-joined TAA and were transferred to Mt Isa. Here Pam was asked to start a Girls’ Brigade company at their local church. Their second child, Joanne, was also born in Mt Isa. The family eventually returned to Brisbane and settled in Albany Creek. Pam became a Girls’ Brigade leader in the company at Stafford Heights Baptist church, eventually becoming captain. Their third child, Andrew, was born and the family joined the new Baptist fellowship at Albany Creek (now South Pine Community Church). Pam was asked to start the church’s new Girls’ Brigade company.

When Pam rejoined the work-force she worked in Customer Relations with Commercial Union Insurance then as Girls’ Brigade Queensland’s State Training Coordinator for four years. Her next position was as a Project Officer with the Duke of Edinburgh’s Award in the Queensland Government (also occasionally functioning as Executive Officer) for ten years.



Pam has invested her life in working with girls and young women through both the Girls’ Brigade (local, State and National levels) and the Duke of Edinburgh’s Award Scheme,



becoming an accredited Expedition Leader and canoeing instructor. During Pam's Girls' Brigade service, she was the Queensland State Commissioner and served on the National Council. Pam established the annual residential leadership development course, which she directed for its first 10 years and remains involved as staff chaplain. This Course has now been running for 30 years and, over the years, has attracted participants from interstate, as well as overseas (Solomon Islands, New Zealand, and even the USA).

Pam served on the Duke's Award Queensland State Award Committee for 10 years (a ministerial appointment). In 1999 she was awarded a Medal in the Order of Australia for service to youth leadership development in Queensland.

Pam holds a Bachelor Degree and a Graduate Diploma in Theology. She has also completed a Doctor of Ministries which was awarded in August 2020.

Pam and David continue to support the work of MAF both as volunteers and professionally. Pam was on the national MAF Australia Board for 14 years, including serving as Board Chair for over 4 years. In February 2015, David was appointed Interim Engineering Maintenance Manager for the PNG Programme and they moved to Mt Hagen till May 2016.



In 2020 Pam completed an 8 year term on the Queensland Baptist Board and has served on various Board sub-committees.

Currently, Pam is President of the Women's Royal Australian Air Force Association (Qld) and works as the Queensland Baptist denominational Archives Officer.

## **The Winjeel.**

On the 3<sup>rd</sup> February 1951 the first flight of the Winjeel trainer was conducted. The Winjeel, named after an Aboriginal word for 'young eagle', was an Australian designed and built aircraft in response to a RAAF specification to replace the Tiger Moth and Wirraway. The aircraft was developed by the Commonwealth Aircraft Corporation. Two prototype aircraft, A85-618 and A85-364, designated CA-22 Winjeel, were built and trialled.



The aircraft was developed by the Commonwealth Aircraft Corporation. Two prototype aircraft, A85-618 and A85-364, designated CA-22 Winjeel, were built and trialled.

From the trials, the production variant, the CA-25 Winjeel Trainer was developed. The trials highlighted the aircraft was a robust design - so much so that the aircraft was so stable it could



not be put into a spin and thus, the tailplane had to be further modified to allow that aircraft to provide sufficient aerodynamics to be stable but also manoeuvrable for pilot training.

Note the fin position between the next two pics. The aircraft was so aerodynamically stable that it wouldn't/couldn't spin. The fin had to be moved forward to enable full spin characteristics to be trained.



The first prototype Winjeel aircraft had its first test flight by test pilot John Miles with the two aircraft then undergoing several years of flight trials. In February 1955, the first production Winjeel flew and by September 1955, the training aircraft began being delivered with the first aircraft entering service with No. 1 Basic Flying Training School at Uranquinty, near Wagga Wagga, New South Wales.

The Winjeel commenced operating with the RAAF in 1955 with a total of 62 aircraft being delivered to the RAAF. Winjeels operated with No 1 Basic Flying Training School (No 1 Flying Training School) for training and No 76 Squadron for Forward Air Control (FAC). While it was replaced as a training aircraft by the CT-4 Airtrainer in the 1970's, it did not fully retire from the FAC role until 1994 when replaced by the PC-9/A when the last four aircraft were retired from service.



The Winjeel was a three seater with two front seats with dual controls and a third seat rear. The Pratt & Whitney R-985 9-cylinder radial engine generating 450HP was an excellent engine widely regarded as one of the most reliable piston aircraft engines of all time.

The Winjeel was the basic trainer for the Air Force for almost twenty years meaning several generations of RAAF pilots completed their training on the durable and reliable aircraft.

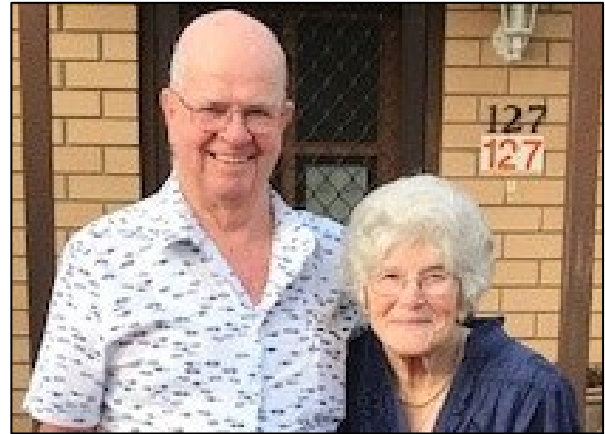




## Diamond Wedding Anniversary.

On the 27<sup>th</sup> January, 2022, Ray and Mary Thompson celebrated their Diamond (60<sup>th</sup>) wedding Anniversary. Ray was a Teleg ([37 Telegs](#)) and Mary, who was Mary Lubbers, was a TPrinOp on [3 TPronOps](#).

Congratulation to them both.



## Remembrance Day 2021

3 ex Framie Appys, **L to R:** Pete Byrne (17Appy), Bill de Boer (18Appy), Kerry Millard (17Appy) at the Remembrance Service in Yeppoon last year.



### An Irishman's first drink with his son.

While reading an article last night about fathers and sons, memories came flooding back to the time I took me son out for his first pint. Off we went to our local pub, only two blocks from the cottage. I got him a Guinness. He didn't like it, so I drank it. Then I got him a Kilkenny's, but he didn't like that either, so I drank it. Finally, I thought he might like some Harp Lager. He didn't, so I drank it. I thought maybe he'd like whisky better than beer, so we tried a Jameson's. Nope! In desperation, I had him try the rare Redbreast, Ireland's finest whisky. He wouldn't even smell it. What could I do but drink it? By the time I realized that he just didn't like to drink, I was so pie-eyed I could hardly push his stroller back home.





## Vietnam Wall.



The [Vietnam Veterans Memorial](#), in Washington DC, stands as a symbol of America's honour and recognition of the men and women who served and sacrificed their lives in the Vietnam War. Inscribed on the black granite walls are the names of more than 58,000 men and women who gave their lives or remain missing. The Memorial is dedicated to honour the courage, sacrifice and devotion to duty and country of all who answered the call to serve during one of the most divisive wars in U.S. history.

The Vietnam Veteran's Memorial Fund, Inc. is the non-profit organization authorized by Congress in 1980 to fund and build the Vietnam Veterans Memorial. The organization sought a tangible symbol of recognition from the American people for those who served in the war. By separating the issue of individuals serving in the military during the Vietnam era and U.S. policy carried out there, VVMF began a process of national healing. The Memorial was dedicated on the 13<sup>th</sup> Nov. 1982 and attracts nearly 5 million visitors each year.

Some interesting Veterans Statistics from the Vietnam Memorial Wall .

- There are 58,267 names now listed on that polished black wall, including those added in 2010.



- The names are arranged in the order in which they were taken from us by date and within each date the names are alphabetized. It is hard to believe it is 57 years since the first casualty.
- The first known casualty was Richard B. Fitzgibbon, of North Weymouth, Mass. Listed by the U.S. Department of Défense as having been killed on June 8, 1956. His name is listed on the Wall with that of his son, Marine Corps Lance Cpl. Richard B. Fitzgibbon III, who was killed on Sept. 7, 1965.
- There are three sets of fathers and sons on the Wall
- 39,996 names on the Wall were just 22 or younger, 8,283 were just 19 years old.
- The largest age group, 33,103 were 18 years old.
- 12 soldiers on the Wall were 17 years old.
- 5 soldiers on the Wall were 16 years old.
- One soldier, PFC Dan Bullock was 15 years old.
- 997 soldiers were killed on their first day in Vietnam.
- 1,448 soldiers were killed on their last day in Vietnam.
- 31 sets of brothers are on the Wall.
- Thirty-one sets of parents lost two of their sons.
- 54 soldiers attended Thomas Edison High School in Philadelphia.
- 8 Women are on the Wall, Nursing the wounded.
- 244 soldiers were awarded the Medal of Honour during the Vietnam War; 153 of them are on the Wall.
- Beallsville, Ohio with a population of 475, lost 6 of her sons.
- West Virginia had the highest casualty rate per capita in the nation. There are 711 West Virginians on the Wall.
- The most casualty deaths for a single day was on the 31<sup>st</sup> January 1968 - 245 deaths.
- The most casualty deaths for a single month was May 1968 - 2,415 casualties.

Two guys were discussing popular family trends on sex, marriage, and Family values. Bill said, 'I didn't sleep with my wife before we got married, did you?' Larry replied, 'I'm not sure, what was her maiden name?'



## Computers and stuff.

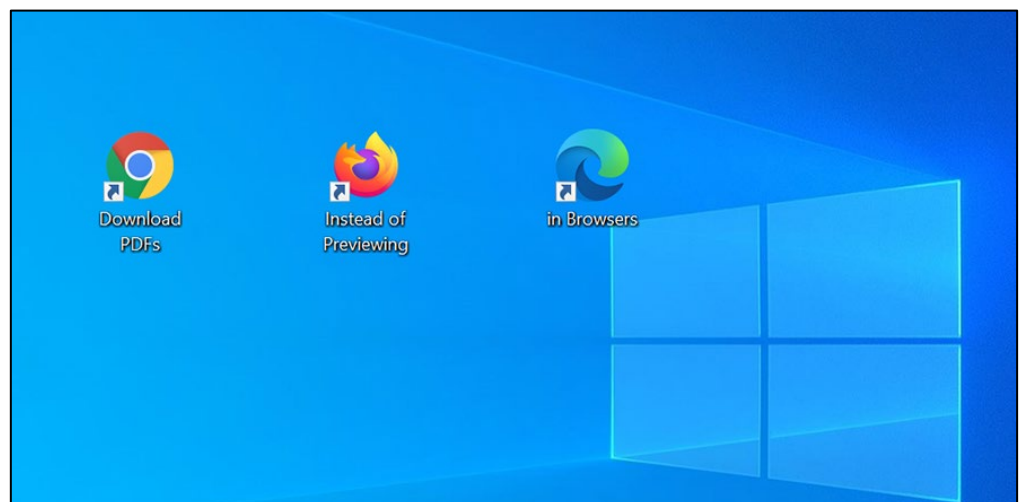
Sam Houliston.

### How to download PDFs instead of previewing them in Chrome, Firefox or Edge

**How-To Geek**

When you click a PDF link in most browsers, the browser opens the PDF preview in a web browser window.

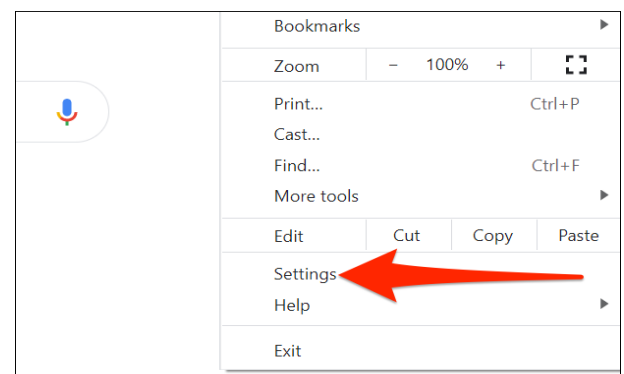
To download a PDF and not preview it, you need to change a setting in your browser. This works in Chrome, Firefox, and Edge.



Here's how to do it:

**Google Chrome** uses its built-in PDF viewer to let you preview PDFs. You can turn this PDF viewer off and Chrome will then prompt you to save your PDFs rather than preview them.

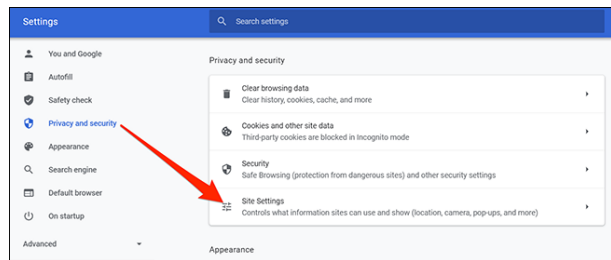
Open Chrome then click the Chrome menu (three dots) in the top-right corner of your window, then select "Settings."



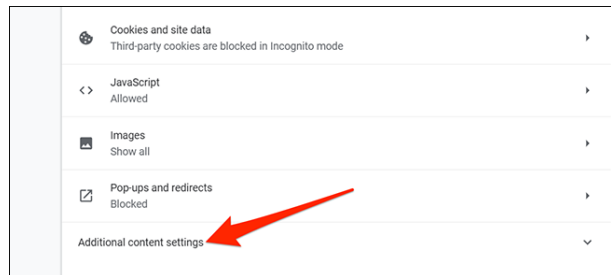




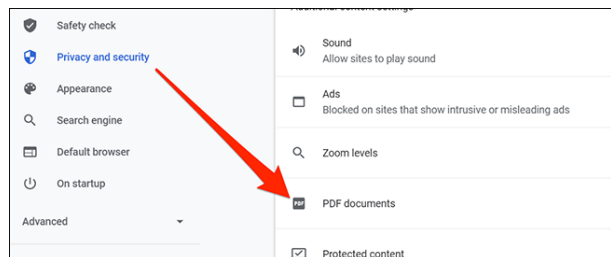
In Chrome settings, click “Privacy and security” in the left sidebar then “Site Settings” on the right.



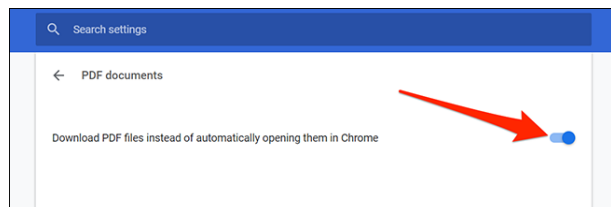
Scroll down in Site Settings and click “Additional content settings” at the very bottom.



In the expanded menu, select “PDF documents.”



Toggle on the “Download PDF files instead of automatically opening them in Chrome” option.

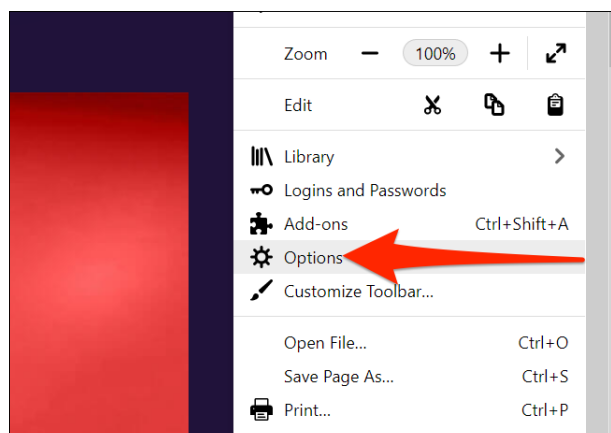


Chrome will now display the standard save prompt for PDFs.

**Mozilla Firefox** also has a built-in option to let you download PDFs instead of previewing them in this browser.

Here’s how to do it:

Open Firefox then click the hamburger menu (three horizontal lines) in the top-right corner of the window and select “Options.”

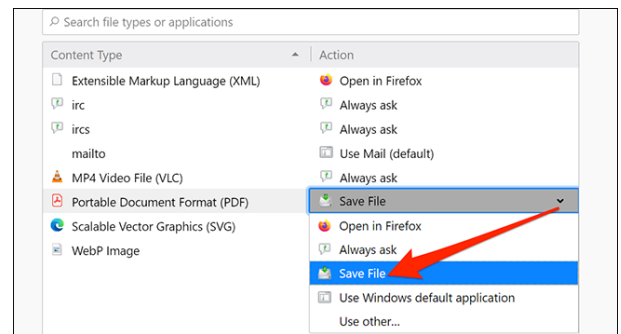




In Options, click “General” on the left. Scroll down the right pane until you see the “Applications” section.

In the Applications section, click the option next to “Portable Document Format (PDF)” and choose “Save File.”

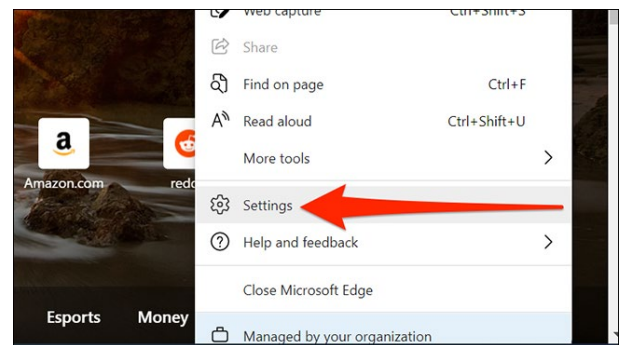
That’s it!



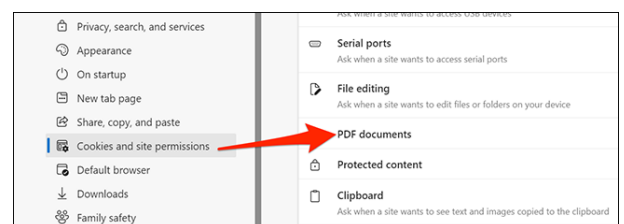
**Microsoft Edge** uses the built-in PDF viewer to let you preview files. Turn this option off, and the browser will save your PDFs instead of previewing them.

Here’s how:

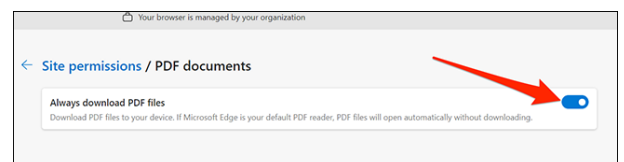
Open Edge, click the menu (three dots) in the top-right corner of the window and select “Settings.”



In Settings, click “Cookies and site permissions” on the left, and then select “PDF documents” on the right.



Turn on the “Always download PDF files” option here.



## Save a web page as a PDF.

Did you know that you can save a web page as a PDF in [Chrome](#), [Firefox](#), [Edge](#), and [Safari](#)? This allows you to read your favourite web pages offline whenever you want. You can also share these web-page PDFs with others.



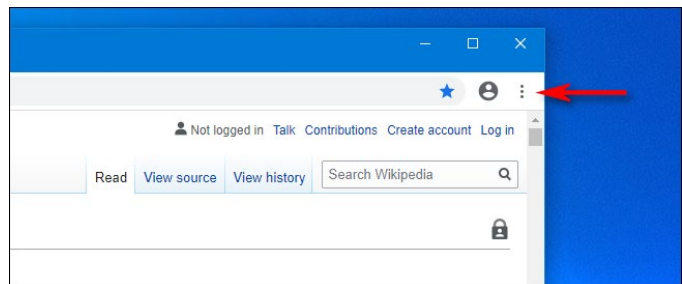


## How to save a web page as a PDF in Google Chrome.

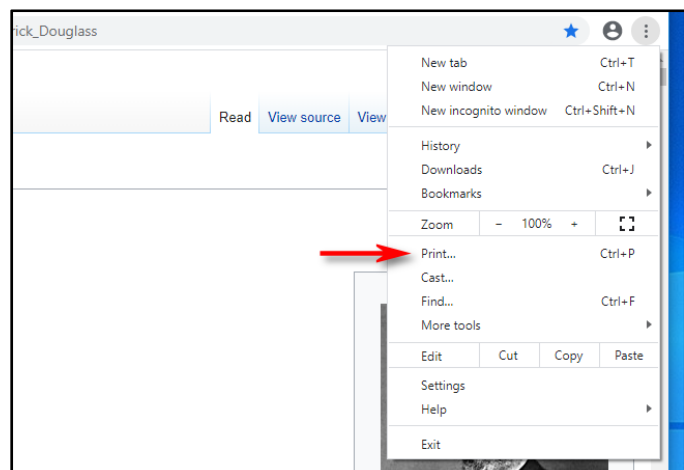


Sometimes, you'd like to grab a "hard copy" of a website in [Google Chrome](#), but you don't necessarily want to print it out on paper. In that case, it's easy to save a website to a PDF file on Windows 10, Mac, Chrome OS, and Linux.

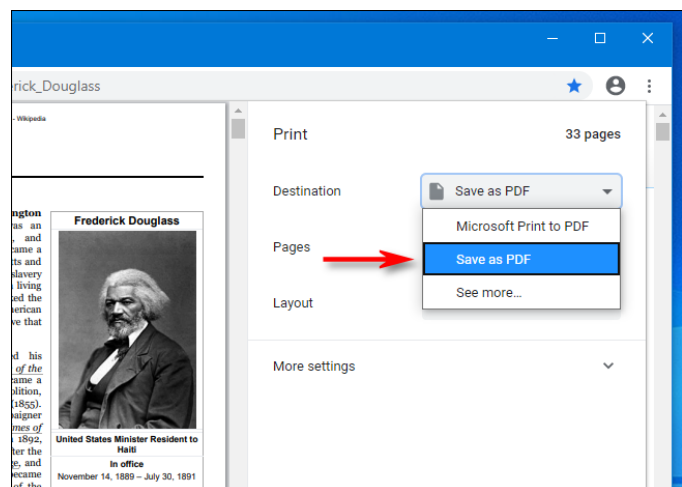
First, open Chrome and navigate to the web page you'd like to save to a PDF. Once you're on the right page, locate the menu button (three dots aligned vertically) in the upper-right corner of the window and click on it.



In the menu that pops up, select "Print."



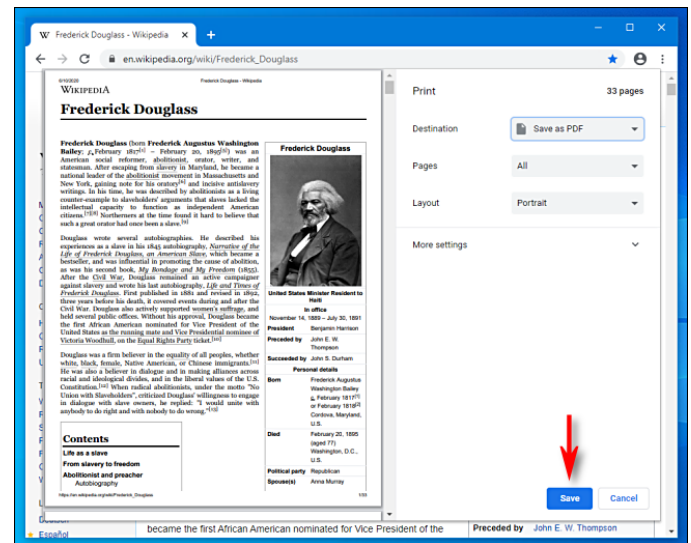
A print window will open. In the drop-down menu labelled "Destination," select "Save as PDF."



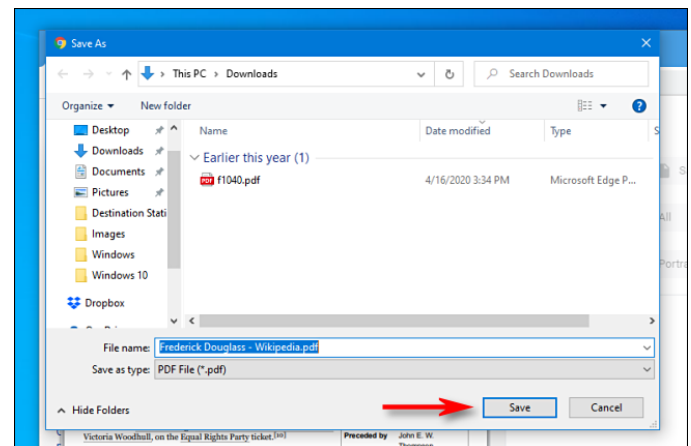


If you'd like to only save certain pages (for example, only the first page, or a range such as pages 2-3) into the PDF file, you can do that here using the "Pages" option. And, if you'd like to change the orientation of the PDF file from portrait (vertical) to landscape (horizontal), click on the "Layout" option.

When you're all set, click "Save" at the bottom of the Print window.



A "Save As" dialog will pop up. Choose the path you'd like to save the PDF file to (and rename the file if necessary), then click "Save."



After that, the website will be saved as a PDF file in the location you chose. If you'd like to double-check, navigate to your save location, open the PDF, and see if it looks correct. If not, you can tweak the settings in the Print dialog and try again.

It's also possible to print documents to PDF files [in Windows](#) and [on the Mac](#) in apps other than Chrome. On both systems, the process involves built-in system-wide print-to-PDF functionality, which comes in very handy if you want to capture the formatting of a document for posterity.

## Why is Windows called Windows?

You've probably heard the name a million times: "Microsoft Windows." But how did the operating system get that way and why isn't it named after something else—like doors or ceilings?



## Microsoft Interface Manager

In 1981, Microsoft began developing the rudiments of what would later become Windows. Originally called Interface Manager, it would add a graphical overlay to MS-DOS, allowing visual program control using a mouse (instead of typing keyboard commands). It would also allow multitasking by showing different applications within boxes placed in different areas of the screen simultaneously—a concept pioneered at Xerox PARC with its [Alto](#) and [Star](#) computers and later refined at [Apple](#).

In the computer industry at the time, these simultaneous on-screen program boxes were called “windows,” and software that managed them were usually called “[windowing systems](#).” In the early 1980s, many vendors developed their own windowing systems for PCs, including IBM with [TopView](#), Digital Research with [GEM](#), and VisiCorp with [Visi On](#). Microsoft’s “Interface Manager” would be one of many when it finally launched several years later, and Microsoft knew it.

## Enter “Windows”

In 1982, Microsoft hired a new marketing VP named Rowland Hanson, who was a veteran of the cosmetics industry. Hanson brought a new angle for defining Microsoft’s brand that involved placing the “Microsoft” name in front of its products with a generic or simple word after it, such as Microsoft Word and Microsoft Excel. While researching a new name for its Interface Manager, Hanson reviewed trade articles about this wave of PC multitasking systems and pointed out what they had in common. He noticed the term “window” used a lot in the context of terms like

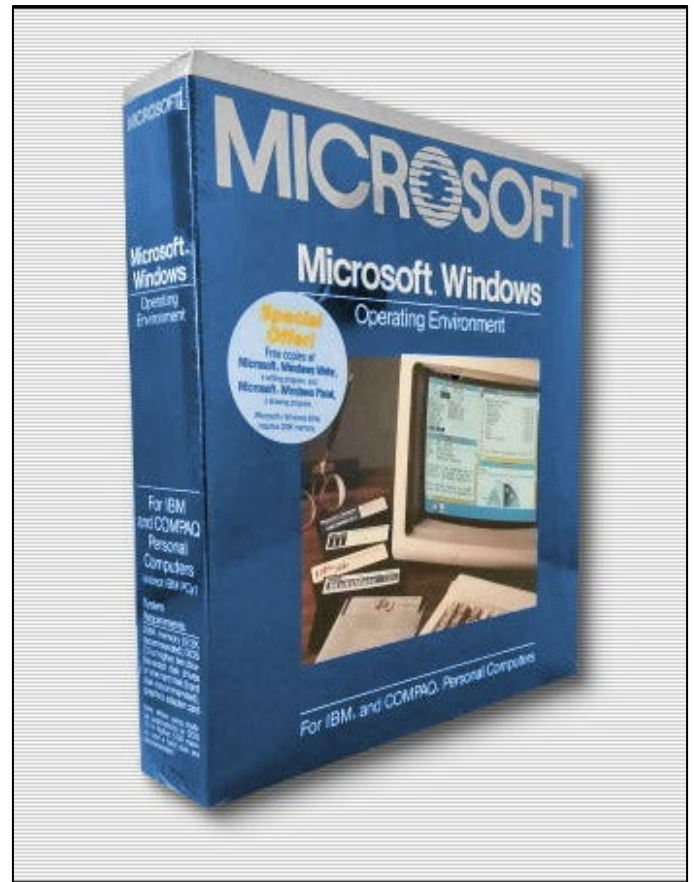


“windowing system” and “windowing manager,” so he latched onto “Windows” as a generic term that would help Microsoft own the entire product category. Every time someone referred to windowing systems from then on, they would tangentially be promoting the “Windows” brand.

According to the book [Barbarians led by Bill Gates](#), Interface Manager’s developers were reticent to switch the name to Windows, and the decision to finally do so came down to Bill Gates. Once Gates was behind the name, the developers fell in line — and Microsoft Windows was born.

### The Windows Legacy.

Microsoft announced Microsoft Windows publicly on November 10, 1983 — far before the product was ready to ship — in an attempt to get hardware and software vendors on board with the “operating environment,” as Microsoft called it. It had its intended effect, since several competitors were working on PC windowing systems in the early 1980s.



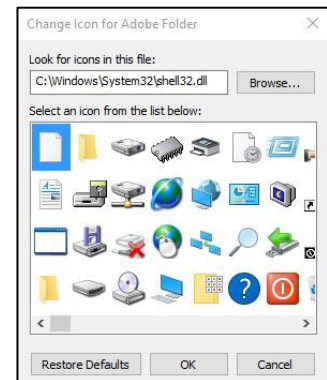


Well of course there is!

Windows puts a small “manilla folder” icon to the left of each folder but you can change that icon to something different which makes it stand out from the others and makes it much easier to find and select.

Here’s how.

Open your document folder with File Explorer then click and highlight the folder which contains the files you access often. Right click it then click “Properties” which you’ll find at the bottom. When another window opens, click the “Customise” tab at the top then click “Change Icon”. Another window will open, sometimes it will only contain 4 or 5 icons, if it does, click the “Browse” button then navigate to **PC** then **C:\**, then **Windows**, then **System32** then search for and click SHELL32.dll, this will open up heaps of icons. Search for the one you want (you can select any) and click it then click OK.



This will replace the “Manila Folder” icon with the one you’ve chosen and your folder will now stand out from the crowd.

You’re not restricted to Document Folders, this works on any Folder in your computer and you can change as many as you like.

There are no new sins; the old ones just get more publicity.

## That Alt Key.

If you’re a Windows person you’ve probably wondered why anyone bothered to put the Alt key on your keyboard because you can’t think of a time when you’ve ever had to use it. Well, believe it or not, it is a very useful key, if you use it in conjunction with other keys it can do all sorts of things.

One use that we find useful is when you want to insert a symbol into a bunch of txt. Let’s say, for example, you wanted to add a coloured block like this ■ into your text. You could click **Insert**, then **Symbol** then scroll down until you found it or you could use the Alt key and a number from the key pad to the right of your keyboard. (You have to use the key pad, the number keys at the top of your keyboard will not work). To make that symbol above, just hold down the Alt key and type 219.

Or you might want to add a heart symbol (♥) to a note you’re sending to someone, with the Alt key it’s easy, just hold down the Alt key and press the number 3.

You’ll find all the keyboard shortcuts [HERE](#). Have fun!





## Gmail.

Gmail is one of the most popular email providers on the planet with an estimated 1.5 billion users. There is only one larger provider, Apple, which accounts for 28% of all email traffic world-wide. Gmail, which was released only 18 years ago, on the 1st April 2004, looks after 26%. Yahoo, which once was one of the favourites, has dropped to 7%.

The reason for Gmail's popularity is it's easy to get started, is lightning fast, offers plenty of storage, and integrates seamlessly with all of your devices. You can get set up and running with a brand new Gmail account in less than 5 minutes, thanks to the effort behind the scenes at Google to make this process as easy as can be. All you need is an active internet connection and a computer, phone, or tablet. Simply pop over to the Gmail website, follow the on-screen prompts, and in 3-5 minutes you'll have your new account.

Your Gmail integrates with the rest of your Google Account, essentially your digital passport. Not only is your Gmail account going to give you access to some of the most powerful but easy to use email tools out there today, but it's also going to become your "digital passport". To avoid you having to remember a million and one different passwords and usernames, more and more websites, apps, and online services allow for direct integration with your Gmail account. All you have to do is connect these sites to your account and you'll be able to log in to them with the same credentials you use for Gmail.

## How to quickly add rows and columns to a table in Microsoft Word.



Microsoft Word allows you to create neat tables within documents. Once a table is created, there are several easy ways to add more rows or columns. Here's how!

The simplest way to add rows to your table is by placing the cursor in the cell at the bottom-right corner of your table and then pressing Tab on your keyboard.

This will add a new row.

Each time you want to add a row, you can select the cell at the bottom right and press Tab again. If you select any other cell and hit Tab, then the cursor will move to the next cell. It's only in the last cell that a new row gets added automatically.

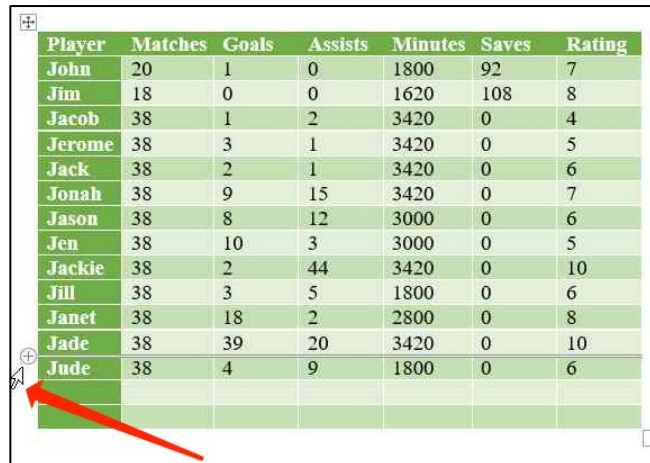
Player	Matches	Goals	Assists	Minutes	Saves	Rating
John	20	1	0	1800	92	7
Jim	18	0	0	1620	108	8
Jacob	38	1	2	3420	0	4
Jerome	38	3	1	3420	0	5
Jack	38	2	1	3420	0	6
Jonah	38	9	15	3420	0	7
Jason	38	8	12	3000	0	6
Jen	38	10	3	3000	0	5
Jackie	38	2	44	3420	0	10
Jill	38	3	5	1800	0	6
Janet	38	18	2	2800	0	8
Jade	38	39	20	3420	0	10
Jude	38	4	9	1800	0	6



## Press Delete to remove rows and columns

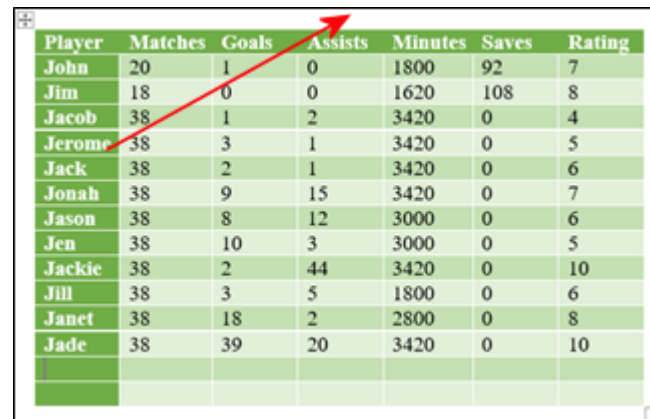
You can also delete rows and columns quickly by pressing the Delete key on your keyboard. First, you need to select a row or column. The quickest way to select a row is to click the area right outside the first cell on the left. You'll notice that your mouse pointer has been flipped.

When you see the flipped pointer, you can click to select the entire row. Now, press Delete on your keyboard to get rid of the entire row.



Player	Matches	Goals	Assists	Minutes	Saves	Rating
John	20	1	0	1800	92	7
Jim	18	0	0	1620	108	8
Jacob	38	1	2	3420	0	4
Jerome	38	3	1	3420	0	5
Jack	38	2	1	3420	0	6
Jonah	38	9	15	3420	0	7
Jason	38	8	12	3000	0	6
Jen	38	10	3	3000	0	5
Jackie	38	2	44	3420	0	10
Jill	38	3	5	1800	0	6
Janet	38	18	2	2800	0	8
Jade	38	39	20	3420	0	10
Jude	38	4	9	1800	0	6

To select a column, move your mouse pointer above the first cell of any column. The pointer will change to a down arrow symbol. Now, click to select the entire column then hit Delete.

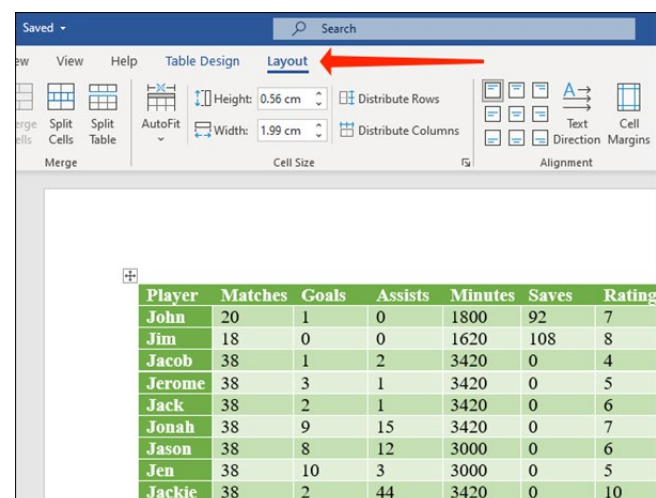


Player	Matches	Goals	Assists	Minutes	Saves	Rating
John	20	1	0	1800	92	7
Jim	18	0	0	1620	108	8
Jacob	38	1	2	3420	0	4
Jerome	38	3	1	3420	0	5
Jack	38	2	1	3420	0	6
Jonah	38	9	15	3420	0	7
Jason	38	8	12	3000	0	6
Jen	38	10	3	3000	0	5
Jackie	38	2	44	3420	0	10
Jill	38	3	5	1800	0	6
Janet	38	18	2	2800	0	8
Jade	38	39	20	3420	0	10

## Use the Ribbon Menu to add rows or columns

If you have a table in your Word document, the ribbon menu allows you to see some additional options to add rows and columns. You can access these options using the Layout tab in the ribbon menu up top. The only confusing part is that there are two tabs named Layout in the menu bar for some reason. You need to select the "Layout" tab on the right—the one next to Table Design.

Once you've selected this, you will find several table-related options there.

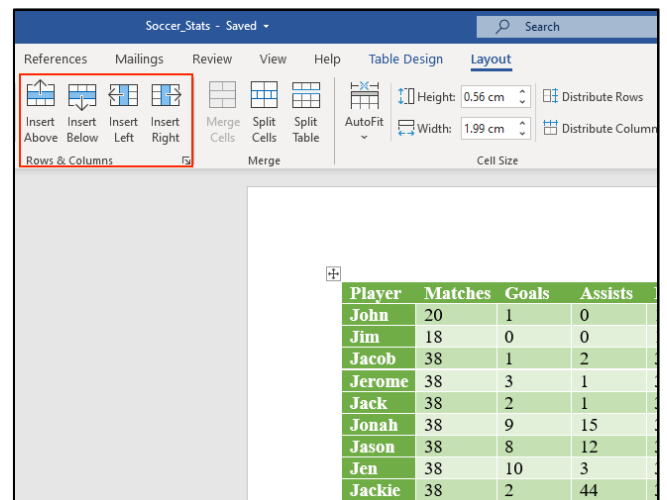


Player	Matches	Goals	Assists	Minutes	Saves	Rating
John	20	1	0	1800	92	7
Jim	18	0	0	1620	108	8
Jacob	38	1	2	3420	0	4
Jerome	38	3	1	3420	0	5
Jack	38	2	1	3420	0	6
Jonah	38	9	15	3420	0	7
Jason	38	8	12	3000	0	6
Jen	38	10	3	3000	0	5
Jackie	38	2	44	3420	0	10

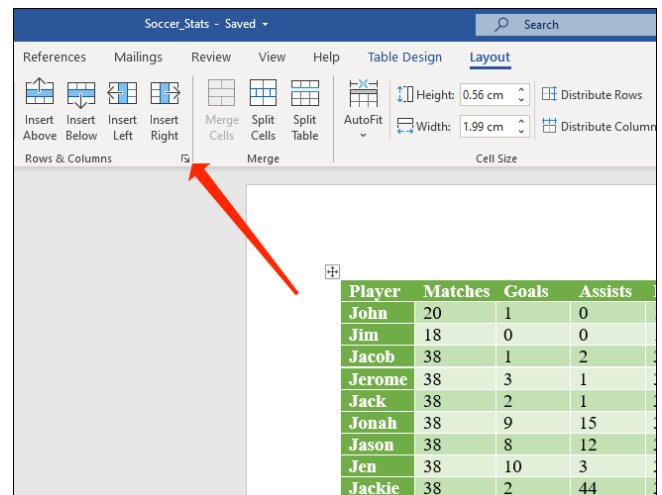


If you want to insert a row above the cell that you've selected in your Microsoft Word table, click "Insert Above." To add a row below the cell that you've selected, click "Insert Below." You can also add columns quickly using the buttons given here.

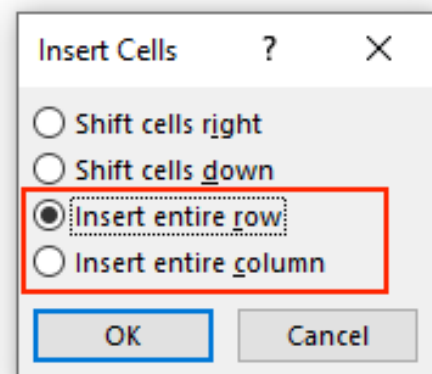
"Insert Right" will add a column to the right of the cell. Similarly, "Insert Left" will add a column to the left of the selected cell.



You can also click the arrow icon that's to the right of the "Rows & Columns" sub-head to reveal a few more options.



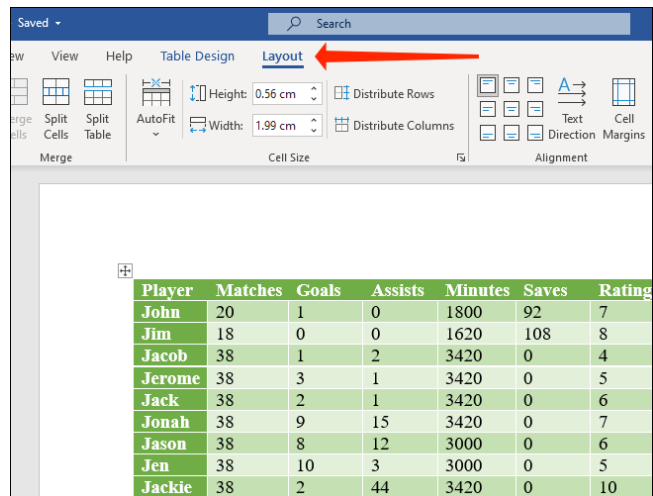
Here, you can click "Insert entire row" or "Insert entire column" to add rows or columns.





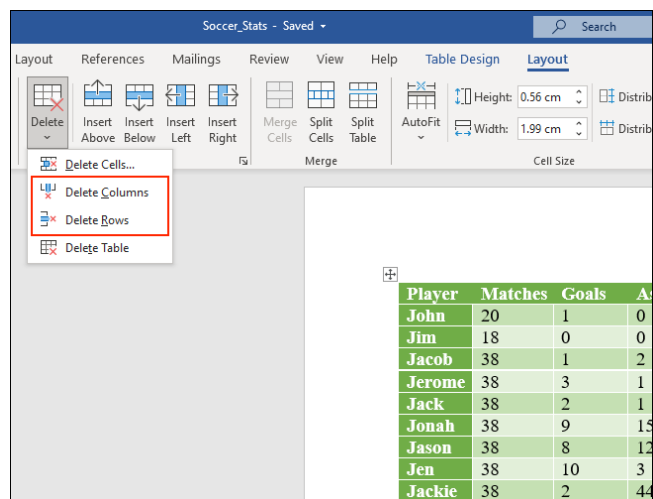
## Delete Rows and Columns Using the Ribbon Menu

Microsoft Word also allows you to delete rows and columns using the same ribbon menu. Click the “Layout” tab next to Table Design.



Now, go to the “Rows & Columns” sub-head. Click “Delete” to reveal the options to remove rows and columns.

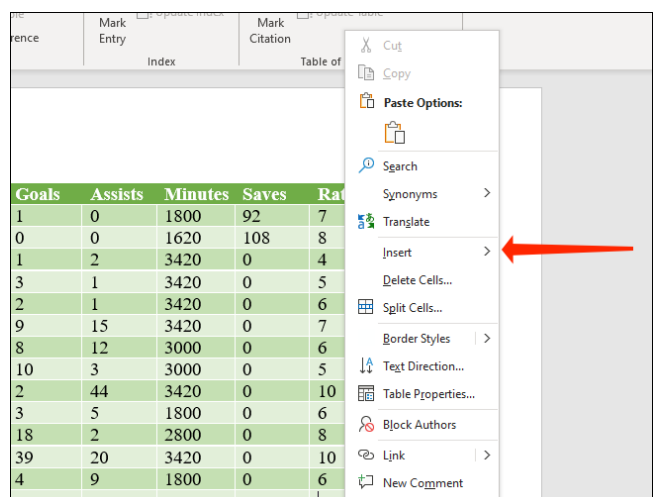
Select “Delete Columns” to remove the columns that you’ve selected in your Word table. Alternatively, you can click “Delete Rows” to remove the selected rows from your table.



## Add rows and columns using the Context Menu

Another quick way to add rows and columns involves revealing the context menu in Microsoft Word tables.

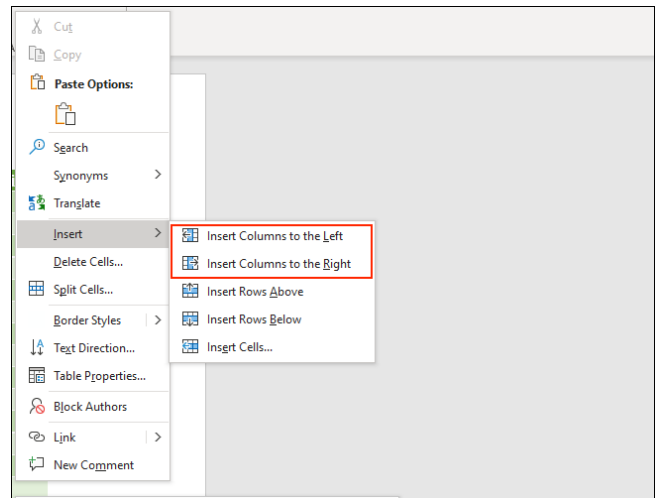
To do this, select any cell, column, or row, and press the right-click button on your mouse and select “Insert.”





You can select “Insert Columns to the Left” or “Insert Columns to the Right” to add columns to the left or right side of the cell that you’ve selected.

Alternatively, you can click “Insert Rows Above” or “Insert Rows Below” to add rows above or below the selected cell in your table.



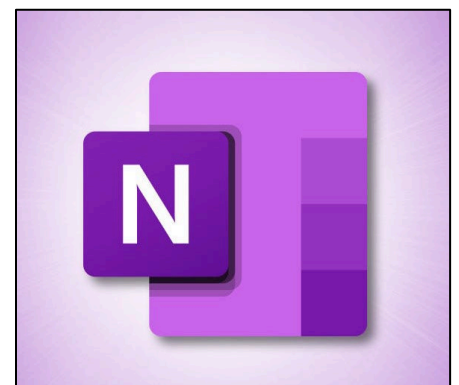
Experiment with these tips, you’ll find them very easy to use.

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 copy text from pictures using **How-To Geek** Microsoft OneNote

Microsoft OneNote, which comes with Microsoft Office, supports optical character recognition (OCR). This technology allows OneNote to recognize text within images letting you copy them and edit the content. Depending on your computer configuration, you could have two versions of OneNote on your computer, one titled “OneNote for Windows 10” and the other “OneNote”. The OCR facility works with the version that comes with Office only – ie: the “OneNote” version.

It’s a little messy but easy to do, here’s how it’s done.

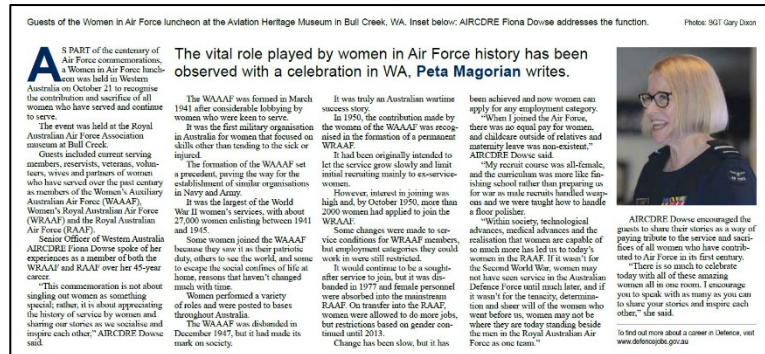


1. First, click and copy the image.
2. Open OneNote.

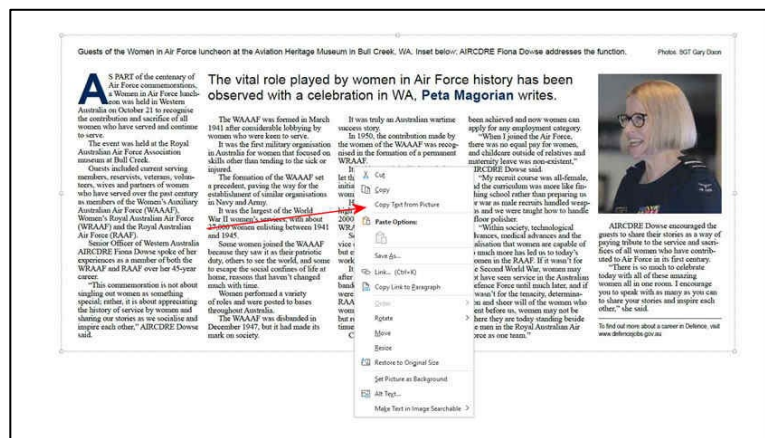




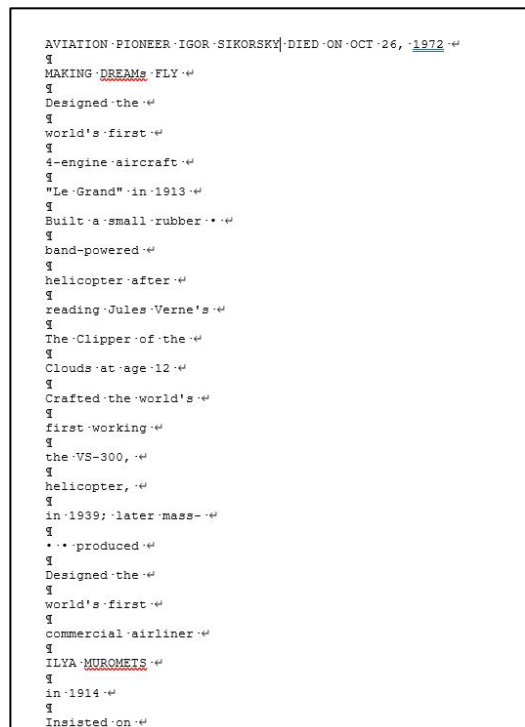
3. Right click anywhere in the body of OneNote and paste (Ctrl V) the image.



4. Left click the image, this will put a dotted edge around the image, then right click the image, a window will appear, click the "Copy Text from Picture" entry. The text will be copied but will not be formatted.



5. Open a new page in Word, then paste the copied Text (Ctrl V) onto the page. It will be in plain text format and look something like this (Click it).





6. You'll notice there will be a lot of "Soft Return" characters at the end of each line, first thing to do is getting rid of these. Click anywhere in the text that you've copied over then hold the CTRL key and press the A key. This will highlight everything, then hold the Ctrl key and press the H key – this opens the "Find and Replace" window, In the "Find what" window type ^L. (You'll usually find the ^ symbol on the 6 key). In the "Replace with" window use the space bar and place one space.

Click "Replace All"

7. Now you have to get rid of the Return characters (¶) Same as before, Ctrl A, then Ctrl H, in the "Find what" window type ^p. In the "Replace with" window use the space bar and place one space. Click "Replace All."
8. You'll end up with a lot of "two space" instances, once again, Ctrl A, then Ctrl H, in the "Find what" window place two spaces with the space bar and in the "Replace with" window use the space bar and place one space. Click "Replace All." You might need to do this twice.

9. This will leave you with one block of text (Click it). You can now format it anyway you like.

Guests of the Women in Air Force luncheon at the Aviation Heritage Museum in Bull Creek, WA. Inset below: AIRCDRE Fiona Dowse addresses the function. Photos: SGT Gary Dixon. S PART of the centenary of Air Force commemorations, a Women in Air Force lunch was held in Western Australia on October 21 to recognise the contribution and sacrifice of all women who have served and continue to serve. The event was held at the Royal Australian Air Force Association museum at Bull Creek. Guests included current serving members, reservists, veterans, volunteers, wives and partners of women who have served over the past century as members of the Women's Auxiliary Australian Air Force (WAAAF), Women's Royal Australian Air Force (WRAAF) and the Royal Australian Air Force (RAAF). Senior Officer of Western Australia AIRCDRE Fiona Dowse spoke of her experiences as a member of both the WRAAF and RAAF over

This might seem a complicated way of doing things, but when compared with re-typing a thousand or so words it's a breeze.

There are worse things than getting a call for a wrong number at 4.00 am, for example, it could be the right number



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## 601 Rookies Course.



Pedro Newman sent us this pic, it was his brother's rookie's course. Sorry – we don't have a date. Len Newman is in the back row, far right.

## Ghost Bat.

Australia's Defence Minister, the Hon Peter Dutton MP, has announced 'MQ-28A Ghost Bat' as the military designator and name for the first Australian-produced military combat aircraft in over 50 years, at a recent dedicated ceremony held at RAAF Base Amberley.



"The introduction of the new popular name is a rare and special moment in aviation history for our RAAF partners and industry team of over 35 Australian suppliers," said Glen Ferguson, director Airpower Teaming System Australia and International.

Selecting the Ghost Bat, an Australian native mammal known for teaming together in a pack to detect and hunt, reflects the unique characteristics of the aircraft's sensors and Intelligence,





Surveillance and Reconnaissance abilities and is a fitting name for this pioneering capability,” With a rapid development timetable of just three years from ideation to first flight, the development program leverages advancements in digital engineering, advanced manufacturing and unique Australian supply chain technologies.



While the Air Force’s Loyal Wingman development program name will phase out, Boeing’s product name for global customers will remain the Airpower Teaming System. “Our enduring partnership with the Commonwealth of Australia and Australian Defence Force (ADF) is fundamental to the successful development of MQ-28A’s complex technologies and capabilities and has global export potential for Australia,” said Dr Brendan Nelson AO, president Boeing Australia, New Zealand and South Pacific.

During 2022, the program will continue to accelerate the development and testing of the MQ-28A Ghost Bat, with a focus on sensor and missionisation capabilities to deliver on RAAF commitments. These requirements will continue to expand as Boeing moves towards the aim of delivering an operational capability for the ADF.

## **The CAC Aermacchi**

In August 1965 it was announced that the Aermacchi MB-326 aircraft had been selected as the RAAF’s new training aircraft. Commonly known as the ‘Macchi’ this aircraft was designed with an ‘all through’ jet trainer concept. This concept was being adopted by several air forces at the time as a cost effective training model. The underlying philosophy was for a relatively inexpensive aircraft design capable of training pilots from basic to advanced stages as well as having a secondary attack capability. The RAAF initial order for 75 aircraft was increased to 87 and then in July 1969 the RAN added an extra 10 aircraft to the order, resulting in a total procurement of 97 aircraft.

The design of the MB-326 was advanced for its time including lightweight ejection seats and cabin pressurisation. The engine choice was a Rolls-Royce Viper axial flow turbojet which had been originally developed as an expendable engine for use in unmanned target drones such as the Jindivik. The engine selection required subsequent redevelopment to remove non-critical



(and therefore very short-life) materials, the result was a very reliable, long life engine with over 5,500 delivered and powering dozens of aircraft types.



Licensed production of the MB-326 was undertaken in Australia with the manufacturing program consisting of Commonwealth Aircraft Corporation (CAC) as the Prime contractor together with Hawker de Havilland (HDH) and numerous other supporting organisations. Due to the tight time-frame of the program the initial aircraft were fully imported with a gradual increase of local content so by the time the 31st airframe was on the production line there was 85% local content.

Some of the more significant Australian design modifications included:

- Internal corrosion protection;
- Rain erosion coating for protection of the wing leading edge;
- Improved cockpit air conditioning for Australian conditions;
- Nose wheel shroud to prevent flameout when taking off from wet runways;
- Improved cockpit lighting;
- Modified oxygen quick release coupling for improved safety;
- Sealing of radio compartment to prevent water ingress and
- Rerouting of fuel and oil drains to prevent oil and fuel entering fuselage with consequent fire danger.

CAC was also responsible for the assembly of the Viper 11 turbojets, thus continuing the company's long term tradition of providing engines for RAAF aircraft. The first engines were fully imported with local content building up to 90% by the 81st engine. CAC delivered a total of 113 Viper 11 turbojets between 1968 and 1972.

CAC's aircraft production line was located at Fisherman's Bend Victoria with flight testing taking place at Avalon. To further support the program HDH established a facility at Guildford, Western



Australia, located close to the main operating base at Pearce. This facility was responsible for maintenance, repair of airframe, systems and power plant.

Similar to the RAAF, the RAN procured the Macchi's to replace the Vampire T/34As, Sea Vampire T.22s and the Sea Venoms as jet training aircraft. The 10 aircraft were delivered to 724 Squadron at the Naval Air Station - Nowra between October 1970 and September 1971 and were utilised for lead-in fighter and fleet support roles.

During their service within the RAN the Macchis had two significant incidents which resulted in loss of the aircraft. The first was aircraft N14-078 on 28 April 1971, at Sussex Inlet, as a result of losing control during an inverted spin over the ocean. The crew, Lieutenant Errol Kavanagh, RAN and Lieutenant Peter Clark, RAN ejected safely with minor injuries. The second incident was aircraft N14-073 on 7 December 1972 at Nowra, where on approach to runway 26 the aircraft suffered an engine flame-out. The pilot, Lieutenant Murray Smythe, RAN safely ejected but suffering a broken ankle as a result.

With no replacement for the carrier HMAS Melbourne (II) when she was decommissioned in 1982 the RAN's aviation focus became firmly fixed on rotary wing and possible acquisition of Vertical/Short Take-Off and Landing (VSTOL) aircraft. The result, was that the eight remaining RAN Macchis were transferred to the RAAF Number 2 Operational Conversion Unit.



Navy CAC Aermacchi MB-326H aircraft on training flights over the New South Wales south coast. The trainee pilot sat in the forward seat of the cockpit with the instructor behind them.

From 1989 the Pilatus PC-9 replaced the venerable Macchi in the area of advanced pilot training. The remaining Macchis were then transferred to the lead-in-fighter role, serving with Nos 25, 76 and 79 Squadrons in that role until replaced by the BAE Hawk 127 in 2000.

My going out clothes have missed me so much  
I put them on and they hugged me so tightly I could hardly breathe.



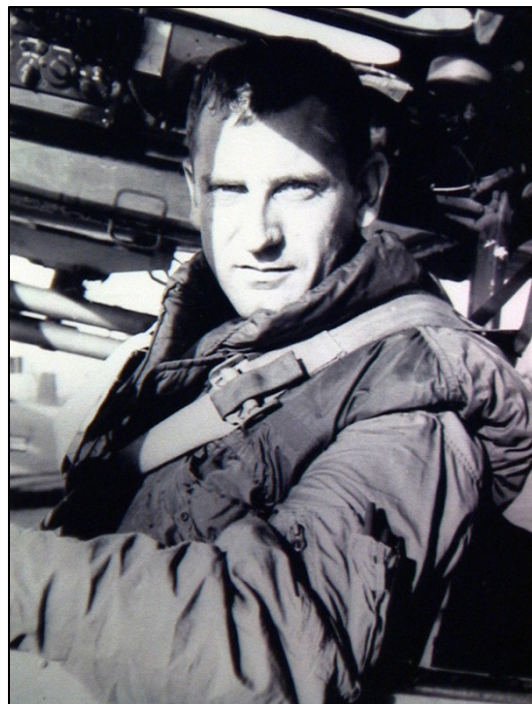
## Butterworth

Mike Gahan was cleaning out his computer the other day and found a large file he'd forgotten he had. It contains a huge number of pics taken at Butterworth back in 1965 – 67. He sent it to us, you can see it [HERE](#).

## Flight Lieutenant Garry Cooper.

During the Vietnam War, Garry G. Cooper was assigned as a Forward Air Controller (FAC) with the USAF 19th Tactical Air Support Squadron (TASS). His call sign was Tamale 35. He was cited by M/Gen Julian J. Ewell on 18 August 1968 with a Congressional Medal of Honour for his work as a FAC at Cai Be (near Rach Kien), Vietnam in support of the 3rd Brigade, 9th Infantry Division.

On that day he was riding in the command helicopter, a Raven OH-23, with the Brigade Commander Col Robert E. Archer, as the air liaison officer (ALO) directing F-4 strikes against the VC attacking the Brigade. The pilot was hit and killed and the Brigade Commander was wounded. Garry got the aircraft safely onto the ground, cut the engine power and carried the wounded Brigade Commander from the aircraft and had to spend that night in no-man's land. In the process of keeping himself and the Colonel alive he killed 10 VCs until his ammo ran out. A helicopter came in the next day and picked up the two and before Lieutenant Cooper could come aboard he had to kill two more VC before he leaped in the helicopter.



Garry was a legend in Vietnam and was in the chain of USAF command as a FAC directing air strikes of all US air resources in the area. He was directly under the control of USAF forces.

Garry Cooper did not get the Congressional Medal of Honour because he is not a US citizen and the Australian Government administrative procedures has prevented him from getting the Victorian Cross, their equivalent to the MOH.

Garry was interviewed in August 2004, click [HERE](#) to watch it.

There was an appeal back in 2018 but the appeal was dismissed. You can read it [HERE](#).

A bloke walks into a lumber yard and asks for some four-by-twos. The salesman asks, "How long do you need them". The bloke replies, "A long time, we're building a house".





## Terrain following?

A Ukraine SU-27 fighter returned to base with a road sign stuck to its jet intake...That's all. Class dismissed!



"If he's flying any lower, why, we'd need sleigh bells on this thing. But we got one little bulge on them Rooskies, at this height, why, they might harpoon us but they dang sure ain't gonna spot us on no radar screen."

Click the pic for a closer look.

## A97-214

On Tuesday, 22<sup>nd</sup> March, the National Vietnam Veterans Museum (NVVM) on Philip Island, Vic, took delivery of Hercules A92-214 forward fuselage/cockpit section from RAAF museum at Point Cook.

The heavily corroded C-130A aircraft, which was beyond economical and practical repair, was scrapped at Point Cook in February 2022 with the exception of the forward fuselage/cockpit section, which has been gifted to the National Vietnam Veterans Museum (NVVM) to be added to their collection.

The NVVM's intention is to restore it and to allow visitors access to the cockpit to fully appreciate how big this aircraft is.

Click the pic to see 214 in happier days. Bit of a shame really.





## Errol's Day

14th February 1956

Errol O'Hara, was an Armament Fitter, at 77 Squadron, Williamtown.

At that time 77SQN was operating MK8 Meteors and the day's program was Air to Air gunnery. The first detail should be airborne by 0900. At 0800 most of us armourers are at the eastern end of the ORP (Ordinance Readiness Platform), waiting for the Meteors to be taxied down to start the arming up procedure. As usual, we are sitting on two trolley loads of boxes full of ammunition, including a supply of B.F.M (Belt Feed Mechanism) for the day's program. A tent has been erected on the grass, just off the hard standing. It is used as a flight hut to control the day's schedule. Tables and chairs are provided for comfort (not much), but it suits all. All the chocks and battery carts are lined up on the ORP and in position waiting for the aircraft to arrive.



All the engine fitters and airframe fitters are waiting to marshal the aircraft to their appropriate spots. Before long, this area will have at least eight aircraft in position and maybe two more as spares. The first few aircraft are taxied down; having been pre-flight checked on the flight line. As soon as the pilots are out of their cockpits, the armourers are left to arm up. The Meteors have four Hispano 20mm cannons and they are a great aircraft to work on.

We armourers are divided into four teams of two and in no time we have the first four detailed aircraft ready, plus a spare. All Meteors have had all four guns armed with 60 rounds per gun, but only two will be plugged in on each sortie. I proceeded over to the flight tent to sign the EE77 of my aircraft as armed and serviceable.

I spotted a dual seat pilot trainer Meteor MK7 (A77-702), taxiing to the ORP. It was going to be the "target tug" for the day, so I decided to ask the OIC what the chance would be of getting a spare seat. Seat confirmed - great! All I need now was some flying gear. Most of the pilots were sergeants at the time (with a few officers) and I managed to borrow a leather helmet, oxygen



mask and a Mae-west from a sergeant pilot who was on the second detail. By now the Mk7 had shut down and was waiting on the ORP, giving me time to be strapped into the back seat. I was in and ready! All I had to do was to wait for the pilot, Flight Sergeant Geoff Talbot, a tall thin man and a very experienced and capable pilot, to do his external checks. Time to go! Pilot is strapped in, engines started, external batteries disconnected, chocks removed. Our call sign for the day is "Despot Tugboat".

The pilot is cleared by the tower to move down the runway facing westward. I can see the two armourers at the target end of the tow line, on standby waiting for us to pass the airstrip. After about another 1000 feet we were marshalled to a stop by two more armourers; CPL Keith "Dad" Roddom and his offsider, disappeared under the Meteor to hook up the target cable to a release unit at the rear of the centreline (ventral) fuel tank. This steel cable is 1000 feet long and has an extra length of 100 feet of webbing strap. The target banner is orange and is 30 feet long and 6 feet wide, with a big black ball painted in the centre as the aiming point. With the cable all hooked up, "Dad" marshalled the Meteor forward about 20 feet to take the tension on the cable.

With this done, he directed the pilot to stop, then with a thumbs up to the pilot, we were ready to go! The pilot advises "Here we go Gus"! The engines are roaring and the aircraft begins to vibrate for a few seconds, then the brakes release and we start racing down the strip. This is my first ride in a jet aircraft and those two Rolls Royce Derwent engines are certainly giving some push.



With correct speed obtained, the control stick is pulled way back and the Meteor climbs steeply. It gathers height quickly, as the banner has to leave the ground before we reach the end of the airstrip. Still climbing, the pilot does a 180 degree turn to port and rolls out facing seaward. Looking over to my port side, I can see two Meteors taking off from the airstrip; Williamtown has never looked so good! The pilot tells me 'Hey Gus! Turn your intercom off - you're making too much noise'! (heavy breathing).

Crossing Stockton Bight, the Meteors I had seen taking off have caught up, flying 200 to 300 feet off our port side and are too far away to take some photos. In a short time, we are on the 'Air to Air' range at about 20,000 feet. The pilot of the Mk7 clears the two fighters to commence shooting. This done, the first aircraft peels off and disappears behind our 'tugboat'. Seconds later, he appears to starboard and barrel rolls over us and forms up on the other fighters' port side. Each aircraft (in turn) makes about six passes, then they form up and let the 'tugboat' pilot, Geoff, know they have fired out. He tells them to switch off guns and return to base. Two other shooters should be here soon. About five minutes passes and Geoff, asks me to look for those two Meteors. So, with my steely blue eyes piercing the sky, I found them and report, "There they are, 11 o'clock high"; I knew what to say, as a couple of years ago I had seen the movie "12 O'clock High".



While they are shooting at the banner, I took the time to admire the instrument panel. So far I have flown in a Catalina, Beaufighter, Ryan STM, Tiger Moth and a Dakota. This is the first time I've had a big instrument panel all to myself and it looks like a sea of Chinese faces, as they all look alike to me. There are no armament switches on board, as this aircraft does not carry any weapons. I found the undercarriage lever and those three yellow lights (must be ok?). I also found the three fuel gauges at the bottom of the panel.



The back seat area of this dual is quite big, with plenty of arm room. There are no floor coverings and you can see the bottom of the fuselage. There are two slides to rest the feet on, which lead up to the rudder pedals. There are also no ejection seats in the Mk7 but a bucket seat is provided to sit on, with a dingy pack and a backpack parachute is there. If in an emergency and at a low level, you can't get out, but at higher altitudes, the canopy is jettisoned as the aircraft rolls onto its back. I was told 'just release the seat harness and kick yourself out of the cockpit', taking care not to hit the tailplane on the way out.

About an hour has passed and we have flown up and down the range quite a few times, seeing Broughton Island on every turnaround. The last two Meteors have finished their passes and are headed back to base. We are now losing height and tracking for Williamtown. "Willy Tower, Despot Tugboat", Geoff calls base and asks for priority landing as we are getting short on fuel. The tower clears us as requested and as we are now getting lower I can see Williamtown as we head for Stockton Bight. The banner we are towing must now be full of holes and the aircraft that have been shooting at the target have different colour paint on their ammunition which marks the banner as the round goes through, so each pilot knows his result.

Getting much lower now over the sand. Geoff lines up left of the runway and slows as we pass over the fence. As we continue on, about 2000 feet along the side of the airstrip, the banner and cable are dropped. Now free of the cable, Geoff accelerates and does a tight port turn, levels out and lowers the undercarriage. Looking at the landing gear panel, I see a green light and two red lights. "This is not good!" I thought. The landing gear goes up and down twice more and then the pilot notifies the tower of our problem. The starboard main and nose wheels were indicating "not locked down" on each occasion. Those red lights looked to me as though they were getting bigger and BIGGER and looked like big red saucers to me.

We are almost on the ground, when Geoff tells the tower that the wheels won't lock and that he intends to "belly land". He accelerates again and gains a bit more height and does another tight port turn, jettisoning the ventral tank. "Dad" Roddom is on his tractor; he was retrieving the cable and banner and saw the empty tank tumbling down. He made a very hasty retreat! This turn was pretty tight and very low, as the trees did not look to be far away. By now, the "crash alarm" would have been sounding at the control tower and the emergency services activated.

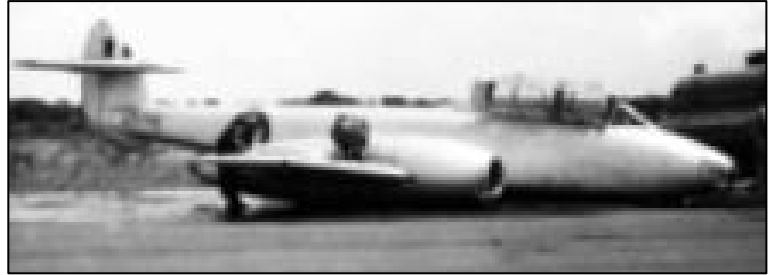




With wheels retracted, we line up with the airstrip. I looked at the fuel gauges - "EMPTY"! No more circuits on this flight! With a quick glance out the starboard side, I see all the aircrew and ground crew standing on the wings of the Meteors, getting a good vantage point to see the belly landing. A message from Geoff to "Tighten up your seat belt Gus!" was unnecessary, as the guy who strapped me in had done it that tight even a fart couldn't escape! Surprisingly, it was a smooth landing, with no jolt, just a scraping noise that got louder. (As I mentioned before, I had been in a Catalina and it made the same noise landing on water, but this one was smoother).

The aircraft slides to a stop with smoke coming from the starboard engine. The canopy is flung open (and it's a big canopy too) and Geoff yells "Get out quick Gus!" I quickly released the seat harness, ok now the parachute, easy rotate the turn buckle, hit ... NOTHING! Hit it again, NOTHING! More swearing!

Thinking, thinking; safety clip, remove, HIT – success! Parachute released and I'M OFF! Now, Geoff had been calling me "Gus" a few times now, but this was hardly the time to tell him my name was not Gus, but Errol, as he had both feet on the ground and was ready to run. I stood up to get out and forgot to unplug the intercom and oxy hose – more seconds wasted unplugging.



As quick as lightning, I'm over the side and feet on the ground, I can hear the crash truck coming, with the Mae West still attached to the dinghy pack by a lanyard (I panicked a bit). I tried to break it with my hands, but couldn't. By now the pilot is about 30 – 40 feet away and running. I reached into the cockpit and pulled the dinghy pack out. Half the parachute comes out. I disconnect the dinghy from the parachute, drop the dinghy on the ground and started to run. After about 20 feet, I find that the Mae West was still attached to the dinghy. It had tripped the gas bottle and had started to inflate the pack. By now, the crash trucks had arrived and I ran in between them with an inflating dinghy in hot pursuit! Geoff was now on his way back to the aircraft; he stops and puts his hand on my shoulder and asks, "Are you ok?"

"Yes, I am ok". It is now that I found the simple release unit and unclipped the dinghy. With the fire out and still a lot of commotion around and with my helmet and oxymask still hanging nonchalantly over my shoulder, I walked around with my camera and took a few photos. I went over to the ambulance and the Sergeant medic asked how I felt. I told him I had a very dry mouth. All he had was some orange syrup, which was quite thick. I took a mouthful, which was enough.



This ambulance was one of those old Ford Blitz trucks, with a big square box on the back and a big red cross around it. WWII stuff! The aircraft was now surrounded by pilots and other officers all looking; everything was happening. The crane had arrived and the sergeant pilot that I had



borrowed the gear from came over to get it back, so I can't be posing anymore! Within minutes, a jeep arrived and took me back to the ORP where I was greeted with a very warm reception. In no time at all, I was back to work. There were aircraft to be serviced, and armed.

About an hour later, an officer approached me and said I had to see the base doctor. The doctor asked if I had been hurt? "No", I replied. And then, how did I feel? "Good", I said. "OK then, back to work", he says. I walked back to the armament section and spoke to F/SGT Johnson. We talked for a while and then I was dropped back to the ORP, where I finished my day!



Well, what a day! It's been a great day. A very exciting day. The emergency in the air only lasted a few minutes. I don't think I was frightened or scared, as everything had happened so fast. I may have panicked a bit (a BIG bit!) but, I knew I was in safe hands with the pilot, Geoff Talbot, who at all times was in complete control. I can now add another aircraft to my 'flown in' list.

I joined the RAAF as a cooks' assistant and re-mustered to armament. I have always been proud of my trade, my squadron, my work mates and the great aircraft I have worked on but today, was MY day and not too many armourers would have experienced a day like today. Then again, it was also a "Day in the life of an Armourer" as later, I was summoned to the "Pilots Room" to make a statement for the crash enquiry. Halfway between the Armament Section and the Crew Room, I passed the CO of 77 Squadron.

Thinking I was in a non-saluting area, I did not salute; BIG Mistake! He stopped me and told me in no uncertain terms of my obligations. He then received the biggest and best salute I have ever given.

## **The Mini.**

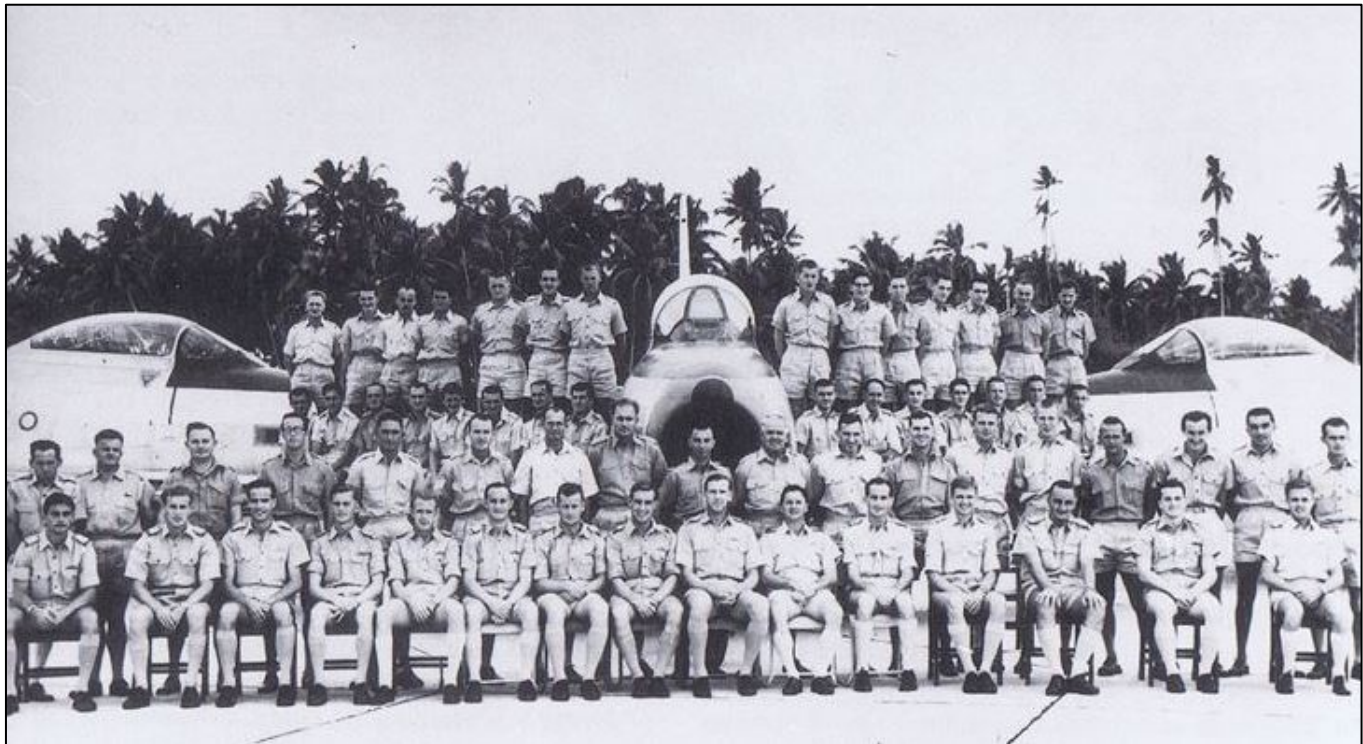
They reckoned you could fit a lot into one of those little minis – but this is ridiculous.

Is that Dollar on the right?





## 77 Sqn 1960



## 77 Sqn 1962



At my age a trail of clothes leading to the bedroom means I dropped them on the way from the dryer.



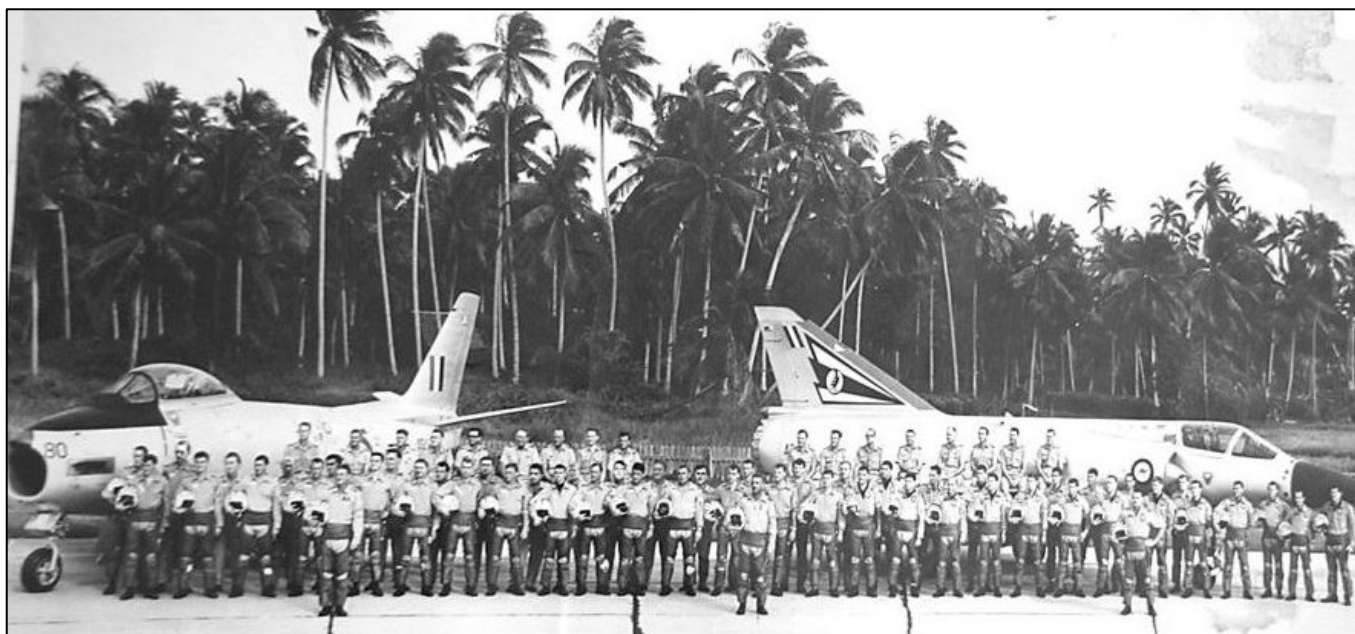


## Aircrew 1962



**L-R:** Orf Bartrop, Don Newton, Nutsa Palmer, Dennis Robertson, Doug Johnston, John Myers, John Hubble, Ray Trebilco, Roger Carmichael, Bill Scott, Cliff Viertel, Brian Dirou.

## 78 Wing, 1967







## Sabre Crews – Butterworth, 1967



## With the PM



Reg Richardson with John Gorton, 77 Sqn, 1968.



## 77 Sqn 1969



## 77 Sqn HQ





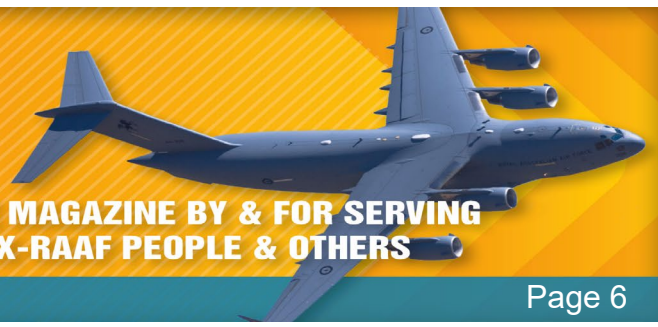


## It ain't live!



Tony Mumford. He says: "The legend on the bomb is pure fifties language, it says *"Pilot, pilot don't be slow, take this bomb and go man, go!"*. Very macho photo but an expert would notice that the bomb hasn't been fused yet. To have struck a pose with a fused bomb would have confirmed what my mates have long suspected that I'm a sheep short in the top paddock."

**I said I was good at  
making decisions. I didn't  
say the decisions I made  
were good.**



## Out in the Shed with Ted.

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## Combatants surrender to 'Ned Kelly'

Townsville was the Headquarters of RAAF North Eastern Area during World War II. RAAF 35 Transport Squadron was also based there. Lloyd Mortlock of Ocean Shores, NSW, who was Squadron Navigation Officer with 35 Squadron around the time of the official Japanese surrender, has provided us with some details of a most extraordinary happening - 'The Galela Incident' - which had some rather unexpected repercussions. Lloyd continues.

Though I was not a participant in the actual operation I was aware of an unauthorised Japanese surrender to some of our chaps on Galela Island that caused a major 'flap' at Townsville as evidenced by the large number of signals about it which I saw passing through the base. I knew that in August 1945, 35 Squadron had a detachment at Morotai, just a couple of degrees off the equator, and that crews there were well aware of tiny Galela Island about twelve miles to their north with an airstrip and a Japanese garrison but which, weeks after the Japanese surrender had not yet been taken over by Allied Forces. Accordingly it was 'off limits' to our personnel.



However one of our planes did make an unauthorised visit there triggering not only the Townsville 'flap' but also giving rise to many vague and extraordinary stories, half-truths and exaggerations.

But what really did happen on Galela Island? The central figure in these events said nothing for over fifty years - until he finally agreed to tell the full story for the first time in a book. He is Mick Murphy, later of Maddington, WA, who at the time was a pilot on 35 Squadron flying C-47 Transports. This is Mick's own amazing story.

Why does a pilot decide to do silly things? What makes him take unnecessary risks? After fifty odd years I can't answer those questions. Most pilots in the area knew the history of the Japanese. Stationed at Galela Island, only about twelve miles off Morotai and virtually in our circuit area, they had tried to bring us in on their beacon when we were returning from missions. I was aware of this beacon on my return from the invasion of Tarakan in Borneo.

After the atom bombs were dropped on Hiroshima and Nagasaki on 6 and 9 August, Emperor Hirohito accepted an unconditional surrender with the cease-fire coming into effect on 14 August 1945. The Japanese surrender was signed in a formal ceremony aboard the USS Missouri in Tokyo Bay on 2 September 1945.

Since the Japanese Government had surrendered and there was no sign of any official surrender party I thought it would be worthwhile to fly over and pay them a visit and see what war spoils we could collect. I think one thing that motivated me was that I had missed out on all the interesting booty which invariably turned up on these occasions. I was always at the wrong place at the wrong time.



The Galela visit was just a spur-of-the-moment decision. I felt I could bluff my way through, and tell the Japs, 'I have been sent over to collect your arms; there will be another visit in the near future', and so on. Bluff, bluff, bluff!

I shared my plans with twelve colleagues including my crew and we set about acquiring machine guns and ammunition and other arms in case the visit backfired. As additional precautions some of the chaps also altered their uniforms and badges to confuse the Japs. One wore an old army jacket that still had its badges on it.

Another chap added some unofficial decorative badges plus extra pips and stripes tacked on. They fixed these up to make it difficult for anyone to give accurate descriptions of who they were if there was an investigation later. I wore some jungle greens and my normal officer's cap but we certainly looked a motley crew.

We arranged for an air test on a C-47 that had been recently serviced and took this opportunity to put the plan into operation. After completing the normal tests, the chaps changed into their specially altered 'uniforms'. Then the tension and anxiety started to increase.

On arrival over the Galela strip I did several low-level runs to survey the situation, with all twelve of us looking out to spot gun positions and any sign at all of hostility. To our amazement quite a few Japanese ran out to the side of the strip waving. They seemed excited to see us in our RAAF Dakota. The strip looked long enough to get down and off again, so I called out to the crew and others, who included some other officers, 'Will we give it a go? The strip looks OK.' We had a quick discussion and one by one they nodded, so now for the test, friend or foe? The big question was whether they had been told the war was over and had been instructed to be nice to us. At this stage I was anything but relaxed.



Amazingly we landed without incident - no obstructions, no gunfire. We taxied back to put the aircraft in the best possible position for a quick take-off. Once on the ground our plan was for us all to disembark. I would make initial contact with a small party, then signal if everything was OK and for the others to come over except for a guard party which was to remain with the aircraft and have their machine guns at the ready. It seemed a very long walk across that strip to make first contact and we went most apprehensively but I was astounded to see a small party of Japanese coming towards us carrying a makeshift white flag on a stick led by the Japanese Commanding Officer and the Doctor, (who acted as interpreter), together with two or three of their officers. Much to our surprise they were waiting for us, obviously expecting that any day somebody would be along.

The party stopped in front of us, bowed and saluted. I cannot remember the initial discussions, but the Japs were very humble, respectful and more than willing to help us, making it easier for me to carry out the biggest bluff I ever pulled off in my life! Our fellows quickly caught on to the situation, kept straight faces and we went through the charade of accepting the 'surrender'. I introduced myself as 'Flight Lieutenant Ned Kelly' and presented 'Flying Officer Don Bradman'



and 'Major Billy Hughes' and so on, according to the dummy names they had agreed to use. We were then escorted to the Japanese Officers' Mess. They showed us every courtesy, even serving us a meal and went to the trouble of preparing special bamboo cutlery for us.

Now confident and cocky as 'Flight Lieutenant Ned Kelly', I requested the Japanese to hand over all ceremonial swords, also numerous other interesting items such as cameras, money, knives, binoculars and twelve revolvers. They also insisted that we take back souvenirs of sake jugs and bowls, cigarettes, and chickens - which were a real treat after our bully beef, baked beans and goldfish (herrings).

These trophies were all laid out on a table near one of their huts adjoining the strip. The doctor suggested to me that I should take the Commanding Officer's personal sword, rather than offend by selecting another. This I did and it was presented to me with an elaborate gesture which made him happy. We duly signed and exchanged 'documents of surrender' and after all the bowing, farewells, thanks, etc, departed as soon as we decently could.

Back in the air our relief was enormous. That feeling I will never forget. It was agreed that I would take control of all the booty until the dust had settled, then I would distribute it amongst all who had participated in the venture.

Arriving back at Morotai we knew we were overdue and there was some concern as fuel is limited on an air test. Someone might have worked out that we could not have been flying all that time. But we thought we covered up pretty well by saying we had given the plane a very extensive air test. So far so good!

The days ticked by; can't remember how long, but we got to the stage when we thought it was safe to distribute the spoils. I thought no one knew about it



However a couple of weeks later when an official party led by high ranking officers did land on Galela Island to formally take the surrender they were told by the Japanese Commanding Officer, to their utter amazement, embarrassment and disbelief, that he and his forces had already surrendered to 'Flight Lieutenant Ned Kelly' and his officers. The sheer insolence of this deed immediately started a witch-hunt for the culprits, but not having any correct names or descriptions, they had no immediate success.

Then a little later back at Morotai, out of the blue came the request: 'Send Murphy up to see Area Officer Commanding Transport, Wing Commander Harry Purvis'. It seemed I was really on the mat. He began, 'Why would you do such a mad thing? We were just ready to mount a search for you'.

Somehow the word had leaked out. He more or less knew some of the story but wanted to know where we had been and what we had done. He did seem rather intrigued by the escapade. I pleaded that I had all along missed out on picking up any booty on such occasions because of my junior rank, that senior officers had taken all the good trips; I had missed out right back since





1942. This seemed to strike a slightly sympathetic ear, however he did hand out a nominal penalty for 'exceeding the time on an air test'. He also promised to put in a good word for me without guaranteeing anything.

'Thank you Sir', and it was all over. I really thought that that we could at last relax.

But then it happened! Days later a signal arrived from Townsville saying: SEND MURPHY BACK TO BASE AS A PASSENGER STOP REPEAT AS A PASSENGER.

Why would they write a signal like that: 'AS A PASSENGER" Perhaps I was being called for discharge? I had over five years service up. You can believe anything when you really want to.

On arrival in Townsville 'as a passenger' I was marched into the Commanding Officer's office. He was furious and proceeded to tear strips off me, right, left and centre. 'Why, why would you do such a foolish thing? You've disgraced the squadron. Embarrassed some high ranking officers. Broken the Geneva Convention. Endangered one of His Majesty's aeroplanes and one of His Majesty's crews. You're grounded.



You'll never fly another aeroplane while you are in my squadron.' And much more. 'Be prepared for a court martial within the next three weeks.

Dismissed.'

The Commanding Officer, Squadron Leader Roy Brown, was a well-built swarthy-skinned fellow with dark brown eyes. This particular day I swear they turned black! I was demoted to Duty Pilot



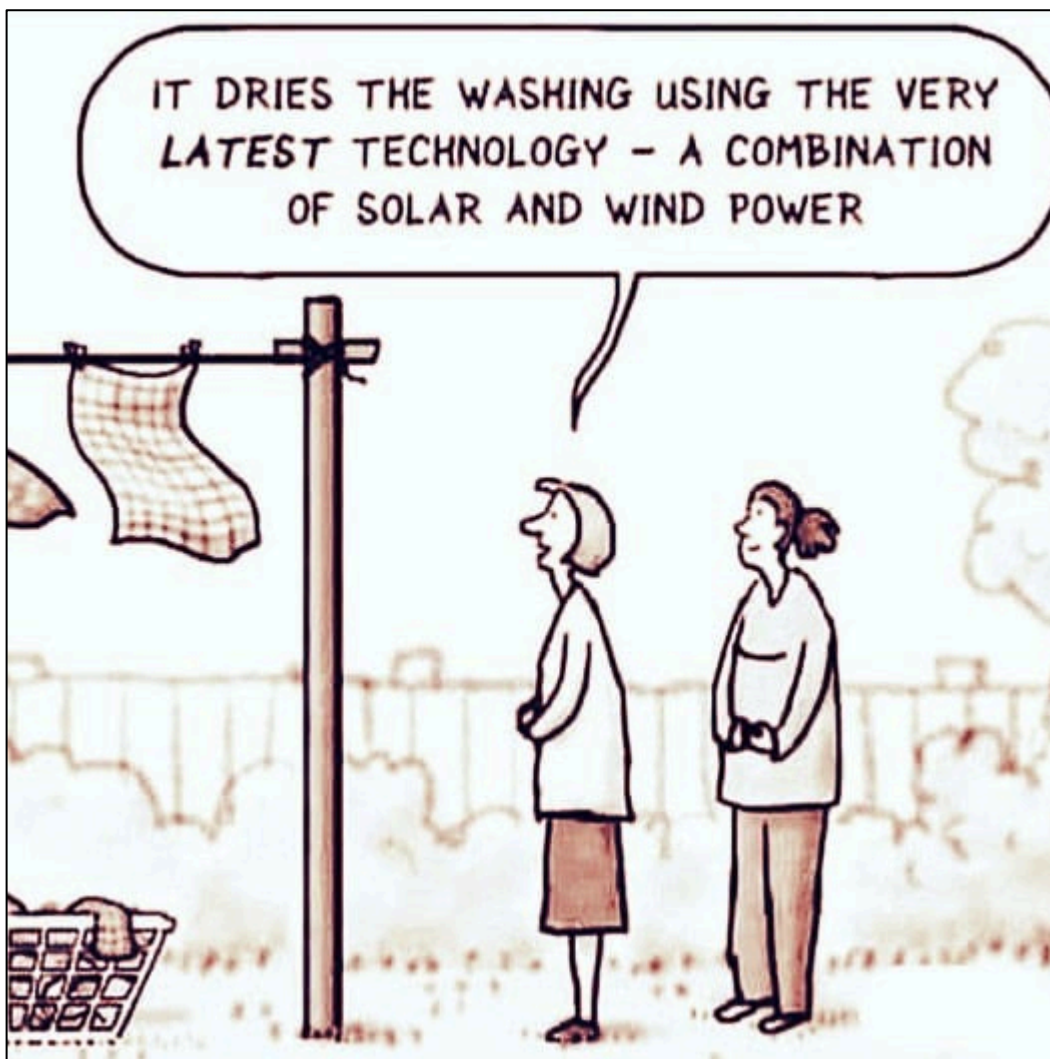


and for the rest of my time on 35 Squadron at Townsville, was relegated to the Operations Room, wielding a stick of chalk and a blackboard.

Some weeks later, with no news of my court martial and when things appeared to be gradually getting back to normal, Headquarters phoned me to prepare an aircraft for Perth, my home town. Rather cheekily I listed myself as second pilot and was amazed when this was allowed to stand. Not only that, once on the aircraft I was moved over to the left seat as No 1 pilot!

We had a great trip to Perth and on arrival back in Townsville I was told I would resume normal flying duties. The court martial had been dropped, we all kept our spoils and nothing further was heard on the incident.

For a further four months I flew, evacuating many who had been POWs for years, including nurses, and even flew a courier trip to Japan. In April 1946 I was discharged after six and a half years service.





## **RAAF denies problems with F-35 Joint Strike Fighter**

Australia's Chief of Air Force Air Marshal Mel Hupfeld has released a formal statement in response to media reports claiming that Australia's new F-35 Joint Strike Fighter is not performing to schedule.



In the statement, Air Marshal Mel Hupfeld said he rejected the criticisms made in The Australian article 'Defence revises down planned availability of the F-35A jet fleet'. "The criticisms contained are completely unfounded," Air Marshal Hupfeld said. "The Royal Australian Air Force has revised the expected flying hours based on our maturing understanding of the F-35A capability requirements and our expected build-up of the capability.

"Forward estimate flying hours are based on training and capability requirements, not availability. To use the basic singular metric of flying hours, to suggest that the F-35A is not satisfying its operational and training requirements, is misleading and simply false. I can confirm the JSF program has met all of its tasking commitments, such as exercises, verification and validation activities and training requirements."

Air Marshal Hupfeld disclosed that Australia had flown more than 15,000 hours in the F-35A thus far. "The project is delivering to the 2014 government-approved budget and schedule and has already achieved the key initial operational capability milestone of one operational F-35A squadron and training unit by December 2020. In 2021, the program stood up a second operational squadron and a third is occurring in 2022."

Moral: "Don't believe everything you read in the news-papers".

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



## Australia Day.

There's an [email](#) doing the rounds which proposes the real reason Australia celebrates Australia Day on the 26<sup>th</sup> January is because that was the day Australians received their independence from British Rule.

As usual it's a Furphy.

The real reason is the 26<sup>th</sup> January honours the establishment of the first permanent European settlement on the continent of Australia. On the 26<sup>th</sup> January, 1788, Arthur Phillip, who had sailed into what is now Sydney Cove with a shipload of convicts, hoisted the British flag at the site.



In the early 1800s the date, then called Foundation Day, was celebrated by politicians and businessmen of New South Wales with private dinners. It then began to be called Anniversary Day and in 1836 the first Anniversary Regatta, still held as the Australia Day Regatta and the oldest such sailing race in the world, was run in Sydney Harbour. In 1838, on the 50th anniversary of the settlement, official public celebrations were held for the first time. There were centenary celebrations throughout the continent in 1888 and in 1938, on the 150th anniversary, the day was proclaimed an official holiday.

In 1988, the 26<sup>th</sup> January became a national public holiday and, in an effort to end the practice in some areas of celebrating the day on the closest Monday, agreement was reached in 1994 that the holiday would be observed on the actual date.





## The history of the car radio.

Seems like cars have always had radios, but they didn't.

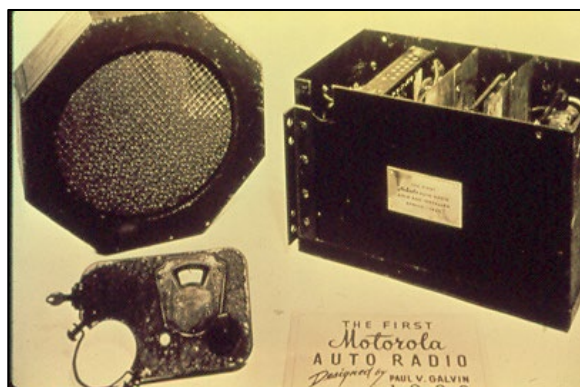
### Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy, cars have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.



Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

### What's in a name





That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio, the dashboard had to be taken apart so that the receiver and a single speaker could be installed and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running.





(The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory pre-set to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio, the Handie-Talkie for the U. S. Army.



A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

### **Whatever happened to the two men who installed the first radio in Paul Galvin's car?**

Elmer Wavering and William Lear ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the car experience again when he developed the first car alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats and eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



AND it all started with a woman's suggestion!!



## The Human Skeleton.

What starts out as a tiny egg and a gleam in a man's eye miraculously develops into a human being made up of the most amazing pieces, bones, muscles and other bits all arranged in perfect order.

Our bone structure, which holds all the other bits together, is what enables us to do what we do, to walk, to run, sit, pick up and carry things even make other persons. The whole process is mind boggling.

Click [HERE](#) to see the bone structure.

**WHY DO EGGS COME  
IN FLIMSY STYROFOAM  
CARTONS AND  
BATTERIES COME IN A  
PACKAGE ONLY A  
CHAINSAW CAN OPEN?**

## What is an Inkjet Printer?

**How-To Geek**

Inkjet printers have become ubiquitous in the world around us, as is printing technology, but do you know how it works? We'll demystify the process in this quick explainer and look at what goes into printing in general.

### How does an Inkjet Printer work?

The fact that Inkjet printers are so common hides the fact that they're a pretty marvelous work of engineering.





All the magic happens in the nozzle but is more than what it seems; in reality, it isn't one large nozzle but rather hundreds if not thousands of microscopic nozzles. These can often be as small as 10 micrometers in diameter, which is about a tenth the size of a human hair. So the tinier these holes are, the better the resolution of the printed image can be. Sort of like how pixels work with screens, the size and density of these tiny nozzles dictates the quality of the print.



The next step is releasing ink droplets through these nozzles at a very precise rate. Manufacturers delicately engineer the ink in terms of viscosity and pigment density to ensure that it's always the same amount of ink and that it looks just right on the page. For colour printers, there are often hundreds of separate nozzles for the different colour inks, in addition to the ones for the black ink.

Once the ink has been deposited on the paper, the only thing left is for it to dry, which sometimes takes a while given the Inkjet printing process. This is why Inkjet-printed pages are prone to smudging; the ink hasn't thoroughly dried. That being said, you can get around that by using pigment-based inks, which drops a suspension of pigment in a solvent that evaporates quickly, and therefore dries faster while leaving the pigment behind.

### **Why is Printer Ink so expensive?**

Generally speaking, there are two ways to explain the high price of printer ink. The first is the manufacturer's reasoning:

Ink is incredibly expensive to research and develop. It takes a lot of effort to create an ink that can be uniformly applied using the microscopic nozzles that printers have. The cost of this R&D is then offloaded onto the cost of the ink cartridges itself, thereby making them very expensive.

On the other hand, though, the generally accepted reasoning is that it makes them more money. It's no secret that some printers are cheaper to buy than their own ink cartridges and that's because manufacturers sell printers at a loss and make money from the cartridges themselves. On top of that, according to Consumer Reports, up to half the ink in cartridges is wasted during maintenance cycles.

### **Inkjet vs Laser Printer**

Of course, given how expensive inkjet ink is, one alternative is going for a laser printer instead. Laser printers tend to be much cheaper to run than Inkjet printers, sometimes even up to a tenth of the cost to print per page. In exchange for this cheaper cost, you end up having to pay a higher



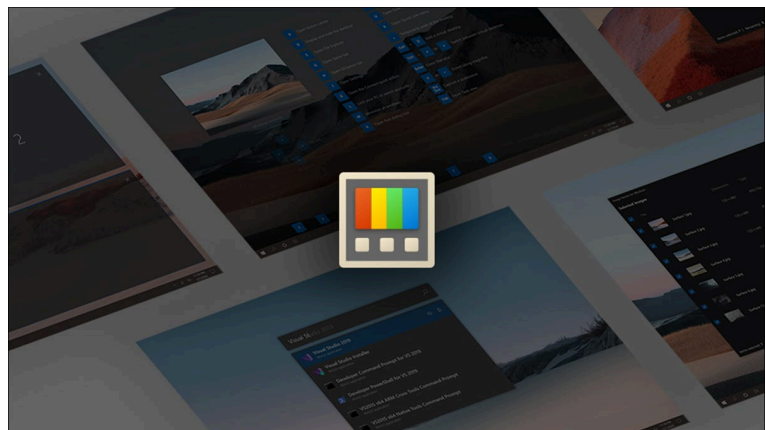


up-front cost to buy a laser printer since they aren't sold at a loss like some inkjet printers are. The other downside is that laser printing doesn't have the same resolution and quality as an inkjet printer does when it comes to colours. If most of your printing tends to be text documents, or if you don't have professional-grade colour quality requirements, laser printers can be a much cheaper alternative to Inkjet in the long run. That being said, if you do need the quality that comes with inkjet printing but want to avoid the higher costs, you should consider a [cartridge-less, ink tank printer](#) instead. You can refill the printer's ink tank yourself, and the cost per page is counted in one or two cents.



## Windows gets an always-on-top keyboard shortcut, thanks to Powertoys

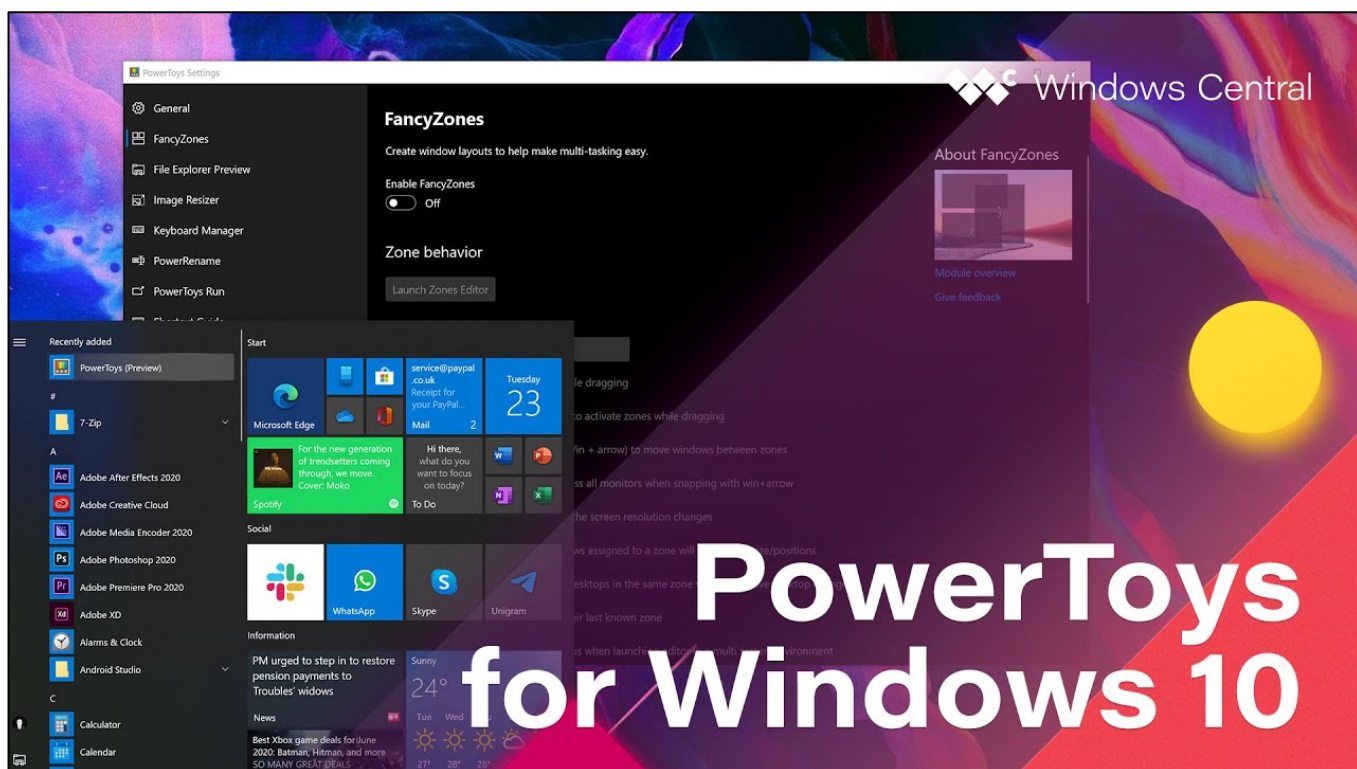
The latest version of Microsoft PowerToys adds a feature that Windows fans around the world have eagerly anticipated, a keyboard shortcut designed to keep a window on top of other ones at all times. In the release notes on GitHub for version 0.53.1, Microsoft said, "Welcome to the family! With a quick Win+Ctrl+T, the window in focus is toggled to be on top. Toggle again, and it reverts back to normal."





This new method is much easier than fussing with third-party tools or using other workarounds. Now, you need to download the latest version of Microsoft PowerToys, and you'll be able to choose any keyboard shortcut to keep a window on top.

One example of how this could be useful is watching a YouTube video, keeping it from going to the background when you click on something else. By entering your keyboard shortcut, the window will pin itself and stay in front of everything else.



Of course, this functionality comes along with everything else PowerToys can accomplish, so it's definitely worth [downloading the software](#) and trying it out, even if you only take advantage of one or two of the things it can do to make using your Windows PC more enjoyable.

## Battle of Britain Lace Panels.

Between 1942 and 1947, Dobsons and M Browne & Co Ltd, a Nottingham lace curtain manufacturer, made thirty-eight lace panels commemorating the Battle of Britain of 1940. The lace panels measure 4.5 x 1.62 metres and depict scenes of the bomb-damaged building in London, including the House of Commons, Buckingham Palace, St Clement Danes and Guildhall, aircraft types involved in the battle, floral emblems of the countries of the Commonwealth, and St Pauls Cathedral engulfed in flames.

Thirty-one panels are known to exist of which four are in Australia: The Australian War Museum, Melbourne Shrine of Remembrance (on permanent loan from the Air Force Association Victoria), RAAF Association South Australia, and Air Force Association Western Australia are the



custodians. The Battle of Britain Lace in the Shrine of Remembrance Melbourne is displayed in a climate-controlled glass case and is considered the most popular artefact on display.

One of those beautiful pieces of lacework was on permanent display in the previous RAAFA Club at Bull Creek in WA. After the old club was demolished, the lace panel has been stored in our Aviation Museum albeit not in an ideal environment. As I'm sure you would appreciate, the lacework is extremely delicate and cannot be hung like a piece of tapestry/carpet bought from "Rugs-A-Million"

The lacework also needs to be cleaned by specialised experts – it cannot just be thrown into the top-loader using a delicate wash-cycle. We are hoping to gather enough support so that the lacework will, once again, be on permanent display in our club.

If you are interested in supporting this invaluable piece of history, please get in contact.

*If you can help, let us know and we'll pass on your details to Ted. – tb*



## PowerToys.

PowerToys is a handy tool which you can download free from Microsoft. It contains loads of useful tools which once you start using you'll wonder how you did without them.

Click [HERE](#) to see some of them.





## Pension Rates – WEF 21 March 2022

The fortnightly rate of pensions is below:

Pension	Old Fortnightly rate	New Fortnightly rate	Increase	
Special rate (TPI) Pension/MRCA Special Rate Disability Pension	\$1,487.90	\$1,518.80	\$30.90	2.1%
Extreme Disablement Adjustment	\$822.40	\$839.50	\$17.10	2.1%
100 per cent General Rate of Disability Pension	\$529.10	\$540.10	\$11.00	2.1%
50 per cent General Rate of Disability Pension	\$268.40	\$273.90	\$5.50	2.0%
Intermediate Rate Disability Pension	\$1,010.40	\$1,031.40	\$21.00	2.1%
Service Pension - Single	\$967.50	\$987.60	\$20.10	2.1%
Service Pension - Couples	\$1,458.60	\$1,488.80	\$30.20	2.1%
Rent assistance single	\$142.80	\$145.80	\$3.00	2.1%
Rent assistance couples	\$134.60	\$137.40	\$2.80	2.1%
War Widows/ers Pension	\$984.20	\$1,004.70	\$20.50	2.1%
Income support Supplement	\$291.40	\$297.60	\$6.20	2.1%

The Carer's allowance is \$136.50 per fortnight and is adjusted each year on the 1st January.





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## My Story

### Phantom F-4E in RAAF service.

In October 1963 the Australian government announced the purchase of the then untested General Dynamics F-111. The aircraft ordered were due for delivery in 1968 to replace the RAAF's fleet of Government Aircraft Factory built English Electric Canberra bombers, however by 1969 continuing problems with the F-111 programme and a possible delivery date of 1974, if at all, meant an interim type was required as the Canberra's were running out of airframe hours.



Lance Halvorson and Dave Rogers AM



## Background

Defence Minister Fraser led a team of RAAF specialists to USA to review the F111 program with US officials. US Defence Secretary Laird was keen that Australia could meet its strategic interests in South East Asia and offered the F4E Phantoms as interim strike aircraft, at short notice and on very favourable terms. A little known feature of the agreement was that under U.S law, leased equipment could be recalled on the basis of...."extraordinary contractual actions to facilitate the national defence"....ie: the U.S could demand the return of the Phantom's at any time! The agreement also contained an option for Australia to buy the F-4's at US\$12 Million each, should the F-111 program be cancelled.



While the F4E was a great combat aircraft of the 1960s, it was an all-weather fighter with a limited all-weather ground attack capability. In the strike/attack roles, it could carry 12 x 500lb (227Kg) bombs and up to 4 Sidewinder air-to-air missiles, unrefuelled, over a combat radius of 450 n miles (840Km). Air-to-air refuelling would extend this radius. The Deputy Chief of Air Staff (DCAS) at the time, Air Vice-Marshal Charles Read, recommended the F4-E Phantom over two alternatives, the [Grumman A-6 Intruder](#), a capable all-weather attack aircraft and the British Buccaneer.

Interestingly, the F111 had a Navigation Bombing System (NBS) with similar capabilities to that installed in the A-6 aircraft. While the F4-E had a Weapons Release Computer System (WRCS) and the Buccaneer had a basic weapons delivery system, neither had a weapons system comparable to the F111 or the A-6. US technology, together with a proven combat record and weapons delivery platform (albeit visual), were better indicators of the RAAF preference for the F4-E while awaiting the F111 deliveries.

The McDonnell Douglas PHANTOM II was the fighter aircraft of the 1960s and 1970s. Designed as a fighter aircraft for the US Navy, it was used in many roles: fighter, interceptor, fighter-bomber, reconnaissance, tanker, drone, defence suppression and laser designator aircraft. The F-4 was the mainstay of the Western Alliance air forces and during the Vietnam War it meant American airpower. A total of 5,195 Phantoms were built in seventeen major variants. The RAAF operated the F4E as an interim aircraft while awaiting delivery of the F111C from 1970-1973.





From a pilot perspective, the F-4E was a magnificent aircraft to fly and operate. The high thrust-weight ratio, (with the great afterburners), gave excellent acceleration and the 8.5g limit, (clean) multiple/heavy weapons loads and integrated air-to-air and air-to-ground radar/navigation systems, made the aircraft a formidable weapons platform. Those of us who were fortunate to have flown and maintained the Phantom F4E in Nos 1 and 6 Squadrons, RAAF, remember those years with pride and satisfaction of having flown one of the world's great fighters. The F4 is the leading aircraft in the Warplane Hall of Fame.

### **Fraser-Laird Agreement.**

In June 1970 the Australian government announced the unusual step of leasing twenty four new Mc Donnell Douglas F-4E Phantom II's at a cost of US\$34 Million over a two year period inclusive of spares and training. The aircraft were delivered from the McDonnell factory in St Louis. Air-to-air refuelling support was included in the agreement; subject to a US overriding requirement, USAF would provide in-flight refuelling if a defence emergency requirement arose where Australia needed to deploy the Phantoms. Air-to-air refuelling was essential, as the F4-E was limited in range and could not deploy far outside Australia without tanker support.



### **Training and Ferry.**

Preparation for the receipt of the Phantom commenced in July 1970 with 39 members of a USAF Maintenance Training Team arriving at RAAF Amberley. A further 20 members of a USAF Maintenance Advisory Team and Mc Donnell Douglas representative Mr Arthur Hyde arrived in





Australia in August 1970. Aircrew training commenced in July 1970 at the McDill AFB in Tampa, Florida with navigators undergoing some initial systems work at Davis Monthan AFB in Tuscon, Arizona for a few weeks. Personnel of 1 and 6 Squadron's (82 Wing) RAAF who were tasked with operating the Phantom completed their conversion to type by September 1970.

Many aircrew and ground crew selected for the F4-E project had completed training on the F-111 in 1968 and were conversant with modern weapons systems. The first crews left Australia in early July 1970. Of the original 24 navigators who trained on the F111A at Nellis AFB in 1968, only ten remained at 82Wing. They were the first to depart for USA to train on the weapons system. Navigators who trained at Davis Monthan, joined the Pilots in August for flight conversion to the aircraft. Following conversion, crews picked up new F4-Es at the McDonnell Douglas factory before ferrying the aircraft to Amberley, via George AFB, Ca, Hickam AFB, Hi and Andersen AFB, Guam.

A mix of USAF and RAAF crews completed the ferry, with the last two Phantoms reaching Amberley on 4 October 1970. Captain Chris Patterakis (USAF) and FLTLT Lance Halvorson crewed the second last aircraft to reach Australia.

### **Back Home.**



By the end of November 1970, the RAAF had two squadrons of Phantoms operating at Amberley with minimal USAF support. Much of the ground support equipment procured for the F-111 was



used and a limited amount of test equipment came as part of the package. The project indicated the professional competence of the RAAF to train on a new aircraft, ferry the aircraft over the Pacific and have two squadrons operational in Australia six months after the decision was made to lease the F4-E Phantom.

The Phantoms were immediate hits with air and maintenance crews and the Australian public. During the RAAF's 50th Anniversary celebrations in March 1971, the Phantoms were the crowd pullers at major air shows in seven states. From a pilot perspective, the F-4E was great to fly and operate. The high thrust-weight ratio, (with great afterburners and the GE J79 engine), gave excellent acceleration and the 8.5g limit, multiple/heavy weapons loads and integrated air-to-air and air-to-ground radar/nav systems, were major technology leaps for crews who were used to the basic systems in the Canberra and Sabre. As in all two-crew aircraft, teamwork between the pilot and navigator in the planning and air phases of a mission is the key to success. Management of the weapons systems was a continual challenge to improve weapons delivery accuracy and post flight analysis by air and ground crews paid dividends. The serviceability rates achieved by the RAAF far exceeded that of many similar USAF units.

At that time, the F4-E model was the leading fighter in the west. It was a solid, stable weapons launch platform, yet highly agile given the aerodynamic design and dependable GE engines. Full afterburner to idle and back to full military power produced no stalls or other adverse effects, a trait not seen on many engines at that time. With a clean aircraft and 12500lb (5700Kg) fuel, from brakes off to 600 knots took a little under 40 seconds and a 3-4g rotation and climb to 40,000 feet took another minute. Perhaps slow by some of the aircraft today, but incredible in the 1960-1970s.



Air to ground gunnery with the nose-mounted GE M61 Vulcan 20mm gun was a new experience to many. A typical pattern was to enter at 4000 feet, followed by a low angle (15 degree) descent, opening fire at 1800 feet and cease firing at 1200 feet slant range. A yaw string on the nose in front of the pilot, assisted in balancing the aircraft for weapons release or gun firing. The gun had 6000 rounds per minute rate of fire, with a rounds limiter switch, which reduced the number of





rounds, to about 254, each time gun trigger was depressed. Rate of fire could be reduced to about 4500.

Crews used all the bombing modes, including, dive, skip, dive toss and level radar but the most accurate was the dive-toss—the navigator would acquire a radar lock on ground return, which provided slant range to the weapons computer to calculate the release point as the pilot tracked the target with the pipper. The weapon was released automatically as the pilot initiated a 4g dive pullout.

The RAAF used the Phantom primarily in the strike role although most sorties included training in the air-to-air role. Crews practised visual dive bombing from 30-60 degree (max 30 degree at night was exciting). The F-4E did not have an all-weather strike capability as the F-111 had. It suffered from an adverse yaw problem - at high angles of attack when aileron was applied, the aircraft would turn the opposite direction and depart controlled flight. The solution was to use rudder only, which took a bit of getting used to. In a tight turn about 5-6g, to reverse the turn, it was a boot full of top (or bottom, depending on the circumstances) rudder and hold the back stick. The aircraft would really whip around, so crews had to be on their toes.

Pilot induced oscillations (PIOs) could be a problem—caused by control inputs out of synchronisation with aircraft movements; a vicious un-planned change of flight direction was the result. Excessive power changes resulted in rapid trim changes with similar results.





Landing the Phantom was like any other Century series aircraft. Normal practice was to maintain speed around 125-130KIAS and fly at a constant angle of attack, no round out, until touchdown. Boundary layer control (BLC) improved the low speed handling of the aircraft. Ground effect and rounding out did flatten the approach slightly. The drag chute was very effective and often pilots would need power to make the turnoff before dropping the chute; nose wheel steering was engaged at 70KIAS. The E model brakes were very effective and with good judgement, the aircraft could easily stop in 1500 feet.

### **Landing Accident.**

The first major incident with Phantoms in the RAAF occurred with A69-34 on 19 October 1970. On its first flight in Australia after arriving from USA, A69-34 (with about 27 total airframe flight hours), the flight lead aircraft flown by FLTLT Jack Ellis, suffered a left generator failure and malfunctioning bus tie contactor. As a result, the brake anti-skid system and nose wheel steering were not available. As there was a prevailing 15 knot crosswind, normal USAF procedure with these systems inoperative, was to fly an approach-end engagement of the hook cable. USAF instructor pilots in the Amberley tower recommended the same action.



Following touchdown, at about 150KIAS, the hook engaged the cable on Runway 15 centreline. As the nose wheel trampled the cable, the cable oscillated and, together with slack in the cable, caused the cable to come off the drum, run out and break. The Phantom yawed to the right and ran off the runway before yawing back left when the left main wheel hit soft dirt. The cable whipped back around the aircraft, damaging the external tanks, landing gear doors and the radome. In addition, the aircraft suffered extensive damage to the front fuselage, right wing and left and nose landing gear structures.

The aircraft was repaired by 3AD in 11 months - the major repair was replacement of the right wing, the first time a depot repair task of such magnitude was carried out on a Phantom by any Air Force maintenance crews.





### Loss of A69-03.

The occupational hazards of flying high performance aircraft in hazardous conditions was brought home to the RAAF Phantom community when the RAAF lost an F4-E and crew on the night of 16 June 1971 near the Evans Head bombing range in NSW. After taking off from Amberley at 18:13 hours and following a bombing run at the Evans Head range, in inclement weather, the aircraft was clearing the range to the north and was completing a visual re-join on the flight lead when radio contact was lost. The following day after an extensive search had been initiated using military and civilian aircraft and shipping, pieces of wreckage were recovered and the aircraft officially identified as that of the missing Phantom.

The aircraft had crashed into the sea off Evans Head with the loss of her experienced crew, Pilot SQNLDR Stu Fisher and navigator FLTLT Rob Waring. Stu Fisher was a qualified Test Pilot and Instructor, whilst Rob Waring was a 2 Sqn, RAAF Vietnam (April 1967 – Oct 1967) veteran.

You can read the report on the accident [HERE](#).



### Return to USA.

On the 25<sup>th</sup> October 1972 six RAAF Phantom's returned to the United States followed by five more in November 1972, then another six in June 1973 and another four in June 1973. Finally in



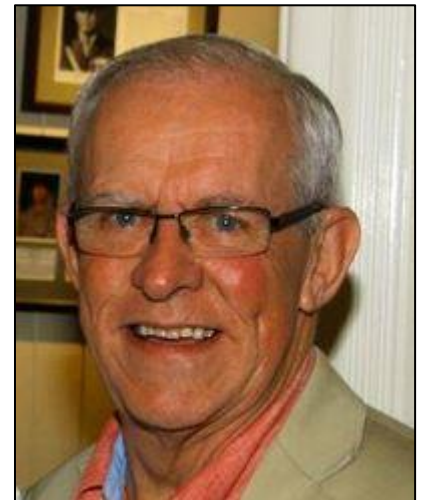


June, 1973 the last two Phantom's departed for their US home, all flown by USAF crews from the 388th Fighter Wing (388FW). The USAF had positioned a number of KC35 tankers at Amberley for refuelling duties on the return leg.

After only 2 years 9 months and 3 days the Phantom's RAAF tour of duty was complete.

Most of the 23 Phantom's returned to USA were modified to F-4G Wild Weasel (electronic warfare) aircraft and continued flying until the USAF retired the type in the late 90s. Nearly all the remaining ex-RAAF tail numbers were modified to QF-4 drones and employed as targets or are stored at AMARC (boneyard) at Davis Monthan AFB, Arizona.

The last official RAAF Phantom flight was on the 20<sup>th</sup> June 1973 with Pilot SQNLDR Dave Rogers (right) and Navigator FLTLT Lester Cavanagh. The aircraft was A69-8.



At the time of the Phantom's arrival RAAF members were brimming with enthusiasm to fly the F-4E, as the troubled F-111 was some years away. The prospect of a ground job or flying the Canberra for 8-10 hours a month on unproductive tasks was an unpalatable alternate. The Phantom was much more than a giant step ahead of the Canberra's in RAAF service and provided great experience leading into the introduction of the F-111. The USAF did offer the remaining 23 F-4E's to the RAAF for AUD\$54 Million, however this did not include spares and ground handling equipment, items which had not been procured due to the lease deal. However the deal with General Dynamics for the then still troubled F-111 was binding and the procurement went ahead.

### **Maintenance.**

In the short service life of the F-4E in the RAAF, several modifications were carried out. These included changes to the Westinghouse APQ-120 radar (completed June 1971), a check of all aircraft for defects in the flap emergency system (September 1971) with four aircraft having loose or broken lines. The most obvious modification to the RAAF Phantom fleet was the addition of low voltage formation strip lighting on the fuselage, vertical fin and wing tips, plus the "Midas 4" gun blast diffuser. The "Midas 4" mod was an extension to the aircraft nose cannon which allowed gun gas to be dispersed to stop engine flameout and a loud whistle, which could be heard from approaching F-4E's. Furthermore, some Phantom's required X-rays in early 1972, after the discovery of a large crack in the stabilators of 69-7234 "34" and it was discovered 69-7209 "09" was similarly affected.

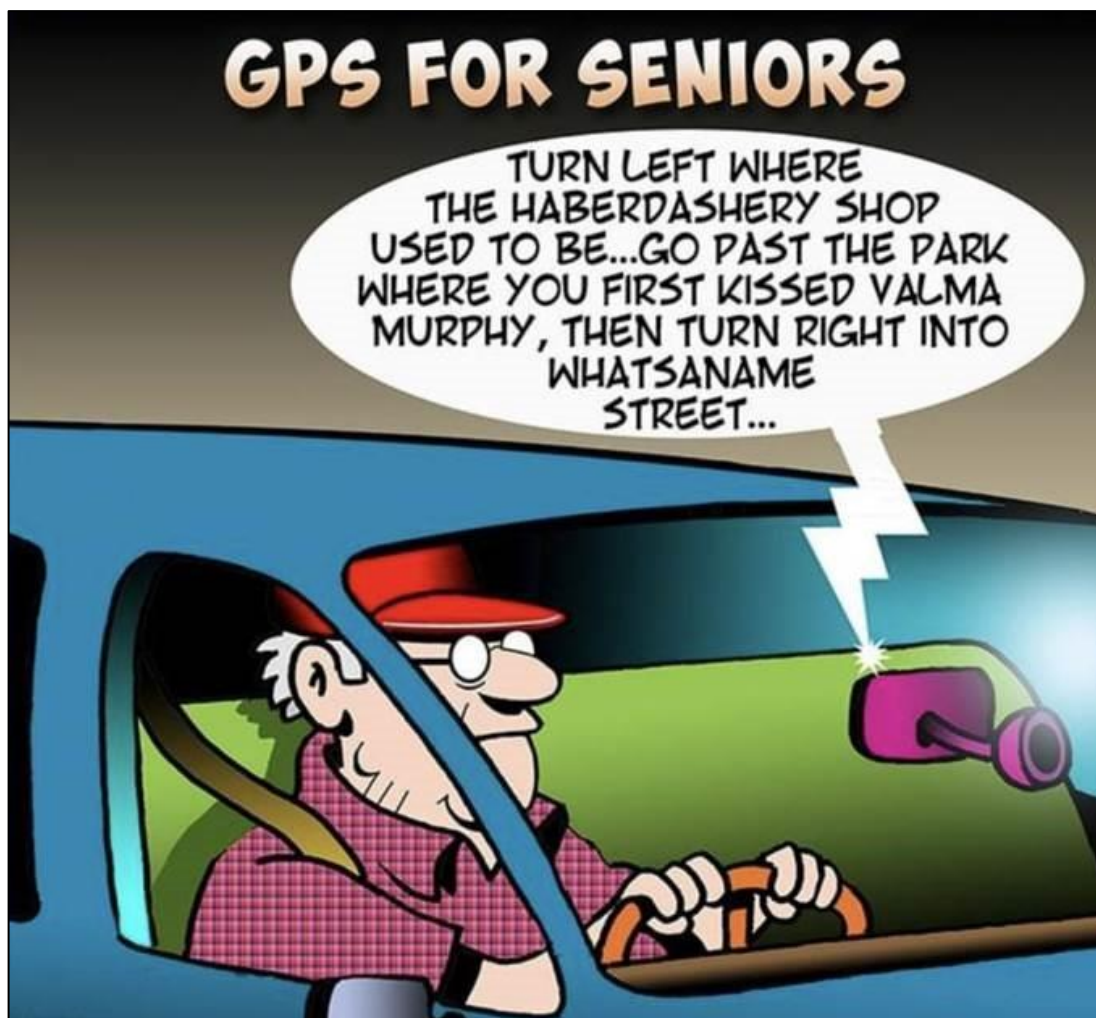
### **Summary.**

The RAAF crews who were fortunate to have been involved with the Phantom in RAAF service remember the years with pride and satisfaction of having flown one of the world's great fighters. The aircraft certainly introduced the RAAF into the American way of the fast, high technology



fighter/bomber with advanced systems, however, it did not have the capability that the RAAF required in an all-weather strike aircraft that the F111 would provide from June 1973.

While here, the major defence exercises in which Phantoms took part included "Pepper Pot" (21/10/71 - 06/11/71) working out of RAAF Darwin, with 77Sqn Mirages . After the exercise in November 1971 two Phantom's flew in excess of 2,800 kms from RAAF Darwin to their homebase RAAF Amberley, non stop. Another exercise was "Top Limit" during May 1972 again in Darwin with the F-4s "attacking" Darwin which was defended by RAAF Mirages and then in October 1972 the Phantoms attacked a splash target towed by HMAS Duchess off the coast near Gladstone, Qld.







## The people I meet.

Thursday the 17th March was St Patrick's Day, a day we turn stuff green and drink too much, though no-one really knows why. It's a bit like "he does – so I will". The celebration has absolutely nothing to do with Australia, but being the good bunch that we are, any excuse is a good excuse to we wear silly green hats, eat green pies and drink green beer – even though the colour blue was originally associated with St Patrick and green pies and silly green hats have absolutely nothing to do with him.

All this silliness started way back in 1631 when the Catholic Church in Ireland decided to honour St. Patrick who had been their Patron Saint for yonks and who had died around the fifth century — a whopping 12 centuries ago, but that's the Irish for you. No-one really even knows who he was, we "think" he was a Roman citizen, because Britain was Roman then and that he was enslaved and taken to Ireland where he either escaped or was released. As you did back then, if you couldn't get a job you became a priest and off he went converting all the Druids into Christians after which he would pass around the plate. Some say he also banished all the snakes out of Ireland too though we don't know where they ended up.



It wasn't until the early 18th century that many of today's traditions were kicked into high gear but as everyone knows, Catholics aren't dumb. Just have a look where all their schools and monasteries are, always in the best spots in any town, so it was no surprise that they plonked St Patrick's Day in the middle of Lent. Lent is a time where, for the 40 days before Easter, Catholics wear sack-cloth and ashes, eat porridge and Vegemite sandwiches and walk around with sad faces. If they do this every year they get a non-stop ticket straight into Heaven – there's no stopping at Purgatory.

So they thought, 40 days is a helluva long time to do the penance thing, how can we break it up a bit without committing a mortal sin? The good Irish Catholic folk in the US remembered St Patrick and as, up until then, he hadn't been awarded anything special they decided to give him a whole day – and a Feast Day at that. When Catholics in other countries saw this, they too realised what a great idea it was, they could break Lent in half, tuck in for all they were worth for one day, and still get straight into Heaven.

And that's how it all began though today we just do it because we can.

And so, being the good Catholic boy that I am and having been schooled at St Patrick's College in the mighty town of Launceston, I too decided to celebrate the day. My biggest problem was, apart from being a devote Catholic, I had also been expertly trained by the Air Force as one of their superior Radtechs and to this day, after having left the Air Force's employ some 50 years





previously, I still radiated considerable quantities of Radtechitis, which some say could be considered a dangerous health hazard as it attracts the female species in their droves.

I was well aware of this of course and as a rule never left the home without masking the Radtechitis. On that particular day, after having risen at 3.30am and wearing my lead lined overalls, I completed my 25km run through the suburbs in record time, returned home to a breakfast of 3 carrot sticks, half a lettuce leaf and a thin slice of wholemeal bread lightly toasted then hit the shower. After a scalding shower it was into the bath for 10 minutes which I had previously filled with cold water and blocks of ice. With pores closed it was then into the bedroom to get dressed. Prior to clothing up, I grabbed the jar of Vaseline, which I keep in the top drawer next to the bed, in case of emergencies and completely covered my immaculate body from head to toe in order to mask the Radtechitis, only then was it safe to don the garments and set forth.



Suitably attired I left the VW in the shed and caught the 345 bus into the City and headed for Brisbane's finest, the Jade Buddha on the river. Not wanting to cause a scene and have the populous paying homage, I found a table at the rear, pulled up a chair, ordered a no-sugar coke on ice and sat quietly watching the people enjoying themselves. Unbeknown to me, a small drop of coke landed on my arm and washed away a tiny portion of Vaseline allowing a whiff of Radtechitis to escape before the Vaseline had recovered the spot.



That tiny whiff of Radtechitis was blown back into the building by the cooling breeze and as it happened the lovely Abby Hibble, the Functions and Marketing Coordinator for the Jade Buddha, was in a major conference meeting with the owners and planning committee when that tiny whiff wafted in and was detected by her. Not able to resist, and being only human, she leapt to her feet, to the astonishment of those in the meeting, spun around 3 times, then with a hearty roar she bolted from the meeting and headed for the bar area, looking for the source of that elusive Radtechitis.

She spotted me quietly sitting at the rear and immediately draped herself upon my person in an attempt to soak up some of that intoxicating Radtechitis. I allowed this to continue for 47 minutes before discretely and gently extricating myself from her clutches.

The lovely Abby comes from Biloela which is the admin centre for the Banana Shire in outback Queensland, it has about 5,700 inhabitants and is about 120 km inland from Gladstone. After finishing high school, she moved down to Brisbane to study business and tourist management at Queensland University then it was overseas where she spent 12 months working at Disneyworld in the food and beverage section. What do they say, "Once a Queenslander, always a Queenslander", with this experience under her belt, but unable





to resist the lure of Qld, she returned home and worked at the Gold Coast Casino for a while until she was offered the Promotions position at the Jade Buddha which she readily accepted.

We go to the Jade Buddha quite a bit and the lovely Abby always makes us feel welcome, is always smiling and happy and genuinely seems pleased to see us. We can recommend it.

A Russian Jew named Jacob was finally allowed to emigrate to Israel. At the Moscow airport, a customs inspector found a statue of Lenin in his luggage and asked, "What is this?" Jacob replied, "Wrong question, comrade. You should have asked, 'Who is this?' This is Comrade Lenin. He laid the foundations of Socialism and created the future prosperity of the Russian people. I am taking it with me as a memory of our dear hero." The Russian customs official sent him on his way. At Tel Aviv airport, the Israeli customs official also asked, "What is this?" "Wrong question, sir. You should be asking 'Who is this?' This, my friend, is Lenin, the bastard who caused me, a Jew, to leave Russia. I take this statue as a reminder to curse him every day." The Israeli official sent him on his way. When he settled in his new home, Jacob placed the statue on a table. The following evening, he invited friends and relatives to dinner. Spotting the statue, one of his cousins asked, "Who is this?" Jacob replied, "Wrong question. You should have asked, 'What is this?' This is five kilograms of solid gold that I managed to bring with me from Russia without having to pay any customs duty or tax."

The Moral: "Politics is when you can tell the same story in different ways to fool different people and still come out smelling like a rose."

## **Gallipoli Barracks Family Day.**

If there is one thing the Army does well, it's look after its troops and also the families of its troops.

At Gallipoli Barracks at Enoggera in Brisbane, there is a not for profit organisation called the "Gallipoli Barracks Community" which is fully supported by Army and which provides a community space for Defence members and their families to come together for mutual support, education, connection with the community they live in and to support their personal and social wellbeing.

The Community Centre is an incorporated community organisation formed in 1991 to provide services to the families of Australian Defence Force personnel. It is managed by a committee of volunteers from within the Defence Community with first hand knowledge of the problems faced by serving members and the families of those members. Its primary source of funding comes from the [Family Support Funding Program](#) provided by the Department of Defence through the Defence People Group.

As most of us are aware, the Defence lifestyle presents unique challenges and opportunities, including the impact of frequent postings and deployments. There is a need for the establishment of good social foundations with a strong sense of community and a support network for those feeling the isolation a posting can bring. The Army does it well – the Air Force should look at it.





The Community Centre provides a number of programs to the Defence community including, well-being courses, a range of events and activities catered to young children, school age children and adults, ongoing access to support services and most of all a welcoming, supportive and safe space for the entire defence community to come to.







On Sunday the 13<sup>th</sup> March 2022, it held another of its Family Days. These well attended events are supported by many sponsors including TOLL, Wounded Heroes Australia, Australia Military Bank, Mates 4 Mates, Kedron Wavell RSL Sub-Branch and many others.

There were jumping castles, rock climbing walls, trampolines, military vehicles, one with a very familiar siren and of course face painting and free balloons all for the enjoyment of the kids as well as one privately owned and very well preserved, Ferret armoured car.

These little vehicles were designed and built by Daimler in the UK for reconnaissance purposes. They were produced between 1952 and 1971 and were widely used by regiments in the British Army, as well as the RAF Regiment and Commonwealth countries throughout the period.

Daimler built 4409 of these little vehicles – Australia operated 265 of them.

They would be the perfect vehicle for cruising Fraser Island, big chunky tyres, 4WD and built-in rod holders up front. It has a substantial hook at the rear and with its big 6 cylinder Rolls Royce engine would have no trouble getting the boat well up the beach.



It was an instant hit with the kids.

Blowing on the wine in your mug will convince your zoom meeting with your boss that your coffee is hot!





Several Kedron Wavell RSL Sub-Branch members manned the barbecue and as they do, “expertly” cooked hundreds of snags and onions on the huge barby, but being old blokes with brains that don’t work as smartly as they used to, were banished from the selling table which was faultlessly managed by ladies from the Community Centre.

We noticed there were no complaints.







The day started at 9.30am with everyone setting up for the day, people started arriving about 10.30am and by 2.00pm, it was time to start closing up. By 3.00pm everything had been packed up and removed and the area was “panicked.”

A great day.

## WOW!!

World War 1.	Date 28/07/1914.	$28 + 7 + 19 + 14 =$	68
World War 2	Date 01/09/1939	$1 + 9 + 19 + 39 =$	68
Invasion of Ukraine	Date 24/02/2022	$24 + 2 + 20 + 22 =$	68

## 2 Sqn AGM.

On Monday the 14<sup>th</sup> March, the 2 Sqn Association held their annual AGM at Harlequin Jacks, a bistro/bar which is situated above Central Station in Brisbane.

The meeting got underway at 11.00am.



**L-R:** Gary Olsen, Treasurer, Arthur Rennick, Secretary, Lloyd Brown, President.





Some of those attending the AGM.



Dianne Pickering, John Ward.





Arthur Rennick, Phil Marsh, Graham Bickle, Kevin Dadge.

In Ireland, the 99-year-old Mother Superior lay quietly. She was dying. The Nuns had gathered around her bed, laying garlands around her and trying to make her last journey comfortable. They wanted to give her warm milk to drink but she declined. One of the nuns took the glass back to the kitchen, then, remembering a bottle of Irish Whiskey that had been received as a gift the previous Christmas, she opened it and poured a generous amount into the warm milk. Back at Mother Superior's bed, they lifted her head gently and held the glass to her lips. The very frail Nun drank a little, then a little more and before they knew it, she had finished the whole glass down to the last drop. As her eyes brightened, the nuns thought it would be a good opportunity to have one last talk with their spiritual leader.. "Mother," the nuns asked earnestly, "Please give us some of your wisdom before you leave us." She raised herself up very slowly in the bed on one elbow, looked at them and said:

"DON'T SELL THAT COW."

## The Mustang, Sally Connors and Jimmy Stewart



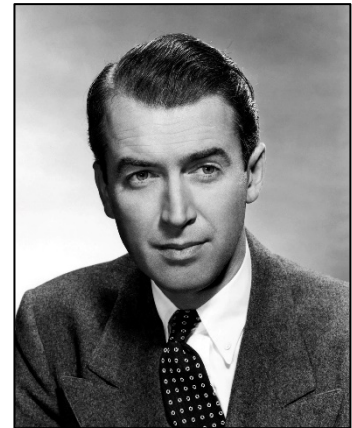
Sally Connors had been working at the Carlsbad Airport for three years and even though she was only fourteen years old, she knew more about flying than pilots much older than herself. She had been taking flight training lessons since she was thirteen and planned on flying solo when



she turned sixteen and getting her pilot's license when she became eligible on her seventeenth birthday. Sally first saw an aircraft up close on her fifth birthday at the San Diego Airport and had been consumed by anything aeronautical ever since. She read everything she could find about female pilots which included; Amelia Earhart, Harriet Quimby, Pancho Barnes, Bessie Coleman, Amy Johnson, Jacqueline Cochran and Willa Brown among others.

Her job chores at the small North County airport included walking the runway every morning at sunrise to make sure that it was completely clear of debris, running errands for pilots, washing down aircraft and various janitorial services. Sally would do any task without complaint or hesitation as long as she was able to be around aeroplanes. If she was lucky, one of the local pilots would take her up for a ride and if Sally was really lucky, the pilot would give her temporary control of the aircraft.

It was May 16, 1980 and the airport was preparing for the Memorial Day air show. The main attraction was going to be James Stewart, actor, pilot and World War II hero. He was going to fly his vintage P-51 Mustang fighter down from Los Angeles and perform at the show. Sally could hardly contain her excitement as she familiarized herself with the P-51 and James Stewart's flying history. She even compiled a list of questions to ask the iconic actor and familiarized herself with the development of the legendary airplane.



To most people it was just boring details, but not to Sally who found it captivating; The North American Aviation P-51 Mustang was an American long-range, single-seat fighter and fighter-bomber used during World War II and the Korean War, among other conflicts. The Mustang was designed in 1940 by North American Aviation. The Mustang was originally designed to use the Allison V-1710 engine, which, in its earlier variants, had limited high-altitude performance. It was first flown operationally by the RAF as a tactical-reconnaissance aircraft and fighter-bomber. The replacement of the Allison with a Rolls-Royce Merlin resulted in the P-51B/C model and transformed the Mustang's performance at altitudes above 15,000 feet, allowing the aircraft to compete with the Luftwaffe's fighters. The definitive version, the P-51D, was powered by the Packard V-1650-7, a license-built version of the Rolls-Royce Merlin 66 two-stage two-speed supercharged engine and was armed with six .50 caliber M2/AN Browning machine guns.

James Stewart's war time P-51 Mustang was modified to civilian use by adding a taller tail fin, wingtip tanks and a tight second seat that was placed in the space formerly occupied by the military radio and fuselage fuel tank. The real coincidence of the situation was that he named his plane, 'Mustang Sally' not after Sally Connors, but after his granddaughter, Sally, the second child of his daughter Kelly.

Memorial Day could not come fast enough for the precocious teenager and in the week prior to the holiday, Sally was at the small airport by the crack of dawn to do her assigned chores before heading off to school. When class was out, she rushed back to the airport, worked for two more hours then biked home before nightfall.

Her father, Bill was a former Army Ranger and World War II veteran and encouraged his only child to pursue her dreams, and even though he was concerned for her safety, he knew that trying to restrain her would be a serious error in parenting. His wife, Margaret, wanted a more



traditional life for her free spirited daughter, "She is so focused on flying that I'm worried she is missing out on other activities," Margaret said. "She gets good grades, is involved in sports, doesn't do drugs or cause trouble," Bill said, "Most parents would be thanking their lucky stars for a daughter like ours Maybe we should support what she is, instead of wishing that she was somebody else." "When you put it that way," Margaret smiled.

It was May 24th when one of Sally's friends, Shannon approached her as she was leaving school, "What are you doing for Memorial Day weekend..a bunch of us are going to the beach." "I'll be working at the air show," Sally responded. "You're always at the airport!" Shannon snapped back. "James Stewart is coming in," Sally responded. "Who's that?" "Seriously, Shannon, you don't know who James Stewart is?" Sally responded in amazement, "He's coming with his Mustang." "Big deal, my brother has a Camaro" "P-51 Mustang...never mind," Sally shook her head and walked off.

Sally asked Andy Howard, the airport manager everyday if James Stewart was still coming to the air show, "How many times are you going to ask me that question?" "I just want to be sure," Sally flashed an impish grin. "You'll be the first one I tell if anything changes," Andy promised.

It was Sunday, twenty four hours and counting to the Memorial Day show and Sally was up before dawn. Her father was already in the kitchen when she walked down the stairs. "Do I need to ask where you are going today?" Andy asked. "You don't need to, but I'm happy to tell you anyway," Sally smiled. "I hope you're not expecting too much from James Stewart," Andy cautioned his daughter. "What do you mean?" "He's a famous actor and a lot of people are going to want to talk to him. His time is limited and he'll be in his plane, then he'll probably be gone," Andy explained, "What I'm trying to say is that he might have not have as much time to spend with you as you would like." "I considered that possibility already, so I plan to be at the airport when Mr. Stewart arrives and I'm staying there until he leaves. If I see my opportunity then I'll take it, and if I don't then I also realize that life is full is of disappointments, this will just be one of them. That doesn't mean I shouldn't try, does it?" "How old did you say you were?" Andy smiled and was obviously impressed by his daughter's grasp of the situation. "Remember one thing, I'll never be old enough to stop having breakfast with the best dad in the world," Sally leaned over and kissed her father on the cheek.

It was almost 1400 hours on the Sunday before Memorial Day when one of the airport workers turned to Sally, "Everything is done, why don't you go home." Before Sally could answer, she heard something in the distance and listened more closely, "Hear that?" "Hear what?" The airport worker responded. Sally took off in a full sprint for the airport tower and ran up the stairs, found a pair of binoculars and looked to the west. Suddenly there was a radio transmission, "Carlsbad, this is Mustang HO624J requesting permission to land."



The tower operator was not there, since no incoming aircraft was scheduled for take-off or landing. It only took Sally a second to realize what needed to be done, so she picked up the radio, "Mustang, this is Carlsbad, you are clear for landing, approach from the east, crosswinds six to seven knots, visibility clear." "Affirmative," came the distinctive voice of the pilot.





As Sally rushed out to meet the aircraft, she bumped into Ben Littlefield, the tower operator and almost knocked him over, "What's going on?" "We have a plane landing," Sally replied as she kept running. "Nobody told me. It is James Stewart!" Sally knew the sound of every aircraft that flew regularly into Carlsbad Airport, but nothing sounded like the high pitched whine that grew ever louder until the afternoon sun reflected off the silver fuselage of the P-51 Mustang that quickly came into view. It was like a sliver of light as it sliced through the skies and then landed so softly that it barely seemed to touch the pavement before it taxied to the hangar area.

Sally guided the Mustang to an area that had been reserved especially for it. It dwarfed the Pipers and Cessnas that were parked nearby. James Stewart opened the cockpit and stepped out, he was an older man, his hair was gray and tousled and had the style of several generations earlier. His flight jacket was faded brown, creased and worn and the American flag was prominently sewn to the right shoulder. There were also several other squadron emblems on it as well. As soon as James Stewart's feet touched the tarmac, Sally said with utmost enthusiasm, "Welcome to Carlsbad, Mr. Stewart, my name is Sally Connors and I'm here to help you in any way that you need." "Did you say that your name is Sally?" James Stewart asked, "I like that name," and gestured to writing on the plane, Mustang Sally, "my granddaughter is named Sally."



"We weren't expecting you until tomorrow, sir," Sally said. "Call me Jimmy, I was planning on leaving in the morning, but it was supposed to be overcast with light drizzle until early afternoon, so I thought to myself, what would I'd rather do; take a nice ride along the coast in the sun today or fly in the 'May Gray' tomorrow?" "I'm glad you chose today," Sally smiled.

"I've booked a room at the Carlsbad Inn so I'll need a cab to take me there," James Stewart said. All of a sudden, a thought flashed through Sally's mind, "Why don't you stay at my home?" "Thank you, Sally, but I've already made my reservation," James Stewart replied. My dad was in the 82nd Airborne, the 'All American Division' and served in World War II, the same time as you. My mom and dad are big fans of yours, me too of course. Please Mr. Stewart, we've got a great guest room and it's a lot better than a hotel. My mom is a really good cook and she'll make you anything you want." James Stewart hated to tell the young girl no, "Do your parents allow you to invite strange men to your home?" "You're not a strange man, you are James Stewart!"

Sally was exuberant. "Call your parents and see what they say." Bill Connors was in his car and on his way to the Carlsbad airport in less than two minutes, once he got his daughter's phone call. Bill Connors and James Stewart shared stories about their military service and like most men of the 'Greatest Generation' they only spoke in generalities, while choosing to ignore the horrors of war that they experienced.

Sally was riveted by their conversation and when her father was done speaking; she began asking James Stewart technical questions about the many aircrafts that he had flown in his life. Three hours later, Margaret Connors intervened, "Mr. Stewart has a busy day ahead of him tomorrow, why don't you let him get some sleep." "I'm sorry Mr. Stewart, I didn't mean to ramble



on," Sally apologized. "It has been my pleasure to talk to a young person that is so passionate about flying."

On Memorial Day, the gray clouds were heavy and dark and there was a collective sense of disappointment from the people at the airport that they would not burn off in time for the air show. James Stewart methodically went through his pre-flight check as Sally watched every one of his movements and committed them to memory. He handed Sally a fire extinguisher with specific and simple instructions, "If you see a fire, put it out." "Affirmative," Sally responded, "You can count on me."

James Stewart climbed into the cockpit and gave the thumbs up. The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another barked, several people backed up, but Sally stood her ground mesmerized by the sound. The Packard-built Merlin engine came to life with a thunderous roar and blue flames



knifed from the manifolds with an arrogant impatient snarl. It was as if the heavens were listening, for as soon as the P-51 Mustang began to taxi, the skies began to clear. By the time James Stewart reached the end of the runway, the skies directly above the airport were bright blue and the sun focused its attention on the Mustang. Like a banshee freed from a hellish prison, the plane shot upward, swallowing altitude like a voracious predator.

James Stewart made several passes over the field, the last one in the inverted position and only fifty feet above the ground tearing the air to shreds at 500 mph, the wingtips of the P-51 spilling contrails of condensed air. It glistened, screamed and the buildings shook. The anticipation of waiting for James Stewart to arrive paled in comparison to the reality of these glorious moments. Sally's emotions were coursing through every fiber of her being and she didn't know whether to laugh, cry or scream in jubilation.

Over the next three years, James Stewart kept in touch with Sally. His P-51 Mustang was hangered at the Santa Monica airport and whenever he was taking it up, he called to see if Sally wanted to take a ride. Andy would drive his daughter up Interstate Five and wait until they were finished then returned to Carlsbad. At the age of sixteen, the actor allowed Sally to fly solo.

After graduation from high school, Retired Air Force General James Stewart and Congressman Ron Packard recommended Sally Connors for admittance to the Air Force Academy. In her first military deployment with the 76th Tactical Fighter Squadron, Sally flew 611 sorties in her A-10 Thunderbolt during the Desert Storm campaign which lasted August 1990 to February 1991. She was later assigned to an F-16 fighter jet squadron in 1994 and was stationed at Aviano Air base in Italy.

While there, she received the bad news that James Stewart passed away on July 2, 1997. She was given emergency leave to attend the funeral and when she returned to California, she was



informed that his P-51 Mustang had been left to her. As the first actor in Hollywood to serve in World War II was being laid to rest, Sally flew 10,000 feet above the Forest Lawn Cemetery in Glendale, California, and wrote Jimmy across the clear blue sky.

Later in her career, Sally flew with the Air Force Thunderbirds air demonstration squadron and later was accepted into the program to fly the SR-71 Blackbird stealth fighter. This plane can attain speeds over Mach 3 (2300 mph) and reach altitudes of 80,000 feet. There were times when Sally was flying on the outer reaches of the wild blue yonder that she could swear that he saw the face and heard the voice of James Stewart echoing down from the heavens, voicing his approval. Sally remained on active duty for twenty five years and reached the rank of Colonel before transferring



from active duty to a reserve unit at Edwards Air Force base. She was promoted to Brigadier General, the same rank that her mentor and role model, James Stewart held at the time of his retirement from the Air Force. Sally became a test pilot for several aircraft manufacturers, and as a hobby began entering Red Bull air races. She won enough times to become the number one pilot on the tour. Throughout her entire career, Sally used 'Mustang' as her call sign. Most people thought she came up with it because of her name, she just let them go on thinking that was the reason.

It was May 28, 2018 and Sally was asked to perform at the Memorial Day air show at the Carlsbad airport, something she had done on numerous occasions whenever her military commitment did not prevent her attendance. Her P-51 Mustang was already hangered there and she was living in Bressi Ranch, a nearby neighborhood because she loved living close to the airport where everything started for her.

She made a few modifications to the P-51 Mustang for racing, but the most noticeable one was the writing on both sides of the tail fin, Jimmy. When asked about it, Sally responded simply, "Whenever I fly, I know that Jimmy is right there with me." Memorial Day weekend was her favorite holiday and it held special significance to General Sally Connors for several reasons; it gave her the privilege to honour the men and women and their dedication, sacrifice and devotion to duty in service of our country. These patriotic Americans are always willing to go into harm's way on hostile lands or into dangerous skies, and make the ultimate sacrifice if need be so that others can enjoy the precious gifts of liberty and freedom. It was also when she met James Stewart for the first time, but there was also something unexplainable, spiritual and surreal that happened to her on this weekend. Sally taxied to the end of the runway and saw the vague image of James Stewart in the glass canopy and heard his distinctive voice; "Mustang Sally, you better speed your Mustang up." "Roger that," Sally pushed the throttle lever down and raced to the heavens to play among the angels.







## Allan George's Gems

### Why do cars backfire?

You hop in your car to begin your morning commute when all of a sudden, you hear what sounds like a gun firing! But hunting season is over, and you're sure it didn't come from a neighbouring yard — so what was that loud POP!? It's not a gun and it's not a firecracker. It's your car backfiring! This explosive sound is scary by itself, but it's even more alarming when followed by a loss of vehicle power. If you're wondering, "Why the pop is my car backfiring," read on to learn what causes the sound and how to deal with it.





## How your engine works.

Your car's internal combustion system uses flammable liquids, air, and controlled explosions to power your vehicle. Backfires occur when this system isn't working as it should, which is why it's critical to understand how the engine works in order to figure out why your car is backfiring.

Here are the basic steps your internal combustion engine follows to turn fuel and air into horsepower:

### Step 1: Intake

The intake valve on your cylinders opens, pulling a mixture of fuel and air into the engine.

### Step 2: Compression

The intake valve shuts and a piston compresses the air-fuel mixture mentioned above.

### Step 3: Combustion

When the mixture is fully compressed, a spark plug "fires" electricity into the air-fuel mixture, igniting it into a small, controlled explosion.



### Step 4: Power Stroke

The gases from the air-fuel combustion push the piston back in what's known as a "power stroke." This reaction spins the crankshaft, which activates the gears and ultimately powers your car's wheels.

### Step 5: Exhaust and Propulsion.

The exhaust valve opens and closes, allowing smoke and residue from the combustion process to escape through the tailpipe. The entire process repeats while your engine runs, with multiple pistons and cylinders working together to make the wheels on your car go round and round.

## So, why does my car backfire?

Typically, a backfire takes place when one of the above explosions occurs outside your fuel cylinders. Some backfires travel back up the intake valve while others spill out through the exhaust system — causing a type of backfire known as an "afterfire." Afterfires can sometimes result in visible flames shooting out of the tailpipe. Backfires and afterfires are worth paying attention to since they can cause engine damage, power loss and decreased fuel efficiency. There's a variety of factors that can cause your car to backfire, but the most common ones are having a poor air to fuel ratio, a misfiring spark plug, or good old-fashioned bad timing.

### Poor fuel-air ratio.

The right ratio of fuel and air is critical to proper engine combustion. If there is too much of either one, you can have an engine that's "running rich," or "running lean" — neither of which is a good thing. When an engine is running rich, it has too much fuel and too little air, which slows down the combustion process. When combustion doesn't happen in a timely manner, the exhaust valve



opens while the air-fuel mixture is still igniting, causing this explosion to “spill” out of the cylinder, making a loud popping noise. On the flip side, an engine that’s running lean has too much air, which also delays combustion, causing backfires. One of these could cause a faulty fuel/air mixture to occur:

#### **A. Faulty Oxygen Sensors.**

In newer vehicles, computerized sensors help ensure the air-fuel ratio is correct, however, if a sensor malfunctions, it can throw off the air-fuel ratio, causing sluggish or delayed combustion. If this is the case, your Check Engine light might be screaming at you.

#### **B. Leaky Exhaust Systems.**

Leaks in the exhaust system, sometimes called vacuum leaks, can sound more like a screech than a bang as excess air gets sucked in. All this extra air mixes with the fuel, creating an incorrect ratio for proper combustion.

#### **C. Dirty Air Filters.**

Even something as simple as a dirty air filter can potentially trigger a backfire. Since air filters allow clean air to flow into your engine, a dirty filter can inhibit the flow of air into the intake, creating a poor fuel-air ratio.

#### **D. Faulty Fuel Injectors.**

Injectors that supply too little or too much fuel to the cylinder can also create a poor fuel-air ratio.

#### **E. Misfiring spark plugs.**

Spark plugs that fire out of turn or not at all can also cause backfiring. Shorts in wiring, incorrect wiring, or damaged distributor caps that deliver the charge to the wrong plug at the wrong time are much more common in older vehicles. But even in newer cars and trucks, plugs can malfunction due to carbon buildup or wear out over time.



#### **F Bad timing**

In the four-steps of engine combustion, timing is everything. If the timing is off, valves might open or close at the wrong time and the spark might arrive early or late. Any time the fuel-air explosion is not properly compressed, ignited, and contained, a backfire can occur. "Bad" timing tends to be more of an issue in older vehicles with timing belts and catalytic converters. Newer engines with computer-controlled timing are more reliable, and backfires are less likely.





## Why do cars backfire when shifting?

Not all backfires occur when you start the engine. Sometimes one can happen when you shift gears, however, that loud pop that you hear when shifting is, in fact, an afterfire. Most of these occur on manual vehicles where a clutch is used to shift gears. As you press in your clutch and go from one gear to the next, fuel can continue to enter the cylinders, especially if you switch gears at higher RPMs. All this unburnt fuel builds up in the exhaust and ignites when you release the clutch. Though this might sound alarming when it happens, an afterfire when shifting isn't necessarily damaging your vehicle.

If you can't think of a word, say, I forget the English word for it.  
That way people will think you're bilingual instead of an idiot

## Jack Nissenthall – the VC hero who never was.

WW2 People's War

Flight Sergeant Jack Maurice Nissenthall was a Jewish Cockney born in the East End of London on the 9<sup>th</sup> Oct 1919. He was a pupil at Malmesbury Road Primary school with his sister Marie and later at Mansford Technical School. His father Aaron was a Polish Jewish immigrant tailor from a small town near Warsaw and his mother Annie Harris-Schmidt was born in London. As a boy, Jack attended the Cambridge and Bethnal Green Jewish youth club when his family moved to Blythe Street, Bethnal Green.

Jack had been interested in radio and TV ever since childhood and had worked at EMI from 1935, taking an advanced electronics course at Regent Street Polytechnic. "From an early age I was obsessed with wireless. When still in short trousers I was making my own radio sets and repairing those belonging to my neighbours. I remember that when I did so for one old lady, she gave me half an apple as a reward. I never did discover who ate the other half... I used to spend the whole day at the National Science museum, going out to eat fish and chips and then going in again".

When working in the EMI shop in Tottenham Court Road in 1936, an RAF Officer who was known only as Ft. Lt. "Bob", came looking for apprentices. Jack was taken on to work part-time at weekends and holidays at the first radar station at Bawdsey, on the isolated Suffolk coast, with the eminent radar expert Robert Watson-Watts. He volunteered for aircrew in the RAF on the outbreak of war in 1939 but was posted instead to working in secret radar stations up and down the country because of his recognised knowledge and skills; from the early days of the war, the RAF had made many modifications to their radars at Jack's suggestion.





These ideas of his had a major effect on the ability of radar in British night fighters to knock out German bombers and his work on "Mandrel" (Airborne jammer to counter the German radar) helped destroy the U Boat offensive. He was a key player in the RAF's GCI - Ground Control Interception - work at Bolt Head in Devon. He also submitted a report on the escape of the German battle cruisers Scharnhorst and Gneisenau from Brest in 1941, which was submitted to the RAF Director of Radar. The weaknesses in the British radar defences that Jack pointed out in this report was extremely sensitive information and though acted upon, Jack's part in the corrective work was hushed-up and has never been revealed to this day.

Physically fit, unmarried (but with a steady girl, Adeline Bernard, or Dell) and an enthusiastic 22 year old, he also volunteered to give up leave and train in Scotland for the Commandos. He came from a military family, as his father and uncles Michael, Max and Lew had all fought and been wounded in the First World War. Little surprise, therefore, that he was selected and asked to volunteer to be the radar expert to take part in the tragic but magnificent raid on Dieppe in occupied France, on the 19<sup>th</sup> August 1942 - operation Jubilee.



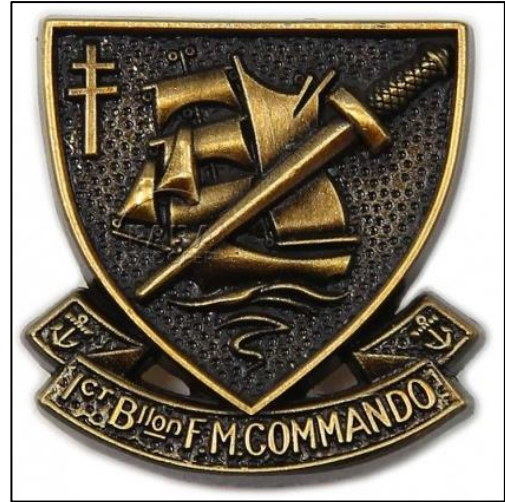
Interviewed by Air Commodore Victor Tait (RAF Director of Signals and Radar) in Whitehall, Jack was told why he had been selected, but warned that as he knew so much, he would be assigned eleven soldier bodyguards on the raid who had strict instructions that Jack must not be allowed to fall alive into enemy hands. This was clearly stated in "The Dieppe Raid Combined Report, Task 6", now kept at the Public Record office (Jack discovered after the war that this was in fact a breach of the Geneva Convention). Being Jewish was an added risk and he was told to go and think it over till the next day. Jack returned and told Tait he would go.

His second interview was with the Senior Intelligence Officer at Combined Operations, Wing Commander The Maquis de Casa Maury, a patronising and distant man and a completely



contrasting experience. He warned Jack of the risks and said, "Nissenthall" - accentuating the un-English sound of his surname - "why should a Jew volunteer for such a dangerous operation?" - adding quickly - "You will get nothing out of this you know!" Immediately Jack replied, "We're not given to expect something out of everything we do, sir." Clearly Maury's remark was a poorly disguised piece of racism (he was a close associate of Oswald Moseley, the British Fascist leader interred during the war), though he offered the excuse, "I wanted to find out if you'd break under the pressure." He added that Jack must accept the condition of permanent silence on the death order if he returned; "After 25 years, nobody will believe you anyway," he added.

Jack was to be attached to A Company which was based on the Isle of Wight training for the raid, although they had no part in the planning of the operation. The Canadians were to form the bulk of the 6,000 man raiding force. Their commanders were straining at the leash to have their men tried out, however the raid had 16 different objectives on 5 different beach sites along a sixteen kilometre front and British No 3 and No 4 Commandos, with elements of No 3 "Jewish" Troop and other Troops of the 10th Inter-Allied Commando, a Royal Marine Commando and 50 American Rangers would also be involved, as well as the Navy providing bombardment and transport and the RAF fighter cover. Embarkation would also take place from Newhaven (the main point of departure), Shoreham and Littlehampton, as well as the Solent ports.



Put simply, the raid was designed to fulfil three objectives –

- a. To be an essential learning source about the problems of launching a surprise seaborne invasion of France in preparation for D-Day, especially with regard to amphibious Combined Operations landings at an enemy port.
- b. To show the Germans that their defences could be breached and so force them to divert resources from the Russian front and so create Stalin's desired "Second Front" in Europe.
- c. To provide the Allies and Nazi occupied nations with a victory and hope of liberation during the darkest days of the War, when both Germans and Japanese were advancing everywhere.

Dieppe was chosen as it was believed not to be as heavily defended as larger ports such as Cherbourg (this was based on false intelligence, it turned out), was within easy reach of British fighter cover and had worthwhile targets, such as the radar station, coastal cannon batteries, railways, petrol dumps and an airfield. Objective 13 was for the SSR to escort a radar expert to the Freya 28 radar station on a cliff top at Pourville, designated as Green Beach just 4 kms west of Dieppe, and within a few minutes uncover its secrets; the expert was Jack Nissenthall.

Before leaving his last base at Hope Cove in South Devon, to take part on his mission, Jack prepared his blue RAF small pack with his most precious possession, a small avometer given to him by his late father for his Barmitzvah. In his last two letters to his mother and Adeline, he included the Jewish prayer made before embarking on a journey, "O Lord deliver us from our enemies... send a blessing upon the work of our hands."

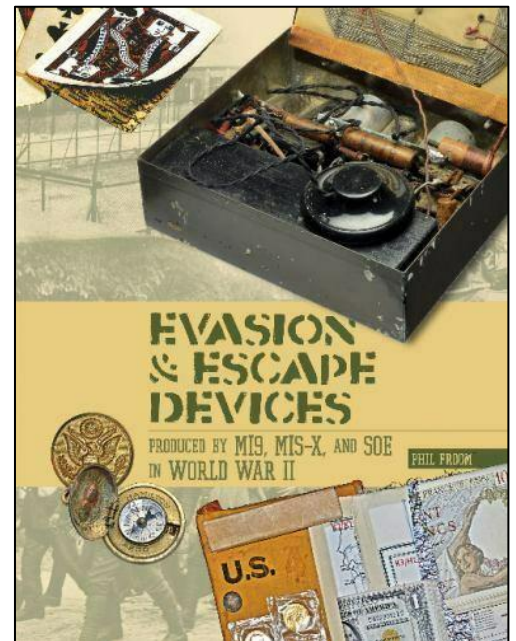




In London, he reported to RAF Intelligence in Whitehall. He refused to remove his Jewish RAF identity discs; he wished to live and die with the sign of his people. He did not relate to the officer the anti-Semitic jibe he had heard from another Intelligence Officer on his first visit, or his firm belief that having a crack at the Nazis would be a way of getting back at them for the murder of his Jewish relatives in Poland.

He was then given an Army uniform and an Evaders Pack, which was a small tin containing useful items to help make an escape if things went wrong. But this one included an extra item especially for Jack - a green suicide pill. He was then driven by an anonymous, armed SOE officer (wearing no badges or rank) to Waterloo and taken by train and ferry to the Isle of Wight and thence to Norris castle, to meet Colonel Merritt, OC of the SSR. Not allowed to give his full name, the Colonel addressed him as Jack.

The next day, Jack met his eleven "bodyguards". In James Leasor's definitive book on Jack, "Green Beach" (Heinemann, 1975), the men are named as members of "A" Company and were known only by nick-names. They in turn called him "Spook" because of his pale complexion gained from too many nights of work over radar screens. The following day, Jack boarded the SS Invicta, which together with the SS Princess Beatrix was to carry him and the SSR to battle. The men thought it was a practice until the tannoy announced that they were sailing through the night and would land at dawn in France. Jack describes how there was silence for a moment and then the Canadians began to cheer and the deck trembled with the sound of men stamping their boots in delight at the prospect of action. Then Canada's General Roberts (commanding the landing) and Lord Mountbatten (Chief of Combined Operations) addressed the men on both ships in turn and General Eisenhower visited the 50 American Rangers who would be the first US troops (under Captain Roy Murray) to face German soldiers in this war. Next day (July 7th) the raid (until then known as "Operation Rutter") was cancelled because of poor weather.



As pressure rose from the Russians to create a "Second Front", however, the raid had to be re-mounted. "Operation Jubilee", as it was now known, was set for August 19th. Jack was recalled to London from Devon but in his haste, put on a blue RAF shirt under his khaki Army battledress. Further, he had still his blue RAF pack, which stood out against his Army khaki and no Divisional signs on his uniform, which made him look even more out of place. In the event of capture, this would make him suspect as something more than a member of a raiding party. At a second talk with Maury, he was again offered the chance to withdraw, but refused. On arrival at Combined Operations HQ at 1a, Richmond Terrace, London, he was handed a tin helmet and revolver and briefed as before and then driven to King George V dock at Southampton by another SOE officer.

The same ships and men then set sail for Dieppe.

When he reached the SS Invicta, the Canadian troops were making a tremendous din banging their tin helmets on the metal deck. The sight of a staff car with Jack in it brought the noise to a great crescendo, for "A" Company knew that Jack's presence meant the raid was on; a huge



cheer went up as went aboard. On the journey across, Frenchie - one of his escort - blessed Jack with his rosary. When Jack said he was Jewish, Frenchie said, "it was the same God and he was on our side".

Twelve miles out in the dawn half light with a chill wind, the men were transferred to the Landing Craft (LC's). At one point a Navy NCO tried to tell Jack he was in the wrong LC with his escort. A fierce argument ensued but Jack stayed put. They were still two hours journey to the beaches. Warned by the unlucky chance meeting by the invasion flotilla section of No. 3 Commando with a German navy patrol and two "E" boats from Boulogne, the Nazis around Dieppe were waiting for the Allied troops, however, the Germans were expecting an invasion along the Channel coast in any case as they were perfectly aware of the Russian pressure on the Allies and which tidal periods would be most suitable.

In Jack's LC a canteen of rum appeared and was passed from man to man; then suddenly they hit land. As the SSR and Canadian Highlanders came ashore at Green Beach in Pourville between 4.50 and 5.30 am, there was chaos, added to which Jack realised that they had been landed at least a quarter of a mile too far west of the radar station (code named "Study"), which was his particular target. This meant that he had to fight his way across the bridge first before getting to his targets.



With Canadian casualties mounting horrifically in bitter close fighting, Jack and his team raced up the beach and along the road east towards the bridge over the river Scie, to get to the cliff-top radar. The bridge was raked with fire and by then covered with Canadian dead, but encouraged and led by the remarkable Col. Merritt, who won his VC here as he exposed himself constantly and fearlessly to enemy fire, the men rushed the bridge and found cover on the other side.

Three of Jack's escort by this time were already killed and one wounded, as well as the CO, but the group and others had reached the slope approaching the radar and began the ascent, surrounded by wounded and dead Canadians. It was now morning and getting warm. "A" Company's 100 men were already down to 25.

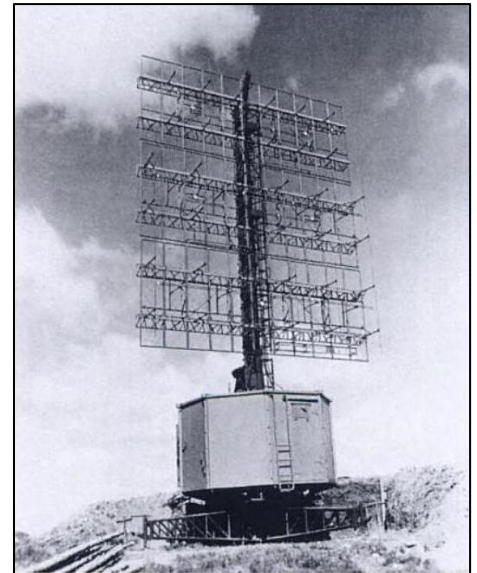
(A few weeks before his death in 1997, Jack saw a documentary on TV which alleged that many of A company hid in some houses near the beach and because they did not press home their attack, he was unable to break into the Radar Station. He wrote a bitter letter to Col Merritt about this, but no reply came back).

From the roadside viewing point (there to this day) Jack was now only 100 yards away from his objective and could now see the radar station clearly, surrounded by open, short grassland and masses of barbed wire, sandbags and trenches. But the German firepower was too great and the site too impregnable for an attack and so Jack volunteered to take a narrow path a mile back again, with Frenchie and Thrussel, to the invasion HQ which was in the cassino near the beach, to try and get a radio message out, for a destroyer to shell the radar area and extra men to rush the radar defences. Try as they might, they could not find one working radio among the fighting troops!



Blown off their feet by a mortar bomb on the return run, they somehow eventually made it back yet again up to the wounded Osten near the radar (minus Thrussel), where Jack decided smoke cannisters were needed to allow them to break in. He and Smokey rushed again down to the town and at the bridge met an exhausted Col. Merritt still rallying his men across the Scie. The CO gave Jack some reinforcements and they returned again to the hill, losing many on the way through intense German sniper and mortar fire.

By now, the mission appeared hopeless so Jack decided he would go around the rear of the station and obtain the secrets of the radar alone. He knew British listening centres on the South coast had often picked up coded messages being sent between the German radars by radio and morse. Cryptographers in Britain then decoded these messages and thus were able to determine the capabilities and strengths of the radar stations. However, now the stations used land line telephones which could not be intercepted. If Jack could cut these lines and force the use of radio again, then the German transmissions could again be picked up in Britain, and the latest secrets revealed, including the possible whereabouts of other yet unknown German radars.



He told Osten to give him covering fire explaining that whatever risk he took, either the Germans or Canadians would get him. He took two grenades from a dead Canadian (he related how he was determined to blow himself up if in danger of capture), his own tool pack and pistol and rushed the rear wire, getting under it. He still had 50 yards to go and so far was not spotted. He crawled closer over very rough, hard ground and at last saw the wires he was after, leading out of the rear of the station via a short mast on the sloping hill and thence disappearing underground. With his wire cutters (and a spare set in his pocket), he dropped his pack - with the precious avometer given him by his father many years before - and climbed the mast, slowly cutting all eight cables as bullets flew about him - both Canadian and German! By the eighth cable he was suspended 15 feet by one hand and as he snipped it, he fell to earth, rolling away down the slope towards the Canadian positions. He had done it!

At that moment, by a twist of irony, in a camouflaged caravan listening station on the Sussex coast near Birling Gap, a Jewish WAAF Sergeant and her Jewish RAF Sergeant colleague - both German speaking - picked up signals from German radar stations on the French coast. At the same time, radar expert Ken Dearson aboard the navy Command warship "Prince Albert" offshore from Dieppe, also picked up the German signals. Jack's ploy had worked and valuable German radar information reached British Intelligence for days after.

It was 10am and Jack now decided there was one last chance - to try and get a tank which would be coming from the landings at Dieppe, up to the radar and blast the wall and get in. He instinctively took command and with his escort they returned to the church in Pourville - now a wrecked town - yet again, and dashed up the road to Petit-Appreville where they expected to meet some allied tanks. Suddenly they heard a distinct and distant rumble, but when vehicles came into view they saw to their horror that they were Panzers. With bullets flying all around them they back-tracked at once for the beach at Pourville, with Germans barely yards behind them. Two more of Jack's escort were lost in the flight back. He himself was hit on the back of his helmet,





leaving a huge dent which punched the metal onto his skull. At the church, not one minute from the beach, they met a German patrol and a fire-fight began as they were now shot at from both front and behind. Suddenly in the midst of this, three elderly French World War 1 veterans in berets appeared on the road wearing their medals. Summing up the situation at once, one of the veterans deliberately stepped out into the line of fire, calmly walking down the road puffing on his Gauloise.

A German officer ordered cease fire, for shooting a French civilian could lead to disciplinary action. As the Frenchman came close to Jack and the Canadians, he glanced at Jack, as if to say, "I am holding their fire; now get out!" Within a few minutes they had reached the beach HQ safely thanks to the great courage of a gallant ally.

In and around the cassino - now the casualty clearing station - Jack and his escort now joined in a desperate last stand in order to gain time for Landing Craft to come and take them all off. Here, Lofty was killed. Dozens of wounded Canadians littered the building and the courtyard outside whilst dozens of others fired at the advancing Germans. Jack himself was firing a bren gun and then when the magazines ran out, an anti-tank rifle, especially at the German machine guns on the cliffs above them. Added to this cacophony, the RAF and Navy were shelling German positions trying to give support and covering fire to the survivors in the beach area.



It was now 11.30am. Putting the cyanide pill in his pocket ready for use in case, Jack, with Roy Hawkins, decided after a long discussion with the officers and men in the cassino, to make a run for a Landing Craft lying several hundred yards off the shore. Smokey, one of the escort, at first threatened Jack with his knife if he tried to leave, but Jack convinced him that they, with Bud, Jim and Roy could form a group and make a run for the LC. At that moment a Navy smoke shell landed nearby and Jack knew this was the moment. The group, plus several others, on Jack's



command, amid all the chaos and smoke and debris, vaulted through a rear window and were away, racing towards the sea wall and the shingle and jumping barbed wire as bullets whined all about them. Smokey and Bud disappeared. Jim was killed on the wire but Hawkins kept up with Jack, who was quietly reciting the Shema (a Jewish prayer) to himself as he ran. He now discarded his helmet and jacket, but this revealed his blue RAF shirt and made him a particular target. Within seconds they were in the sea, half crawling, half swimming. About fifty yards ahead they saw an LC in the smoke screen. In one last great effort, they swam, exhausted, to the half open ramp and grabbed the side; two sailors grabbed Jack and pulled him in. "Pick up my mate!" blurted Jack. "What do you think this is, the No. 8 bus?" quipped a cockney sailor, hauling Roy in too. The LC turned north and made for England.

At Pourville, firing slowly stopped, as the Canadians ran out of ammunition and a ceasefire was agreed. By 1pm it was all over. They were lined up outside the Hotel de la Terrasse and Col. Merritt, now wounded, watched with pride as his surviving men marched away, in disciplined ranks, to become POW's.



Holed by Luftwaffe strafing, the LC made for a nearby flak ship and transferred all the passengers, just as the LC itself finally gave up the ghost and sank. Like the sailors on the LC, the Royal Marine crew on the ship were Cockneys, and this cheered Jack enormously. One of them gave him an old RM jacket to keep warm. They made for home. Jack had survived and at 2am they reached Newhaven, where he and Hawkins found a warehouse and fell into a sleep of the dead. Next morning Jack and Roy parted company, without knowing they would not meet again for 25 years. Of the eleven men who had set out for the radar station on the hill at Pourville, only these two got back to England.



Jack was taken by two MP's to Canadian Army HQ in Reigate where he had some difficulty persuading the Intelligence de-briefers who he was, with his army trousers, RAF blouse and RM jacket! German prisoners had been brought back and it was possible some could have got into allied uniforms to pass themselves off as friends! Eventually he made his way to Waterloo, London, thence by tube to the Air Ministry and at last met again with Air Commodore Tait.

There he was told of the success of his work. Prof Reginald V Jones (who died in Dec 1997), a leading member of Air Intelligence and a radar expert, told Jack that because he had cut the wires as he did, the German radars as expected had communicated by radio and all the signals had been intercepted in England and analysed. As a result, it was now clear that there was no second standby radar system being used by the Germans across North West Europe and that they used several different call signs for the same fighter squadron, so deceiving the Allies into believing that they had far more air power than in fact existed; it was also clear how long it took them to calculate that an Allied air attack was incoming, for scrambling their aircraft - especially the night-fighters which did so much damage to Bomber Command - so giving them very early warning. In addition much was being learned about the technical capabilities of the German radar system itself which in turn meant that jamming devices could now be used to saturate the radars, undoing all the German deception work and so make all future air attacks against the Germans more efficient and so save Allied lives and eventually shorten the war. One result was that at the Normandy landings later, whilst the Allies could see everything with their radar, the German radar was completely jammed.

I'm getting tired of being part of a major historical event.

## **The Mighty Herc reaches 850,000 flying hours.**

The Air Force has surpassed 850,000 flying hours with the C-130 Hercules transport aircraft. The milestone was achieved on the 21<sup>st</sup> January 2022 by a 37 Squadron crew flying a C-130J Hercules from Richmond to Amberley.

Since 1958, generations of RAAF aviators flying four different variants of the Hercules have provided airlift support to Defence. Commanding Officer No. 37 Squadron Wing Commander Anthony Kay (right) said the 850,000-hour milestone was passed during a mission for Operation Tonga Assist 22. "It comes as no surprise that this milestone should occur during a mission to provide important assistance to our Pacific family," Wing Commander Kay said.



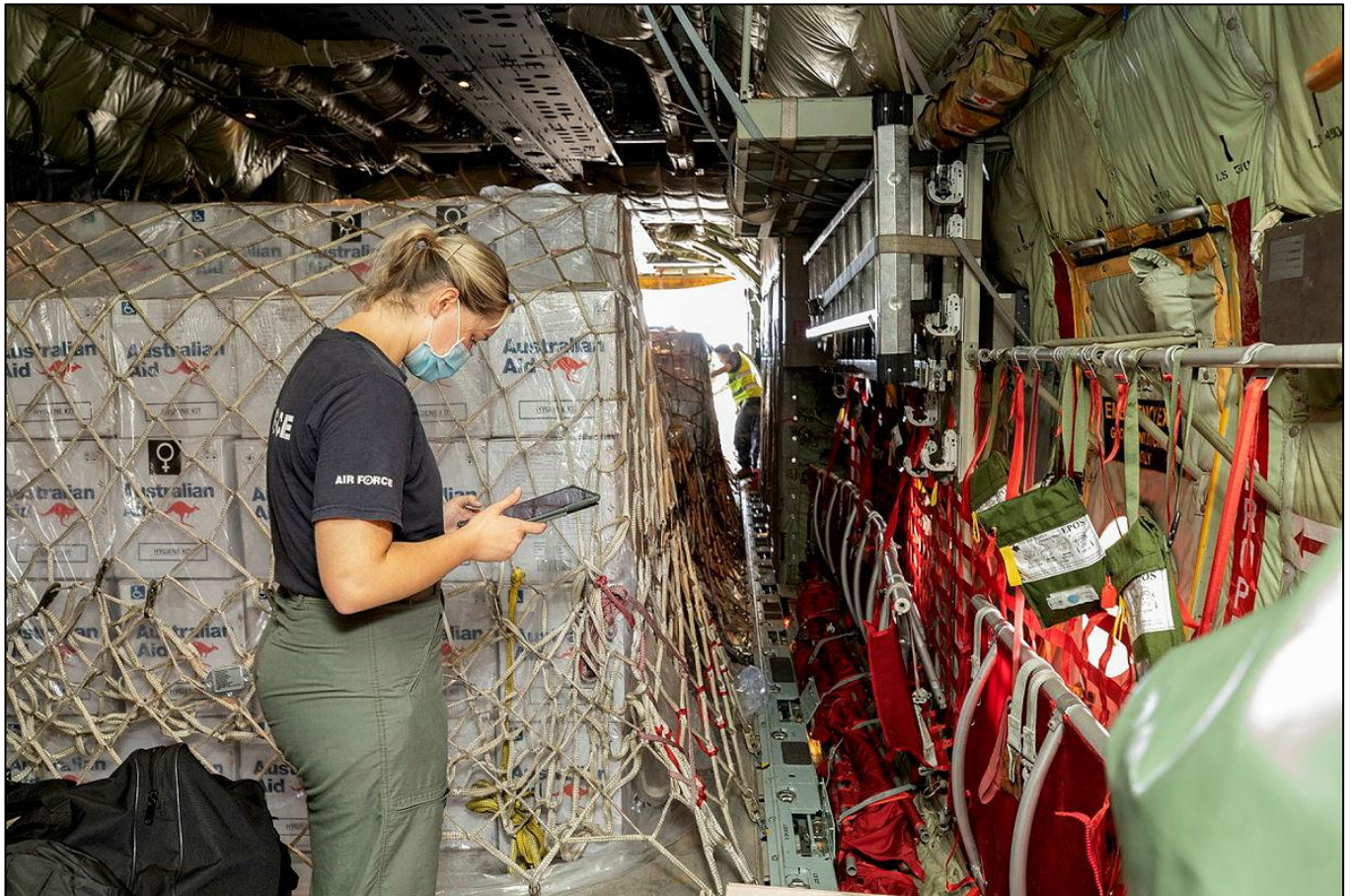
"Generations of our Hercules workforce have carried urgent relief supplies over long distances to remote airfields, often at short-notice, and for long periods away from their family.





“The impressive scope of what we’ve achieved within those 850,000 hours is a testament to the service of thousands of people who have crewed RAAF Hercules and kept them flying.” The aircraft that flew the 850,000th hour, serial A97-467, is one of 12 C-130J Hercules operated from Richmond since 1999. The current fleet was preceded by 12 C-130As from 1958 to 1978; 12 C-130Es from 1966 to 2000; and 12 C-130Hs from 1978 to 2012.

Throughout those 850,000 hours, the equivalent of more than 97 years airborne, RAAF aviators have flown Hercules missions to every continent, including Antarctica. “It’s probably not really possible to properly determine the distance our crews have travelled since 1958, or the amount of cargo they have carried in that time,” Wing Commander Kay said. “The number of passengers carried runs into the millions and includes Defence personnel on operations, civilian communities, heads of government, celebrities, and even animals requiring urgent air transport. A considerable number of Australians, whether they are Defence or civilian, have either flown on a RAAF Hercules, or been the recipient of aid delivered by one of our aircraft.”



*Loadmaster Corporal Siovahn Daley, of No. 37 Squadron, conducts pre-flight checks on humanitarian assistance and supplies onboard a C-130J Hercules at Amberley, bound for Operation Tonga Assist 2022.*

The passenger experience of flying inside a Hercules has remained largely consistent since 1958, but in recent years the fleet has been upgraded to deliver greater connectivity. This improves the airlift support available to Defence and has modernised opportunities for those on board.



“Crew and passengers flying on future Hercules missions can conduct mission planning and remain globally connected throughout their flight, wherever they may be deployed,” Wing Commander Kay said. “These upgrades will inform not only how we operate the Hercules, but how we may also upgrade and develop other air mobility platforms into the future.”

Flying hours (as at 21<sup>st</sup> January, 2022)

- C-130A (1958 to 1978): 148,063.6 hours
- C-130E (1966 to 2000): 307,007.9 hours
- C-130H (1978 to 2012): 244,618.4 hours
- C-130J (1999 to Present): 150,310.1 hours\*



My goal for 2021 was to lose 10 kg. Only have 14 to go.

## There are a lot of sensors in your phone, here's what they do

**How-To Geek**

There's a lot that goes into making smartphones work as well as they do. How does the screen automatically adjust brightness? How does the phone know to rotate the screen when you turn it? It's all thanks to the dozens of sensors hidden inside. We'll explain a few of the most important ones.

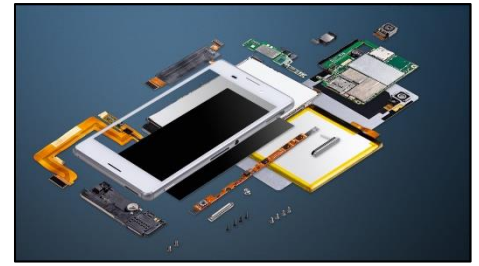
### Ambient Light Sensor.

The Ambient Light Sensor is responsible for a common feature on iPhones and Android devices called “Auto Brightness.” This sensor makes it possible for your phone to detect the lighting conditions around you and adjust the screen brightness accordingly.





The sensor essentially takes in all the available light around you and uses that to calculate the ambient lighting conditions. That information is then sent to the display, which brightens or dims to match. It's a simple concept, but extremely convenient. You hardly ever need to manually adjust the brightness.



### **Accelerometer**

The Accelerometer is one of more well-known sensors in smartphones. Many people assume it's responsible for knowing when to rotate the screen, but it's actually just one piece of the puzzle. Alone, the accelerometer detects motion. It detects motion in three directions, side-to-side, up/down, and forward/backward. Essentially, whenever your phone moves, the accelerometer notices it. That's how phones can be used as step counters. The accelerometer detects movement in relation to gravity. It's really good at picking up any movement, but not great at knowing the precise position of your phone.

### **Fingerprint Scanner.**

There are three main types of fingerprint scanners—optical, capacitive, and ultrasonic. An optical scanner is essentially a camera, it uses light to scan your finger. These are easily fooled. A capacitive scanner uses electronic capacitors to scan your finger. It's the same technology found in “capacitive buttons,” which can detect touch without being pressed. These are better than optical, but not the best. For the most secure fingerprint scanner, you want an ultrasonic sensor. This type uses sound waves to detect all of the ridges in your finger. It's pretty hard to fool these, though not impossible, which is why they're mostly found on high-end smartphones. In-display or Under-display fingerprint scanners typically are optical or ultrasonic.



### **GPS**

GPS (Global Positioning System) is probably the most well-known sensor in your phone. This sensor is responsible for knowing your precise location. It's used by mapping applications and many others. The GPS unit inside your phone receives pings from satellites. It uses information from multiple satellites to triangulate your exact position. That's why the GPS signal can be weak indoors sometimes. All of this happens without using data, by the way. Nowadays, smartphones use GPS information along with cell tower signal strength and wireless networks for even more accurate location details.

### **Gyroscope**

The accelerometer needs help to know when you rotate your phone, it uses the gyroscope to do this. The gyroscope measures how much your phone has been rotated and in which direction,

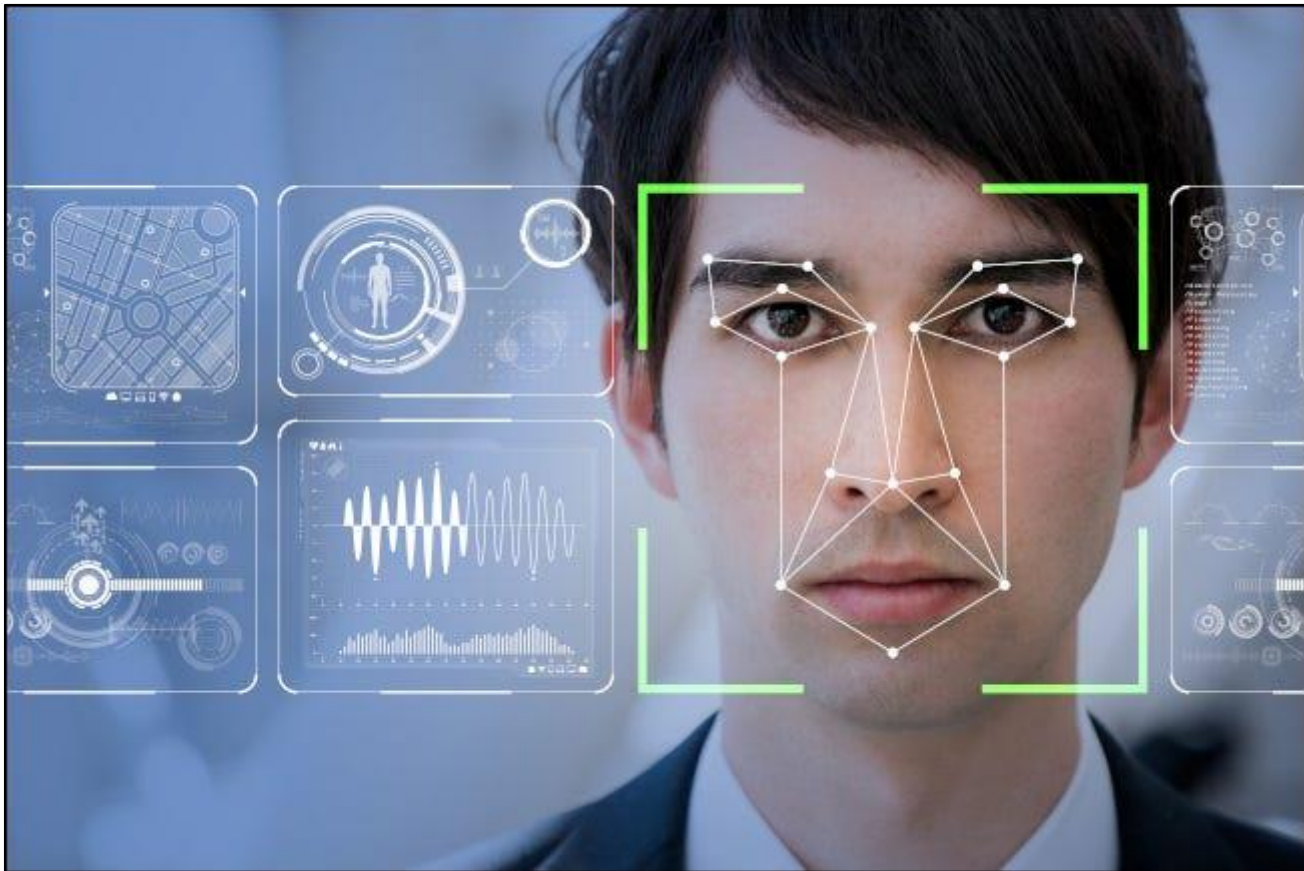




however, the gyroscope needs help too. Every rotation is compared to the previous time you rotated your phone and your phone is always being slightly rotated. This causes “drift” over time, making the information inaccurate. The accelerometer corrects this drift issue and also provides information about the device’s motion. Together, they can measure the true acceleration, but there’s one more piece to the puzzle missing.

## **Infrared Sensor**

If your phone doesn’t have a fingerprint sensor, there’s a good chance it has an infrared sensor for facial recognition. This is what the iPhone uses for Face ID.



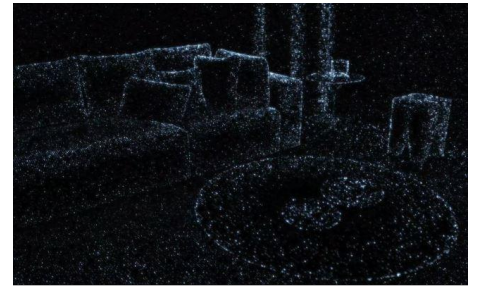
An infrared sensor uses infrared light to map your face in three dimensions with a series of dots. The infrared light is super important because it allows it to work in any lighting condition, unlike a regular camera. Every time you try to unlock your phone, the sensor scans your face and compares it to the images it knows are you. If it matches, the sensor tells the phone to unlock.

## **LiDAR**

LiDAR is a sensor found in modern iPhones and iPads. Its purpose is to determine the distance between itself and other objects. It does this by measuring how long it takes pulses of light to bounce back. It’s like radar, but with light instead of radio waves.



The benefit of LiDAR over radar is it works better in small scale environments, like your home. The data collected by the LiDAR sensor is used to create 3D models and improve augmented reality. You can do a lot of things with LiDAR on your iPhone or iPad, such as create 3D scans of people, places or things. Photographs and videos still have their place, but why not augment your memory bank with something you can experience in three dimensions instead? See [HERE](#)



## Magnetometer

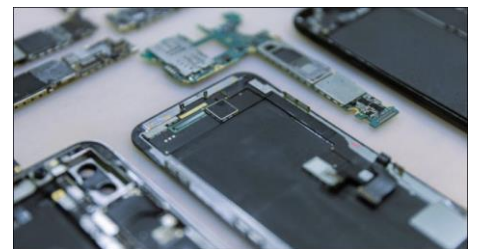
The last puzzle piece for your phone to know when you rotate it is the Magnetometer. This sensor is essentially a compass, it tells you which direction is north. If you've ever used a compass app, it used this sensor. The magnetometer detects which direction the device is moving in relation to the ground. Combine that with the information from the accelerometer and gyroscope and you get the complete picture of which orientation the device is in. All three work together and correct each other.

## Proximity Sensor

A proximity sensor does exactly what you would expect, it measures proximity. Similar to LiDAR, it emits a beam of light (that you can't see) and then measures how long it takes to bounce back. The proximity sensor is most commonly used to know when to turn off your screen. It's what turns off the screen when you hold your phone to your face for a phone call or put it in your pocket with the screen still on.

## Even More Sensors

These are just a handful of the most common sensors you'll find in smartphones. There are plenty of [other sensors doing important things](#), too. As you can see, many of them work along with other sensors to do complex things. That phone in your pocket is an intricate web of processes and calculations. They truly are smartphones.



I don't mean to brag, but I finished my 14-day diet food supply in 3 hours and 20 minutes.

## How does GPS actually work?

We already live in the future. We have handheld devices that use satellites to pinpoint our precise locations almost anywhere on the planet. But! - have you ever wondered just how GPS works?



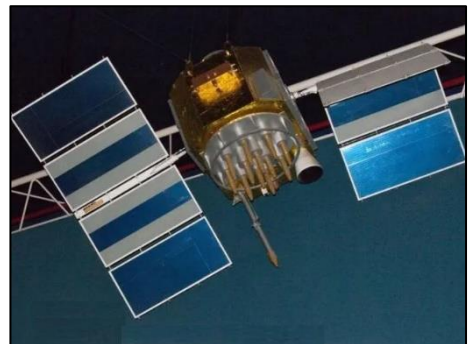
GPS devices don't actually contact satellites and transmit information to them. They only receive data from satellites, data that's being always-transmitted, however, GPS isn't the only way devices can determine your location.



## From satellites to the palm of your hand.

The global positioning system was originally created by the United State for military use, but was eventually opened up to civilian use. At least 24 GPS satellites are always in orbit around the Earth, and they're constantly broadcasting data. The satellites are arranged in orbit such that four satellites are visible in the sky from any point on Earth. (You can't actually see them, but there's a direct path for the radio transmissions.) This means that GPS won't work if the signals are being blocked, you will want a fairly direct path between you and the sky. In an underground bunker or in a cave under a mountain, it won't work.

GPS satellites are constantly transmitting radio signals towards the Earth. Each transmission includes the location of the GPS satellite and the time the signal was sent. Each satellite has an atomic clock onboard, so the time is very precise.



## So how GPS determines your location?

A device with built-in GPS, whether it's a dedicated in-car GPS navigation unit or a smartphone, only acts as a GPS receiver. A device with GPS isn't actually "contacting" satellites to determine its location. Instead, it's just listening for the radio signals that are being broadcast from these satellites all the time. It "listens" for signals from four or more satellites. Signals from the closer satellites will arrive sooner, while signals from the farther satellites will arrive later. (The actual time difference is very small, but can be detected by the GPS receiver.) By comparing the time the signal was broadcast and the time the signal arrived,





the receiver can estimate its relative distance from all four satellites. Using trilateration, the receiver can then determine its location. Trilateration may sound a bit complicated, but it's actually fairly simple. Imagine if someone told you you were 500 miles from New York, 800 miles from Miami, and 700 miles from Kansas City. With this information, you could determine a region that is the correct distance from all of these cities and estimate your current location. If we told you your distance from a fourth city, you could estimate your location even more precisely. That's trilateration in a nutshell, and it's what GPS receivers are doing whenever you use them.



It all sounds simple when you say it fast but those of us who were brought up on valves it's fairy tale stuff, we can understand the theory behind it all – but how do you get a circuit to be stable enough to do all that? - tb.

### Alternatives to GPS

GPS isn't the only way devices can estimate your current location. In the US the 911 service uses cell tower strength information to triangulate the position of mobile phones. This works in a similar way, by measuring the signal strength differences between multiple cell towers, your device can estimate your current location.





Some devices can also use a Wi-Fi based positioning system (WPS) to determine their current location. Google's street view trucks drive around, capturing the names of nearby access points and their relative strengths at certain locations. Your smartphone scans for nearby wireless networks, then sends a list of their names and signal strengths to Google's servers. Google uses their database and estimates where you are. (Google isn't the only provider of Wi-Fi-based positioning system data, but it's the one most people will be familiar with.) This can be particularly convenient in indoor locations GPS signals can't reach.

The GPS system isn't the only network of satellites that can be used for positioning, either. Russia has its own GLONASS system and China has BDS. Europe is also working on its own alternative to GPS, known as Galileo. GPS could be shut down or restricted in times of war or conflict, so nations want their own satellites to be self-sufficient.

I may not be that funny or athletic or good looking or smart or talented.....  
I forgot where I was going with this.

**Vely Inteesting - but stoopid!!**



## A casual drive through Bomber Command country.

Les Ferris got in touch, he writes: Your recent article on the RAF [Lightning](#) bought back some memories and a desire find out more on the history of Binbrook where the Lightning was stationed. In 2011 my wife and I were driving from London to Scotland and we stopped off at a good friends place just outside Binbrook (Lincolnshire). We knew nothing of the WW2 history of the area but very quickly we were made aware of the significance of this town, especially for Australians.

Having local friends we were fortunate to get a good tour of the area. To the average traveller passing through Binbrook it would hardly justify stopping as it is just a small village within a rural community. RAF station Binbrook has now been de-commissioned and returned to farmland so not much to see here. The first stop was in the centre of town at the Marquis of Granby pub. Unfortunately it was early so no stopping here for a beer. It has since been closed and converted to units.

### RAF Station Binbrook.

In the summer of 1940 a Fairey Battle light bomber, piloted by Flying Officer Doug Gosman, touched down on the grass strip that served as a runway at RAF Station Binbrook, opening a new chapter in aviation history.



*Fairey Battle light bomber - a British single-engine light bomber*





This was the first operational aircraft to land at Britain's newest airfield, opened only days after the evacuation from Dunkirk, at a time when invasion by the Germans seemed imminent. Binbrook went on to play a vital role in the final defeat of Germany, serving as a base for Fairey Battles, then Wellingtons of 12 and 142 squadrons and later the Lancasters of 460 Squadron, Royal Australian Air Force.



Operations began seriously on the 9<sup>th</sup> April 1941, Emden was the target and one Wellington from 12 Squadron, piloted by the C.O., W/C Blackden failed to return. Constant involvement in operations over Europe, including raids on Berlin, continued during 1941 and on the 1<sup>st</sup> April Binbrook lost its 50<sup>th</sup> aircraft when a Wellington failed to return from a raid on Le Havre. July, 1942, was an appalling month for Binbrook's crews. Seventeen aircraft were lost on raids on the Ruhr and U-boat bases in Northern Germany. By September another thirty one more had gone missing.

On the 26<sup>th</sup> September, contractors moved in to start laying concrete runways so the Wellingtons moved to Wickenby and Grimsby. A decision had been made about the new occupants, Australians.



*The famous G for George with members of 460 Sqn*

It was towards the end of April, 1943, when the first Australian accents were heard in Binbrook's pubs. Led by G/C Hughie Edwards, VC, an advance party visited the base to make preliminary



arrangements for the transfer of 460 Squadron, RAAF from Brighton, near York on the 14<sup>th</sup> May 1943.



*460 Sqn. (Tasmania left off the map again)*

The Marquis of Granby pub



Grimsby and the market at Rasen were places to visit but none so popular as The Marquis of Granby pub in Binbrook village. Rene Trevor ran the Marquis of Granby throughout the war. She was the licensee but found herself thrust into the role of "mother" to hundreds of young Australian airmen. She sewed on buttons and new decorations, mended jackets and cooked meals for the young men who flew the bombers from Binbrook between 1940 and 1945. The youngsters who flew those aircraft never forgot Rene Trevor.





She had been brought up in Tealby where her father ran the Crown Inn for 43 years and it seemed natural for Rene and her husband to go into the licensed trade themselves. This they did in November 1939, just after their daughter, Anne, was born.

Her husband was posted to the Middle East and Rene was left to run the pub.

The first airmen to arrive at the Marquis of Granby were the crews of the obsolete Fairey Battles. Rene can remember them saying, "A real English Pub with a piano — can you play it?" Rene could and she could sing too. That started a relationship between the Granby, its landlady and the boys of Bomber Command.



Rene and Anne outside the Marquis of Granby

Songs such as 'Cowboy Joe' and '[Good night Sweet-heart](#)' were to become familiar at the pub throughout the war years. Rene still remembers the day the Australians moved in. "My daughter Anne was about three at the time and we had just begun to tell her about the war and about the Germans. One day she came running in screaming, "Mummy, Mummy, the Germans are here!" She had just heard an Australian accent for the first time. Above, the Marquis of Granby as it is today.



Aircrew would walk or cycle down to the Marquis every night they could for a pint or two of Holes Ale (later Hewitts, Guinness or whatever else she could obtain) or maybe she would serve her famous meal — sausage, two eggs and toast, for 1s.6d. After the party was over there would be the riotous departure. Everyone grabbing his bike and setting off mostly in the right direction, with plenty of the airman's language like "Come on you bloody navigator give me a course or we'll be over the target before we get airborne," "Come on where's my rear gunner, I don't want to be shot up you know, because my rear gunner is pissed as a parrot" This frivolity lasted till the bottom of the hill then it was, "Oh, bugger this bike, let's walk home". Next morning it was down the hill and collect the bike before breakfast.

Despite the fearful odds, 460 Squadron lost more aircrew than any other in Bomber Command, many did complete their 30 trip tour of operations and on each occasion there was another party in the back room of the Granby. One of the traditions at these parties was for the airmen who had successfully finished their tour, to be held aloft while they wrote their names on the ceiling of the room. I well remember Rene's father's birthday, when he was hoisted on shoulders, and held while with a candle he burned "Pop 60" into the beam.





In the corner of the South Eastern wall at face height was written this poem.

"If Hitler wants any more babies  
From his fraulines fair,  
Just remember the old motto boys,  
Australia will be there".

Perhaps those names, the poems and the adornments are still there under several coats of paint.

Mrs Rene Trevor now lives in a flat on Cleethorpes sea-front. Over her fireplace hangs 460 Squadrons Kangaroo and Boomerang crest baring the motto "Strike and Return".

"Oh, they were marvellous days. They were wonderful boys and I knew just about every one of them." And Binbrook village has not forgotten. In front of St. Mary's church is a well tendered memorial to 460 Squadron.

For the movie enthusiasts Binbrook airfield was used during the filming of [Memphis Belle](#).





Heading south and enjoying the scenery it was getting close to beer time so on to the Petwood Hotel. We were not aware of the significance of this hotel until we arrived. [www.petwood.co.uk](http://www.petwood.co.uk).



The Petwood Hotel in a previous life was the Officers Mess of 617 Sqn (Dambusters). This was the perfect place to enjoy a beer and soak up the atmosphere and all the memorabilia in the bar.







You can see a branch mounted above the bar arrowed). This was removed from a Lancaster following the bombing of the Tirpritz. Apparently they had to refuel somewhere and it was a short runway for a fully loaded Lancaster. One hit the top of a tree when taking off and this branch was lodged in the wing. Click [HERE](#) for a great documentary on the sinking of the Tirpritz.







Today, the Squadron Bar hosts a range of memorabilia and tributes to Wing Commander Guy Gibson VC, Group Captain Leonard Cheshire VC and their Officers. The Petwood was a scene of some jubilant celebrations with the breakthroughs made by 617 Squadron, as well as soul searching after tragic losses. We can only imagine the sheer bravery of the Squadron and the huge risks they took in enemy territory, facing death time and again. Guy Gibson alone, the squadron's heroic young Wing Commander, carried out over 170 raids by the age of 24. Just two years later he was killed in action.

Left: One of the only remaining prototypes of the Barnes Wallis famous bouncing bomb.



As luck would have it there was a squadron reunion at the Petwood hotel. In honour of the reunion a Lancaster and a Spitfire put on a 5 minute display. I will never forget the sound of those engines. My belated apologies to the person I nearly knocked over in my haste to get outside and take the photo. Not sure on which squadron was having a reunion on that day.



With a developing thirst we headed off to the next pub – The Blue Bell, below. Built in 1257 we were really going back in time. The Thorpe Camp visitor centre is just up the road but we ran out of time.







The blue Bell was the watering hole for the “Pathfinders” and was also frequented by the crews from 617 Sqn while they were training from RAF Scampton. As was tradition at most pubs, crews would write their name on the ceiling. Too many to photograph but I did find an imposter.

Our one day tour was over. Unfortunately more than one day is required. Maybe next time.

### **Aviation Museums & Historic Sites.**

With such a distinguished history in military aviation, there are many historic places to visit in Lincolnshire. There is no other region with so many former airfields and collections of iconic planes. As home of the famous 617 or “Dambusters” Squadron during the war, Petwood has a special connection to many of these places and those who served.

From the Battle of Britain, memorial flight's Spitfires, Hurricanes, Dakota and Avro Lancaster, to the Digby Lima Sector Operations Room, to Just Jane at the Lincolnshire Aviation Heritage Centre, there are many famous sites to discover. Here are some of the best visitor attractions, along with website links and key information:

#### **International Bomber Command Centre, Lincoln**

Newly opened in 2018, the IBCC is a landmark development in memory of the many heroes of Bomber Command. Featuring immersive exhibits, beautiful International Peace Gardens and the UK's tallest war memorial “The Spire”, it is a moving and enlightening experience for any visitor. For full details, see: <https://internationalbcc.co.uk/>

#### **Battle of Britain Memorial Flight, Coningsby.**

Just ten minutes' drive from Petwood, the BBMF Visitors Centre is a unique opportunity to get up close and personal with the iconic aircraft that made history. Operating the AVRO Lancaster, six Supermarine Spitfires, two Hawker Hurricanes, two de Havilland Chipmunks and a C-47 Douglas Dakota, this living and breathing tribute to 'The Many' and 'The Few' is not to be missed.

Website: [www.raf.mod.uk/bbmf/visitorscentre/](http://www.raf.mod.uk/bbmf/visitorscentre/)

#### **Thorpe Camp**

Even closer to our doors at Tattershall Thorpe, Thorpe Camp was where the legendary 97, 617, 619 and 627 Squadrons operated from during wartime. Originally intended to last just ten years, it is now lovingly preserved to provide not only a glimpse into military history, but also a fascinating look into wartime civilian life with the Women's Land Army and Home Guard. It is open Sundays and Mondays from Easter to the end of September, plus







Wednesdays during July and August from 1pm - 5pm. For further details, see: [www.thorpecamp.wix.com/visitorscentre](http://www.thorpecamp.wix.com/visitorscentre)

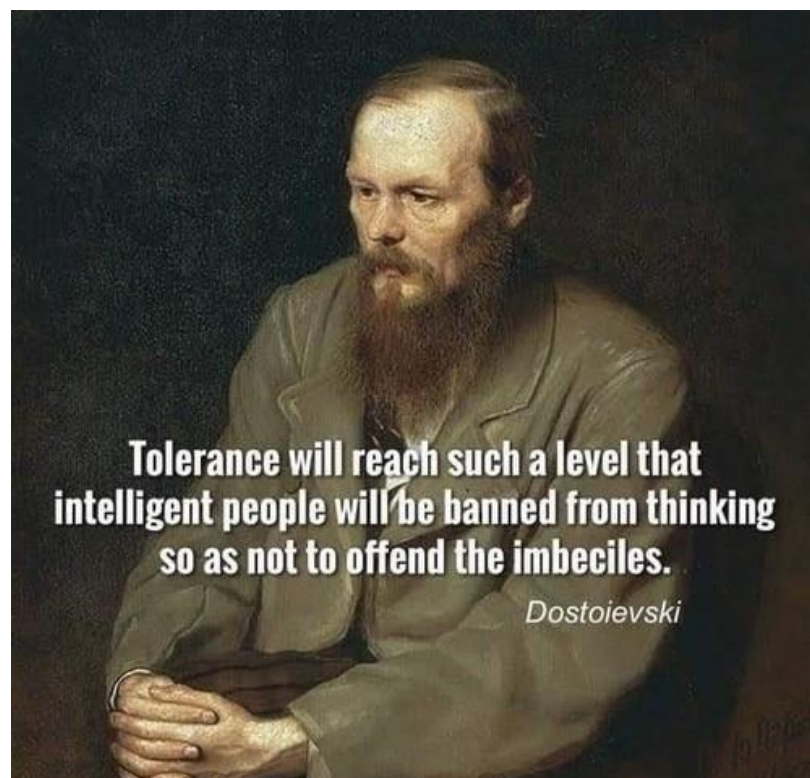
### **Lincolnshire Aviation Heritage Centre**

With award-winning exhibits and an exceptional collection of hardware, including an original Barnes Wallis "Bouncing Bomb", the largest Bomber Command museum in the UK is a hit with visitors of all ages. This site is also your unmissable chance to experience the only place in the world where you can take a taxi ride in LAHC's star attraction Lancaster NX611, "Just Jane". Please note that booking is essential for taxi rides and there may be a substantial waiting time. See: [www.lincsaviation.co.uk](http://www.lincsaviation.co.uk)

### **Newark Air Museum**

The UK's largest volunteer managed aviation museum has no fewer than 76 aircraft and cockpit sections on display. From a Tiger Moth biplane to the mighty Vulcan Bomber and planes from around the world, two large display hangars house an amazing selection of aircraft, exhibits and artefacts.

See the website for full details, including special tours and events: [www.newarkairmuseum.org](http://www.newarkairmuseum.org)





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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

### Exercise.



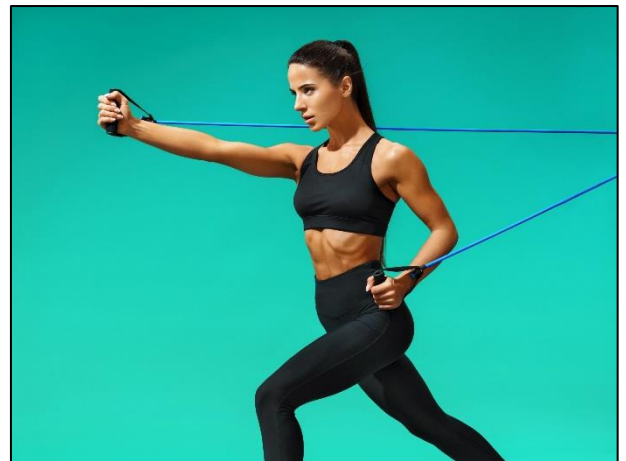
#### What's the best time to exercise, morning or evening?

Sometimes scientists go to a lot of trouble, deliver something interesting, complex and promising, even beautiful in a way and yet they seem to fall short in answering the basic question the rest of us are interested in.

The question of 'is it better to exercise in the morning or evening?' has been extravagantly investigated in a new study. The results were fascinating for scientists, but remain, for the time being, old news in their usefulness for regular folk.

#### The new Atlas

A group of German scientists recently produced a monumental [Atlas of Exercise Metabolism](#), "a comprehensive map of exercise-induced signalling molecules present in different tissues following exercise at different times of day". In effect, they have mapped how different parts of the body, tissues and organs and the molecular clocks that exists in every cell, become excited and 'talk' to one another after we've gone for a jog.



These signals have "a broad impact on health, influencing sleep, memory, exercise performance, and metabolic homeostasis.

One interesting finding was how "exercise can help to 'realign' faulty circadian rhythms in specific tissues". For example, faulty circadian clocks have been linked to increased risks of obesity and type 2 diabetes. There's a lot to it, and in the long run this project could be highly influential in





developing a more nuanced understanding of how we benefit (or don't) from working out at different times of the day.

[The New York Times](#) ran a lengthy piece that called the study, which involved mice jogging on tiny treadmills – “ambitious”, but in the end, if the mice behaviours hold true in people, the NYT concluded, “it might suggest morning exercise contributes more to fat loss, whereas late-day workouts might be better for blood-sugar control”.

But we've known that for quite a while now.

Supporting the idea that exercising in the evening is particularly good for people with type 2 diabetes is new research from the Australian Catholic University, published last year. You can read a friendly translation of the findings on [Diabetes Australia's website](#). Look for the headline: ‘Evening workouts could boost metabolism and control blood sugar levels’. There's plenty of research supporting morning as the long-favoured time to work out but there is growing evidence that evening exercise delivers its own significant benefits.



### Reported benefits of a morning workout

Perhaps the strongest argument for exercising in the morning is it's the best way to burn stored fat and lose more weight, especially if done on an empty stomach. [A 2019 report in TIME magazine](#) featured Dr Anthony Hackney, a professor in the department of exercise and sport science at the University of North Carolina Chapel Hill. Dr Hackney advised that this weight loss occurred because “the body's hormonal composition in the morning is set up to support that goal”. In the early morning hours, he said, “you have a hormonal profile that would predispose you to better metabolism of fat”. He said that people naturally have elevated levels of cortisol and growth hormone in the morning – both of which are involved in metabolism. This what causes you to “draw more of your energy from your fat reserves”.

There's also evidence that morning exercise serves to suppress your appetite.

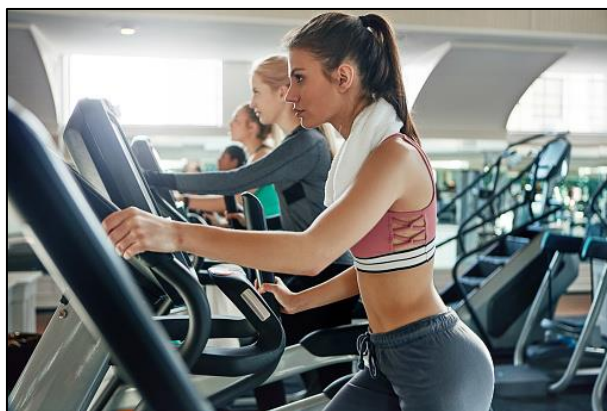
Research from Brigham Young University ([2012](#)) found that 45 minutes of moderate-to-vigorous exercise in the morning reduced a person's motivation for food. The 35 female participants were shown photographs food and had their brain activity measured following the workout. The ‘attentional response’ to the food pictures actually decreased after the brisk activity. “This study provides evidence that exercise not only affects energy output, but it also may affect how people respond to food cues,” the authors said.





The morning workout also resulted “in an increase in total physical activity that day, regardless of body mass index”. “We wanted to see if obesity influenced food motivation, but it didn’t,” the authors said. Interestingly, the women in the experiment did not eat more food on the exercise day to “make up” for the extra calories they burned in exercise. In fact, they ate approximately the same amount of food on the non-exercise day.

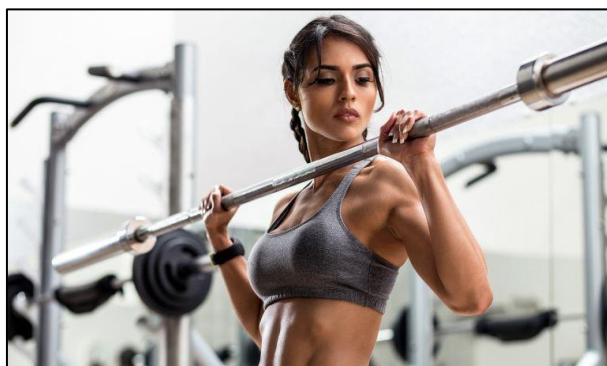
[A 2014 study](#) from Appalachian State University found that 30 minutes of moderate-intensity exercise on a treadmill at 7am resulted in lower blood pressure scores and improved overall sleep quality compared to the same exercise done at 1pm or 7pm.



### **Reported benefits of evening exercise**

One of the problems with morning workouts is we tend to wake up stiff and not so flexible and your resting heart rate is lower than later in the day, all of which means you’ll take longer to warm up before commencing your workout. Also, your core temperature is lower than in the evening. As our body temperature increases, so does muscle function, strength, performance and endurance, as found in [a 2013 study](#) that compared morning and evening performance.

According to an explainer at [Healthline](#), oxygen uptake kinetics are faster in the evening, “which means you use your resources more slowly and effectively than in the morning”. There’s also [evidence](#) that when exercising in the evening, it takes us 20 per cent longer to reach exhaustion. Again, this suggests we get a better quality workout and perform better in the evening.



This perhaps matters more to people involved in competitive sports.

As mentioned, evening exercise provides better control of blood sugar in people at risk of developing Type 2 diabetes. [The Australian Catholic University research](#) published last year found that “men who were overweight and at risk of diabetes had better overnight blood sugar control when they exercised in the early evening rather than in the morning”. The later workouts upped the metabolic health of the evening exercisers more “than those who performed the same exercise earlier in the day”.

Given that [280 Australians develop diabetes every day](#), perhaps more of us need to take that brisk walk in the late afternoon.

One long-standing argument against exercising at night is that it disrupts sleep. That might not be true. [A 2019 paper](#) found that evening high-intensity workouts do not disrupt sleep. Even



better, late-day exercise will eventually reduce levels of the hunger-stimulating hormone ghrelin. So working out in the evening can, over time, suppress appetite when you really need it suppressed, to avoid bedtime snacking and buttered-toast weight gain.



Anti-masker drowns after trying out Skuba diving.

## Medical misconceptions that just won't go **YourLifeChoices** away.

Here's what you certainly should not be doing when faced with a first-aid problem.

There are a number of misconceptions about what to do in medical emergencies still swirling about by word of mouth, sometimes perpetuated by articles supporting these old wives' tales, however, there are some things we should certainly not be doing when faced with a first-aid problem. Here are some good rules to stick to when facing a medical emergency, including what not to do and some good advice to listen to instead.

### **Keep butter away from burns.**

The first thing to do after experiencing a burn is to gently cool the skin. This helps stop extra damage occurring from the burning process. Putting butter or other greasy ointments on a burn may actually make things worse, since the grease will slow the release of heat from the skin. The best way to release heat and gently cool the skin is with cool water. Ice and ice water are too harsh and may further aggravate already damaged skin.



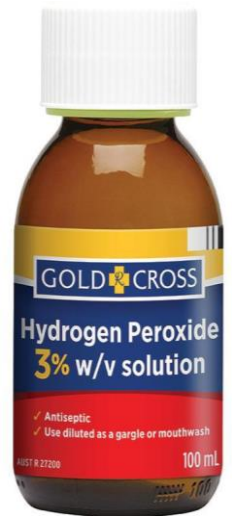


Using butter to treat burns is an old folk remedy that has been around for centuries. It gained credibility when the Prussian Surgeon General Friedrich Von Eschmarch recommended it in his influential 19th Century handbook on battlefield medicine, however, it reads more like a recipe than an emergency procedure, saying that burns should be “painted over with grease or butter, or powdered with flour, starch or powdered charcoal to alleviate the pain.” The idea was to seal the burn off from the air, keep it clean, prevent infection and help the healing process. The only way butter will make you feel better in a situation like this is slathered on a thick piece of toast.

### **If you’re cleaning a wound, keep the peroxide away.**

Hydrogen peroxide has been used as a first aid antiseptic for injured skin since the 1920s. It can still be found in many first-aid kits and medicine cabinets today. It used to be the go-to when cleaning a wound but while it might help sterilise a cut, it could also be doing plenty of damage. Years of research has found that the caustic nature of hydrogen peroxide and rubbing alcohol (another commonly used first aid antiseptic) can destroy healthy skin cells around the wound. The surrounding skin needs to be as healthy as possible to heal and knit back together, leaving the smallest scar possible.

The best remedy for a wound of a manageable size is to wash it with antibacterial soap and water, dry it and affix an appropriately sized bandage.



### **Avoid tipping your head back with a nosebleed.**

Nosebleeds are a common, minor injury. Sometimes they even show up in the absence of an injury, just to make life that little more difficult. The traditional nosebleed remedy is another one of the most common medical misconceptions. If you get a nosebleed, don’t tip your head back. This can cause blood to run into your throat which can make you cough or choke. If you swallow a lot of blood, it can also make you vomit. Try these simple tips to stop a nosebleed instead, hold some tissues or a damp cloth to catch the blood, sit up or stand, tilt your head forward and pinch your nostrils together just below the bony centre part of your nose. Applying pressure helps stop the blood flow and the nosebleed will usually stop with 10 minutes of steady pressure. Don’t stop applying pressure to keep checking if the bleeding has stopped.

**Don’t apply heat to a recently sprained ankle.** Sprains and small fractures can range from inconvenience to serious hindrance. How they are treated can have a major influence on how quickly they heal. Typically, icing is recommended in the first day or two after the injury as ice decreases blood flow to an area, which causes less swelling. Heat, on the other hand, will bring blood flow to an area which can cause more swelling. Only ice a body part for 10 to 15 minutes at a time, with something in between the ice pack and your skin to protect it. Long-term icing can be detrimental to the healing process by limiting the amount of muscle repairing cells that can access the site of the injury.



**Leave tongues alone.** There's an old belief that someone could 'swallow their tongue' while passed out. "That's not what happens" asserts Robb Rehberg, a director of first aid training and program development, "what happens is that the soft tissue in our airway can close off if we're not responsive." In the event of an unresponsive individual, Mr Rehberg says the first thing he teaches his students is "how to open the airway very easily by tilting their head and lifting their chin." By positioning the head in this way, you can prevent the threat of suffocation.

Similarly, it was a long-held belief that someone experiencing a seizure could bite their tongue off, so people were advised to give those in a seizure state a wooden spoon or even a wallet to bite down on. Mr Rehberg's advice is to "never put anything in the mouth of someone having a seizure." The best protocol is to let the seizure pass, then assist with any injuries, putting your hands near the mouth of a seizure victim could be harmful to them and you.

**Don't vomit poison up, talk to professionals.** The swallowing of poison is a medical emergency and the most important steps to take are to call emergency services and contact the Poisons Information Centre. Many think that inducing vomiting is the best response if they, or someone they know, have ingested something poisonous. But there are situations where that's not the right move. Some substances can cause more damage on the way back up.

**Don't drink alcohol to cure a cough.** Over the course of human history, there have been several remedies or medical treatments that include drinking alcohol. It was long believed that such substances were stimulants, and, as a result, were recommended for a variety of medical professionals for use in certain situations. A Johnson's First Aid Manual from 1909 suggests that a sip of brandy could help "encourage circulation" in the case of a victim who has recently recovered from artificial respiration. Such usage has declined significantly over time and is no longer recommended.

The biggest takeaway is that when it comes to any medical situation, you should first and foremost defer to the professionals. You may also find it useful to receive first aid and CPR training so you know what to do in emergency situations you may encounter.



## Surprising uses for petroleum jelly

One of the most versatile jars in your medicine cabinet.

Take a peek inside any medicine cabinet and you're likely to find a small jar of Vaseline nestled among the various tubs and packets. Vaseline is a popular brand of petroleum jelly that was created more than 160 years ago. It's a mixture of minerals and waxes that are easily spreadable, with petroleum being the main ingredient.



You may be more familiar with other petroleum by-products, such as kerosene and gasoline. Just like those products, petroleum jelly has a slick and filmy consistency, but unlike other forms of petroleum, petroleum jelly is safe to use on your skin and hands and is often used as a healing balm and ointment for burns and chafed skin.

Here are some other uses for petroleum jelly.



**Helps to heal wounds.** Dermatologists are often fans of petroleum jelly as it seals water into your skin. This is great for wounds as they heal quickest in a moist environment; it may take up to twice as long for dry injured skin to repair. The oil and moisture may also dull the redness of a new scar and help to prevent infection. It also won't burn or sting when you apply it, making it especially good for children.

**Prevents windburn.** Rub a thin layer of petroleum jelly to the parts of your face that will be exposed to the cold wind. You can also dab a little under your nose if it gets dry. You may want to avoid areas that are acne prone as it can trap bacteria and oil in your skin, potentially worsening breakouts.

**Relief for psoriasis.** Psoriasis outbreaks are more likely to happen if your skin is dry. Applying petroleum jelly in areas where you often see psoriasis symptoms is a good proactive measure. If your skin gets really dry, it could crack and let in bacteria. Petroleum jelly can ease inflammation and keep your skin moist without irritating it, this usually means you'll scratch less too.

**Kills headlice (but not the eggs).** You may have heard of petroleum jelly as a home remedy for lice. Research shows it may kill adult lice, but it doesn't keep the eggs from hatching. That means it's not a good way to control lice. You should use a specific medicated shampoo to eradicate the headlice.

**Nail moisturiser.** Petroleum jelly can hydrate all parts of your hands, including your nails. If your nails are brittle, it can help fill in and smooth out some of the ridges and rough spots. If you get manicures a lot, you may want to dab some on after your next session, but make sure your nails are still a little damp first to seal in the water.

**Prepares skin for perfume.** Moisturised skin may hold scents better, so rub some petroleum jelly on your pulse points before you spritz to make your fragrance lasts longer. Pulse points are





warm areas that help diffuse the fragrance across the body, they include the wrists, inner elbows, back of the knees, and the neck.

**DIY lip balm.** Add a bit of sugar to petroleum jelly to make your own lip balm. Or mix it with sea salt and use the mixture in the shower as a body scrub with moisturising benefits.

**Prevents skin stains from hair dye and nail polish.** Apply petroleum jelly along your hairline to prevent hair dye staining your skin. This also works if you like to paint your nails at home. A barrier of petroleum jelly is easy to wipe away when you're done.

**Prevents blisters.** Before you head out for a run, rub some petroleum jelly between your legs or on your heels. It may keep you from chafing in areas that rub together. If you do get a blister, petroleum jelly on the sore can help it heal.



**Helps haemorrhoids.** Petroleum jelly may help you feel better if you have a flare. Putting a thin layer inside your anal area can protect sensitive skin and may help it itch less too.

**Prevents razor blades from rusting.** Keep your razors like new by smoothing a very thin layer of petroleum jelly onto the blades between uses. Make sure they're completely dry first to prevent rust.

**Prevents nail polish bottles from sticking.** A dab of petroleum jelly under the cap of your nail polish can prevent dried lacquer from making the bottle impossible to open.

## Things to avoid.

### Greasiness.

A little petroleum jelly goes a long way. It's safe to use even on oily skin; but the heavy, greasy feeling may not be what you're aiming for with your skincare routine, especially if you have combination oily or extremely oily skin.



## Stains.

Oil-based products may stain fabric or carpet, so if you're using it to moisturise hands or feet, pop socks or gloves on afterwards.

**Don't put it on new sunburn.** Oil-based products can keep heat inside your skin, so it's better to reach for an aloe vera or soy-based product instead.

**Don't use it for sex.** Petroleum jelly could cause latex condoms to break. If you're female, it might raise your chances of getting bacterial vaginosis. Try a water-based option instead.



## How safe is the five-second rule?

Is the popular five-second rule fact or fiction? Let's have a look.



We've all dropped a piece of food on the floor and considered picking it up to eat instead of throwing it away, but how safe is it? You've probably heard of the 'five-second rule', where people believe (or hope) that if dropped food sits on the floor for less than five seconds it's safe to eat. I suppose people like to think that if you snatch the food up quickly enough, the microorganisms from the surface it landed on won't have time to transfer. But is that the truth?

"Well, I actually don't like to tell people what to do," said Don Schaffner, extension specialist and distinguished professor in the department of food science at Rutgers University. "I like to tell people about the science and let them make their own decision. Certainly, if you drop something on the ground, it may contact germs, and if you eat those germs, they may make you sick."



Many people believe it depends on several variables, including the type of food, type of floor and what that surface is potentially contaminated with. It makes sense that sticky food will attract more germs than dry food, and a tiled floor is probably cleaner than carpet, right? While very few studies exist on this topic, two public research studies have tested the five-second rule. What they discovered may surprise you.

**The research** The first research study was completed by Jillian Clarke in 2003 at the University of Illinois. Dr Meredith Agle, who supervised the study, said: "Jillian swabbed the floors around the university in the lab, hall, dormitory, and cafeteria to see how many organisms we could isolate. We examined the swabs, and there were very few microorganisms. That surprised me. I told her to do it again." The results were the same. "I think the floors were so clean, from a microbiological point of view, because floors are dry and most pathogens such as salmonella, listeria, or E. coli can't survive without moisture."

To control the study, biscuits and gummy bears were placed on both rough and smooth sterile tiles covered with measured amounts of E. coli. "We did see a transfer of germs before five seconds," confirmed Dr Agle. Ms Clarke also conducted a survey that found 70 per cent of women and 56 per cent of men said they were familiar with the rule, but women were more likely to invoke it. The respondents admitted they were also more likely to eat dropped biscuits and lollies more often than dropped broccoli and cauliflower.

In 2016, research from Rutgers University disproved the notion that there's a 'safe' window of time to eat dropped food. The study found that moisture, type of surface and contact time all contribute to cross-contamination and, in some instances, the transfer begins in less than one second. "The popular notion of the 'five-second rule' is that food dropped on the floor, but picked up quickly, is safe to eat because bacteria need time to transfer." That's not true. To test this,





four surfaces were tested – stainless steel, ceramic tile, wood and carpet, and four different foods watermelon, bread, bread and butter, and gummy candy were chosen.

They also looked at four different contact times:

- less than one second
- five seconds
- 30 seconds
- 300 seconds.

Not surprisingly, watermelon had the most contamination and gummy candy the least. “Transfer of bacteria from surfaces to food appears to be affected most by moisture,” said Prof. Schaffner. “Bacteria don’t have legs, they move with the moisture, and the wetter the food, the higher the risk of transfer. Also, longer food contact times usually result in the transfer of more bacteria from each surface to food.”

Perhaps unexpectedly, carpet had very low transfer rates compared with those of tile and stainless steel, whereas the transfer from wood was more variable. “The topography of the surface and food seem to play an important role in bacterial transfer,” said Prof. Schaffner.



So, while a longer contact time did result in more bacterial transfer, the five-second rule is a huge oversimplification of what is actually happening when bacteria transfer from a surface to food. Bacteria can contaminate instantaneously. They’re not waiting around. In addition, foodborne illnesses can have varying onset, ranging from 24 hours to a week, so, if the food you picked up and ate last Wednesday was responsible for sidelining you over the weekend, you probably wouldn’t even associate the two events.

### **Who should be the most careful?**

If you’re a healthy adult, you may be okay when following the five-second rule, however, there are some people, including young children, older adults, pregnant women and people with compromised immune systems who have a higher risk of developing complications from eating food off the floor. If you’re ever in doubt about what to do, most experts agree that the safest thing is to err on the side of caution. If you’re not sure whether it’s safe to eat something that’s fallen on the floor, just throw it out.

It's amazing how many parents went from:  
“I don’t understand my kid’s 6th grade maths homework” to  
“I’m an infectious disease expert” in just six months.



## Seven frozen food mistakes.

## YourLifeChoices

Buying frozen food or freezing meals in advance is a great way to save money and reduce food waste, especially in small households, however, when it comes to preparing and freezing meals, many people make these common, unhygienic mistakes. For your own health and safety, avoid these frozen food fails.

### Thawing food on the kitchen bench.

As soon as frozen food warms to four degrees or more it will begin to thaw. If bacteria were present before the food was frozen it may begin to multiply, so it is important to thaw food safely. Never leave food to thaw on the counter or in hot water. Even if the centre of the food is still frozen, the outside of it may enter the [danger zone](#), between five and fifty degrees Celsius.



Instead, thaw frozen food in the refrigerator, where it can be kept at a stable, cool temperature. Alternatively, you can thaw tightly packaged foods in cold water. This method is faster than refrigerator thawing, though you'll have to change the water every half hour. If you plan to thaw your food in the microwave, cook it immediately after to prevent bacterial growth.

### Not keeping clean.

While many people choose to eat frozen food for the ease and relative lack of cleaning, your kitchen space must be kept hygienic both before and after preparing your meal. This involves cleaning down your microwave after every use and washing your hands thoroughly before and after handling food.

### Not cooking frozen food thoroughly.

Don't assume that all frozen meals are precooked. Labels on food can be confusing, and many meals can look as though they have been cooked. If labels state 'ready to cook', 'oven ready' or 'cook and serve' it means that they have not yet been cooked and need appropriate cooking in order to prevent illness. Follow instructions.

### Not boiling frozen berries.

There have been a few health scares surrounding frozen berries in the past and because of their high contact with work surfaces, hands and the different qualities of water in which they are washed, frozen berries can be carriers of viruses and bacteria. Few people know that experts recommend boiling frozen berries for a minute or two before using them, as cold temperatures do not kill bacteria.



### **Allowing freezer burn.**

If you've ever pulled food out from the freezer to see that it has become dry or looks to be a brown or grey colour, this is freezer burn. This is caused when air interacts with frozen foods. You can still eat this food, though you may notice it tastes a little different. To avoid this, make sure you properly seal all your freezer bags. If you vacuum seal food bags for storage, make sure you're doing the same with your frozen foods.

### **Eating soggy vegetables.**

When you freeze and thaw vegetables, the water within the cells expands and retracts, leaving them mushier than when they were fresh, however, cooking them in an air fryer or a convection oven will leave moisture on the inside while crisping them on the outside. Because thawed vegetables are softer than fresh vegetables, it is recommended halving the time that you cook them for to avoid over cooking.

### **Not blanching your vegetables.**

When you're preparing your own vegetables to freeze, it's important to blanch them first. Steam or boil your vegetables for two minutes then leave them in an ice bath to cool down. This will inactivate enzymes that would otherwise affect the nutritional value, colour and flavour of your vegetables.

Confucius say:

If you can fart through your jeans you can talk through your mask!

## **Fevers.**

Even when you're well, your body temperature varies, and that variation is normal. Doctors usually consider 37°C (98.6°F) a healthy body temperature. But your normal temperature may differ by a degree or more. In the morning, your temperature is generally lower, and in the afternoon it's somewhat higher.

Often, a fever isn't anything to worry about, but sometimes a fever should be evaluated, especially if it's accompanied by other severe symptoms.





Contact a doctor in any of the following situations:

- A child or adult with a temperature of more than 39.5C (103F)
- A child or adult with a temperature of more than 38.3C (101F) for more than three days
- An infant younger than 3 months with a rectal temperature of 38C (100.4F) or higher
- An infant older than 3 months with a temperature of 38.8C (102F) or higher

Seek emergency medical care if any of these signs or symptoms accompany a fever:

- Severe headache
- Severe swelling of the throat
- Unusual skin rash
- Unusual eye sensitivity to bright light
- A stiff neck and significant neck pain when you bend your head forward
- Confusion or severe drowsiness
- Persistent vomiting or abdominal pain
- Difficulty breathing or chest pain
- Extreme listlessness, irritability or poor eye contact
- A seizure
- A bulging soft spot on a baby's head

Sometimes, a high fever can cause a seizure in an infant or a child. This is known as a febrile seizure. If this occurs, lay your child on his or her side, gently supporting the child's head, until the seizure ends. Cool your child gradually, using a damp sponge or cool compress and lukewarm water. Don't immerse your child in a cold bath. Seek urgent medical attention. Most



febrile seizures aren't dangerous, but fever accompanied by a seizure also could be a sign of a serious illness.

Fever itself isn't an illness, but it's often a sign of one. A fever tells you that something is happening inside your body. Most likely your body is fighting an infection caused by either a virus or a bacterium.

## **Heartburn or heart attack: When to worry.**



Severe heartburn and heart attack can be hard to tell apart. It is important to understand how they typically differ and learn when to get immediate help.

You've just eaten a big meal and feel a burning sensation in your chest. Heartburn, right? Probably, but there's a chance the chest pain is caused by reduced blood flow to your heart (angina) or an actual heart attack.

### **How much do the symptoms of heartburn and heart attack overlap?**

Heartburn, angina and heart attack may feel very much alike. Even experienced doctors can't always tell the difference from your medical history and a physical exam. That's why, if you go to the emergency room because of chest pain, you'll immediately have tests to rule out a heart attack.

If you have persistent chest pain and you aren't sure it's heartburn, call 000 or emergency medical help. Call your doctor if you had an episode of unexplained chest pain that went away within a few hours and you did not seek medical attention. Both heartburn and a developing heart attack can cause symptoms that subside after a while. The pain doesn't have to last a long time to be a warning sign.

### **What is heartburn?**

Heartburn is discomfort or actual pain caused by digestive acid moving into the tube that carries swallowed food to your stomach (esophagus). Typical features of heartburn include:

- Starts as a burning sensation in the upper abdomen and moves up into the chest
- Usually occurs after eating or while lying down or bending over
- May awaken you from sleep, especially if you have eaten within two hours of going to bed
- Is usually relieved by antacids
- May be accompanied by a sour taste in your mouth, especially when you're lying down.
- May be accompanied by a small amount of stomach contents rising up into the back of your throat (regurgitation)



### **What signs and symptoms are more likely to occur with a heart attack than with heartburn?**

The "textbook" heart attack involves sudden, crushing chest pain and difficulty breathing, often brought on by exertion. Many heart attacks don't happen that way, though. The signs and symptoms of a heart attack vary greatly from person to person. Heartburn itself can accompany other symptoms of heart attack. Typical heart attack signs and symptoms include:

- Pressure, tightness, pain, or a squeezing or aching sensation in your chest or arms that may spread to your neck, jaw or back
- Nausea, indigestion, heartburn or abdominal pain
- Shortness of breath
- Cold sweat
- Fatigue
- Lightheadedness or sudden dizziness

The most common symptom of heart attack for both men and women is chest pain or discomfort, but women are more likely than men to experience some of the other symptoms, such as jaw or back pain, shortness of breath, and nausea or vomiting. Heart problems are more common among people who have high blood pressure, diabetes or high cholesterol. Smoking and being overweight are other risk factors.

### **Can other digestive symptoms cause chest pain?**

A muscle spasm in your esophagus may cause chest pain similar to that of a heart attack. The pain of a gallbladder attack also can spread to your chest. With gallbladder disease, you may notice nausea and an intense, steady ache in the upper middle or upper right abdomen, especially after a fatty meal. The pain may shift to your shoulders, neck or arms.

Again, if you are not sure seek medical attention immediately.

The most terrifying moment in life  
is when the toilet refuses to flush at someone else's house.



## Arthur's Articles.

### My move from 5 ACS (Det B) to 2 Sqn

5 ACS (Det B) was slowly closing. Some members had moved on to Vung Tau. The remainder of 5ACS had moved from our USAF building into the newly completed 2 Squadron living lines and messes, along with those of us who had been posted into No. 2 Squadron. As all the locally engaged Vietnamese, being tradesmen, had been made redundant and payments made accordingly, my work as an interpreter was hardly needed at Red Horse or at 5 ACS. My days were fully occupied by No. 2 Squadron with the gaggle of new locally engaged Vietnamese both in the Civil Labour Office and on the worksites where regular disputes occurred, sometimes of an ethnic nature, the Vietnamese and the Cham people.

The Vietnamese believed themselves to be superior to the Chams. Even when we adopted a village, we chose to adopt the twin villages of Cong Thanh, a Vietnamese only village, which was adjacent to Thanh Yi, a Cham only village and never the twain shall meet! What we gave the Vietnamese village, we had to give the same to the Cham village.

I have never had a posting where I did not have to change my bed, my office, nor any of the comforts that went with living in 'our own' building. I shared my office with the RAAF Service Police. We travelled together for wherever there was trouble, a Vietnamese interpreter was or should be, on hand. Our office was also responsible for issuing chits which allowed the staff to carry goods off the base, which had been given to them as little extras by generous Australians. Coupled with this, the Police and I supervised the security girl who checked all bags before the staff climbed aboard our trucks to be taken to the USAF border control point at the end of the day.

So, on the 1<sup>st</sup> of May 1967, my posting to No. 2 Squadron was ushered in in a most seamless fashion. Nothing changed, but I was now totally responsible to No. 2 Squadron and our new Commanding Officer, who also carried over the promise of the 5 ACS (Det B) Commanding Officer, "As you have no military trained Vietnamese interpreter, please use Fry whenever you want a Vietnamese interpreter!" The USAF and US Army Officers Commanding accepted that offer with great glee. I can say that I wore US uniform, as much as I wore my khaki shirt and shorts!





For clarity, I have broken my stay at No.2 Squadron into sub-headings. And may I say, that apart from missing my family, as all members did, the No.2 Squadron posting was among the best, if not the best posting of my entire career.

### **PMOC (Protestant Men of the Chapel.)**

Vung Tau was serviced in Chaplaincy matters by a Protestant Chaplain, while Phan Rang seemed to be reserved for Roman Catholic Chaplains. The first of which was Father Terry Ganzer, who after a few months, was withdrawn from the Air Force, we believed at the request of his Archbishop and returned to his old parish of Toowoomba. He was replaced by Father Paddy McCornack, who was one of the few long-term Roman Catholic chaplains and had such a ministry, that he was respected by everyone, proved by the fact that the entire unit came to his Christmas Eve service. Paddy also was present to bless the crew of every sortie that took off from Phan Rang, so that it can be said that the last person every crew saw before they took off, was God's man in the unit.

*Arthur Fry, Cong Thanh Village Chief,  
and Chaplain Terry Ganzer*



The Protestants were serviced to continue in their faith when the Anglican Chaplain, Norm Lawless, came up from Vung Tau. On one occasion, he asked me to help find a suitable site for a Protestant church service. I chose a quiet little hut that housed the K.V.A.s (generators), that I had never heard running during my time in Phan Rang. You guessed it. Mid-way through Norm's service, the KVAs kicked in for the automated monthly service. Afterwards, Norm said to me that I should check when the next scheduled KVA test run would be before I booked another time for him to speak. (The Lord giveth – the Lord taketh away?)

The USAF, or specifically, Red Horse, had built an impressive chapel at Happy Valley, close to the Australian area. Of a Sunday morning and Wednesday night, three of the Australians, Warren Hall, Des Ash and I would walk around to the Chapel and share in the US service. The term 'Protestant Men of the Chapel' soon stuck and our visits were termed 'PMOC.' I will admit that I never made it on every occasion, for often, I would be ready for PMOC, dressed in my civilian clothes, sitting in my living quarters, when guys from an USAF section would pull up outside my room, rush in and throw my GI Green uniform onto my bed and say, "Two minutes, Fry", thus postponing my next visit to PMOC and I would be off to conduct an interpreting session for them. Here I should add that the baggy green safari suited uniforms had no badges of rank, no identifying names, or service. In fact, the one Unit I worked for most often had membership of all three Messes, so as not to identify who the members of the unit were. More on this later.

Years later, we were talking about our visits to PMOC, when one of the PMOC attending RAAF group reminded me that they went more often to PMOC than I did. I could have explained why but left the matter there for that speaker would never know how many times I was dressed and



ready for my walk with them to PMOC when a jeep would pull up and one of the USAF section members who almost treated me exclusively as 'his interpreter', would toss me the uniform that was my size and reserved for me.

### **Working with United States Units**

As I mentioned, there no Vietnamese language trained military personnel sent to Phan Rang from the US Vietnamese Language School on Monterey, California, until November 1967. As you can guess, my services were in high demand. Apart from the Air Police which changed their name to Service Police in November 1967 and with whom both I, as the Interpreter and our two RAAF Service Police, Sergeant Bob and Corporal Brock, did many jobs together with the Air Police, from patrols to investigations within the daily parameters of a military Policeman's duty.

The Air Police had a not-so-well known separate department known as Office of Special Investigation or OSI. You remember Lee Majors playing the role of an OSI agent in the TV series, 'Six Million Dollar Man.' The Phan Rang office only had two investigators, an African American, who I determined was the Officer in Charge and a person who was of Hispanic origin who I determined was an NCO. It was that person who claimed me as his own interpreter. It was a most hilarious situation, for when the OSI section received a tip off, the Hispanic gentleman would race over to the Australian lines, toss me my USAF baggy uniform and boots that zipped up for a quick take off and we would rush to meet the person to be interviewed.



At the same time, the African American OSI member would drive as fast as he could into Thap Cham, the nearest town to the base and collect his Vietnamese national interpreter and race to the rendezvous point. I can remember one time that the two vehicles, blue USAF jeeps with sandbags on the floor in case we hit a mine, racing towards the person waiting to hand over information. We arrived first and the other blue jeep, spun around and drove away like a wounded bull elephant who had just lost a fight with the victor. My fellow put his thumb up to his nose and wiggled his fingers as would a four-year-old who had just triumphed over the other. Six-million-dollar man? They wouldn't have received my money!

The RAAF was just up the hill from the 101 Airborne Brigade, the famous 'Screaming Eagles'. Their Officer Commanding also kept me in mind for special times when he did not want to use their own national Vietnamese interpreter.

One lunch time, members of the 101 Airborne Brigade Military Intelligence Department came to my office and requested I accompany them back to their less than celebrated office. I did and saw a Vietnamese national who I soon discovered was a bus driver. He could not wait to tell me his story, as I interpreted to keep my 101 MID new friends in the conversation.





The story unfolded that the Viet Cong had ambushed a US Army convoy of trucks. They had shot and wounded two US Army drivers who were out of their truck and sitting by the roadside. The VC had told the bus driver to go to Phan Rang Base and advise the officials there that they, the Viet Cong, had their soldiers and two heavily laden US Army trucks.

When he exhausted his story, I asked the 101 investigators if I could play our cards. They agreed so I produced two armalite rifles which from his story, were alongside the soldiers at the ambush site. One of the armalites had dried blood all along the butt.

I had been informed that the Americans had retrieved the troops and their rifles. The injuries the bus driver described on the two soldiers were all on the one soldier. But they were safe. It became apparent that the bus driver did not see the two US soldiers but was only relaying on what the Viet Cong told him. Realising that he had delivered his message and that the US had it well under control, the bus driver made every effort to get out of his predicament and be taken back to the main gate to jump in his bus and get out of there as quickly as possible.

### **Dog Yarns.**

A US airman found a puppy on the roadway. He brought it into the RAAF Police office. We took it upstairs to the Aerodrome Defence Guards, (ADGs) living quarters, offering them to play with the little dog, until the staff went home when I would try to find it a new home. I do not know who had the most enjoyment that day, the dog or the ADGs. That afternoon, at the daily security check by our Security Vietnamese staff. I produced the dog and asked who wanted a puppy? - As a pet! Everyone's hand went up. "Not 'thit cay,' (a local delicacy,) I said.



*"Who wants a pet pup?"*

I whittled the matter down to 'whose children would like a pet?' and finally, I enquired how many children were in the family. A lucky 'winner' and new owner of the little puppy joined the International-brand truck for the five-mile trip to the USAF check point, clutching her newly acquired family pet.



### **A Monkey Yarn.**

The airmen at Phan Rang had found a monkey. They gathered scrap timber and built a decent cage for their new pet. They then painted in three-foot letters, the first name of the Commanding Officer.



One morning, as I was walking from my office down to the headquarters building on the tarmac area, the Commanding Officer stopped and offered me a ride down to headquarters. As we drew level with the boys' new pet in his freshly built cage, the Commanding Officer said to me, "Look, Arthur, the boys have a pet and it has the first name as me!" I quietly thought, "I am not going to tell him!"



### **The Vietnamese Staff.**

I do not wish to put my Vietnamese friends down, but unlike the tour I spent at Vung Tau, where we never found examples of pilfering, pilfering was rife in Phan Rang. At the security check of an evening, our Vietnamese staff member we paid to do security checks, was not carrying out her duties to our satisfaction. We suspected that she would ignore minor pilfering. The most popular hiding place was in their lunch tins. If the police or I had a 'tip-off,' of stolen items, the first place we would look would be in the 'mucan tin'. If the rice was perfectly flattened and apparently untouched, we would poke a chopstick down into the rice and in almost every case, we would find some item being pilfered, including airmen's watches.

One time, I saw a young male worker approach the front of the checking line and I noticed his head was on an angle. I physically tilted his head and found a packet of cigarettes in the crook of his collarbone! Another time, an oddly sitting hat caught my attention. I lifted the hat and found two packets of cigarettes perched on his head.

One night, Brock, Bob and I were sitting in the open air, watching a movie, while occasionally casting a sideways glance to the yellow Kombi van that was waiting to take the 8 o'clock mess shift home. We saw a young kitchen worker come out of the kitchen, open the back door of the Kombi and place something under the seat. I should mention here that the staff went through the check point, but our RAAF Kombi was never searched.

As soon as she returned to the kitchen, we three went over and checked under the back seat of the Kombi. She had placed several packets of sugar under the seat, which the Police confiscated. As the staff came out to enter the Kombi., we walked over to the Kombi. I spoke to the girl who had put the sugar under the seat, telling her I would see her in my office when she came to work in the morning. "What for?" she asked. I replied in Vietnamese, "You'll find out in about ten minutes time!" I then spoke to the ADG who accompanied the driver on every trip away from the base after 6 p.m. as that was curfew time in Phan Rang.

When the Kombi returned, the ADG, as I had requested, reported to me and I recall him saying, "Geez, I cannot speak Vietnamese but when she put her hand under the back seat after getting out of the vehicle, I knew she was swearing!"

The next morning, she came to my office on arrival. We had a long and helpful discussion for me to better understand the Vietnamese psyche. She had turned on the tears when I called her a



thief. "No," she said, "I am a pilferer," - two different words and meanings in Vietnamese. She said if you have ten apples and she has none, then you would not miss two apples, whereas those two apples could mean the only food she had eaten in days!

Her Sergeant steward supervisor pleaded for mercy as otherwise, she was such a good worker. So being the NCO in charge of the Civilian Labour Office and a softie to boot, but having the authority to be judge and jury in all Civil Affairs, I awarded her two weeks suspension, without pay. She thanked the Sergeant steward and me, for our understanding and generosity. When she came back to work after two weeks, she called into my office every morning just to say 'hello.' I believe we both learned lessons that day.

### **A Beetle Nut Episode.**

Many of the older Vietnamese, particularly women, had a habit of chewing beetle nut. They would chew it as one chews tobacco. It causes their lips and mouth to turn bright red. When they have received the maximum benefit, they may have achieved through this habit, they would expectorate the red lump from their mouth without caring where it landed. *(I had 8 years in PNG in the 70s – it was rife up there too – tb)*

On employment, all staff were advised that chewing beetle nut was forbidden while at work on the Air Base. One older lady insisted on disobeying this general rule while at work. I spoke to her several times about the habit, but each time she would coyly smile and tell me in Vietnamese, that I was too kind to sack her. Beetle nut has a similar effect to drugs in that during a working day, those who chewed beetle nut all day, could gain a 'high' before the working day ended and their speech and behaviour may reflect that 'high.'



One day, she expectorated a chunk of well-masticated beetle nut close to me. I demanded her security pass. I drew up her pay and collected the money from our accounting section, then drove her to the main gate. Giving her, her final pay, I wished her well for her future. It was only then that she announced to me with a stunned tone, "You really did sack me!"

### **Miss Van.**

The Americans and the RAAF recruited prospective staff at our downtown Phan Rang recruiting Centre. Crowds thronged around the Centre. Some were hopeful of getting a job, some were hopeful of being re-employed, having once worked on the airfield and honourably discharged and many who had worked on the base, offended in one way or another and were hopeful of being re-employed by another unit who were unaware of their supposed misdemeanours.





Such was the case of Van. She had worked in the RAAF Messes but was noticed to be a troublemaker. The Sergeant steward had brought her along to my office and requested termination for that reason. My job was not to counsel the staff with a view of a second chance. Weeks passed, when one day, as I left the downtown Phan Rang office, the usual group of sacked employees was in strong attendance, making vocal threats against the 'unsympathetic' Americans and Australians. Miss Van was in that group as usual.

As I walked out of the Recruiting Centre, having concluded my business for the day, with Bob, the RAAF police officer on one side and a USAF Air Police Sergeant on the other, I felt a strong bash in my back. The object which we saw later, was a house brick, about the size of our Besser block, which then hit the side of our International Scout police jeep.



Miss Van was arrested immediately by the National Police. Her case was heard that day without any foreign witnesses and Van was sentenced to a month in goal. After she was released from goal, I was again leaving the downtown office, when Miss Van approached me holding a parasol. She tilted it towards me, so I could not see her face. "Chao Trung si." (Hello Sergeant,) said Miss Van. I returned the greeting. She started, "Toi rat tiec...." (I am verry sorry.....[for what I did.]) to which I replied in Vietnamese, "Thank you. We often do things that we later regret. But I am pleased to see we can still be friends." To which Miss Van replied. "I am glad that we will always be friends, Now do I get my job back?" In a Vietnamese response that roughly translates, "Not on your Nellie!", Miss Van walked away without raising her parasol and we never met again.

In a footnote and to erase all blame from myself, it was the Sergeant steward who concluded that Miss Van was a troublemaker. He brought her to me to dismiss her. My job was to implement the steward's request, which I valued and trusted his assessment of the staff. He worked with them daily, I did not.

### **Winning the Hearts and Minds of the People.**

The RAAF was involved in a Civil Aid project of 'Winning the Hearts and Minds of the People'. As already told, the RAAF chose to adopt the twin rural villages of Cong Thanh and Thanh Yi. We sent our medical doctors into both villages to cure the sick. I always accompanied our RAAF Medical Doctor. After a few visits, when I interpreted the same phrase time after time, of "Ho, la, Dun," describing a common local complaint which was expecting a form of red linctus, our Medical Officer said to me, "I know, Arthur, I know!" He had heard, 'Ho, la, Dun!' so many times.

Then on one visit, the village chief brought his mother in to see the doctor. As he explained his mother's condition, which I interpreted, as he said, "And she will suddenly fall to the floor and just as I managed to put the sentence into Vietnamese, she collapsed to the floor, as if to prove her son correct.



Every time the doctor and I came into the twin villages, we brought in gifts for the children, in the form of fruit. Oranges sold on the black market for 50 cents each back in 1967, so we never expected to see the children eat the fruit while we were there, but we saw a glut of oranges in the black market after we left. I suggested to the doctor that we should leave the boxes of fruit up around the corner, out of sight, before we came into the villages. That way, the kids who were well could run out for the fruit. Leaving the sick children to see the doctor. "Great idea!" agreed the doctor, so that is what we did.

When we came into the villages, the children scanned the back of our jeep, to discover we had no goodies for them. I said, "O ben kia, co cam." (We have left oranges out there!) Well, the response was, "Ong noi sau" (You tell lies!) I assured them I was not telling lies, but a few children ran out towards the trees where we left the boxes of fruit. They came to the tree and they filled their dresses, their shirts, with oranges and came running back. When the children who had challenged me saw that there were gifts for them, they ran out. They came back, heads hung low, for they had missed out! You may have heard this story before, as I told it in many churches and have even heard others use my true story, but then again, I never put a copyright on any of my yarns!

Father Pat and I used to go into Cong Thanh and Thanh Yi often. One day, I was tied up in another situation, so Father Pat went in by himself. As he crossed through the paddy fields to get to the villages, he was caught in the crossfire between an ARVN unit and the Viet Cong. Bullets whistled around his jeep. When he arrived back at the Unit, he bounded into my office and I will never forget, Father Pat saying to me, "Fry, you are my good luck charm. You must always come with me when we go to the villages in the future." There is a sequel to this story. Following this episode, Father Pat was awarded the Member of the British Empire award. I used to say, "I have an MBE, but the Chaplain wears it!"



Good folk in Australia had collected clothing for this programme. Two treadle sewing machines had been sent to assist the villagers sew clothes. We had enough goods to fill three trailers, so the Commanding Officer arranged a group to go to the twin villages and make an official presentation. Of course, the CO had prepared a speech for this auspicious occasion. Father Terry Ganzer was there to represent the good Christian folk all over Australia who had made these gifts possible. Three ADGs and three drivers were there to prevent another catastrophe. No sooner did the three vehicles appear than the children were on to the trailers and ripped boxes apart. Women jostled for clothing and even ripped what they were wearing to shreds. The Cong Thanh village chief organized for the two treadle sewing machines be taken immediately into his shack. Father Ganzer lost his slouch hat, another driver had his pistol taken, I was photographed lifting children out of the trailer and the entire village was left like a battle ground with our CO standing in a trailer, ready to give his speech.

So much for our attempt of 'Winning the Hearts and Minds of the People.' Cameras caught the action, or 'inaction'! Below is a photo record of the doomed official presentation.





*CO waits to deliver his speech.*



*Arthur Fry surveys the damage.*



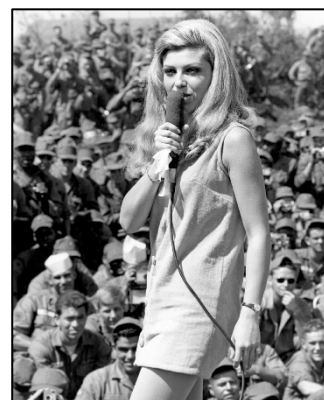
*Who borrowed' Fr. Ganzer's slouch hat?*



*The aftermath – gifted clothing strewn everywhere.*

## R & R. and R & C.

In September 1967, it was announced that the United States would include Australia in the destinations its troops could travel for Rest and Recuperation (R & R). They extended the offer to Australian troops to join their Pan Am flights to Sydney. Because I had been in Vietnam since Australia Day that year, I was chosen to go out on the first flight. Then I heard that Australia was going to put on a big splash to welcome our American allies to our shores and that I should expect to take part in that huge reception and to understand that I would lose part of my short five days with my family. So, I swapped the first flight with another of the early 5ACS (Det B) members who looked forwards to a big party. He was the person who went up on stage in the Viper Club in Phan Rang and gave his slouch hat to Nancy Sinatra of 'These Boots are Made for Walking' fame" - click the pic above..







I flew out via Camp Alpha in Tan Son Nhat, a US Army staging camp where once you were in, the huge gates slammed closed and there you stayed until your flight was ready for departure. You listened to [AFVN](#) and drank the only beer available which was Lone Star beer and those who attempted to drink it, said that it was akin to kerosene! Now who would have conscientiously drunk kerosene, I ask you?



Pan Am airways doted on its troops all the way to Sydney. They wanted Rest and Recuperation and they received it big time. Arriving in Sydney, I transferred to a Brisbane flight, (at my expense) and very soon, I was with my wife, Annette, my little two-year-old girl, Leanne and for the first time, I met our five-month-old son, Ashley. Sammy drove us back to Ipswich. Annette went to put her arm around my shoulders while in the back seat. Little Leanne unhooked her arms reminding her mother that this is 'my Daddy'!

The five days flew most quickly but getting to know our children was the most important part of those five days. We were soon back at Brisbane airport to fly to Sydney to meet the R & R flight back to Vietnam. Back at Camp Alpha, we never heard any further complaints about Lone Star beer from Texas. I guess hardly any of that kerosene attracted the five-day tourists from America who had Resch's and Toohey's hangovers.

I no sooner arrived back in Phan Rang than the Administrative Officer told me that he noticed I had not taken my R & C, (Rest and Convalescence) leave. I argued that I had just come back from R & R, without avail. "You must take R & C before your tour is up," was the only direction. How could I refuse such a kindly offer, so I enquired as to where R & C would take me and soon I found myself on a C123 Provider flight from Phan Rang to Vung Tau and then an RAAF C130 Hercules from Vung Tau to Butterworth,

There I met up with Al Grimes who had come over with the Canberra's from Malaysia in April and some months later, he had returned to Butterworth. Al showed me around all the sites on Penang Island, while I based myself in the Hostel at Penang. At night, I discovered the best Steak House in Penang, if not the world and ate the juiciest steak I had ever tasted.



My five days R & C passed very quickly and soon I was on the way back to Vung Tau where I sat on the tarmac all day waiting to catch a USAF C123 Provider flight back to Phan Rang.

### **Winding up RAAF at Phan Rang.**

We jump ahead four years, when I was on my second tour in Vietnam and the RAAF had announced its departure from Phan Rang. The string pullers in Canberra thought it may be good to offer those Vietnamese who had served us well for four years in Phan Rang to be offered continued employment in Vung Tau. One question the pundits forgot to ask, was 'Do they have any job vacancies in Vung Tau for all Phan Rang employees?'

So, Assistant Provost Marshal in Vietnam, Neville Clark and I, both being happily married men, knew what to do when we were told, ventured off to Phan Rang and asked every employee if they would like to continue their employment with the RAAF in Vung Tau. Nev and I had a very sleepless night for every employee indicated they would like to come to Vung Tau to continue their employment, don't forget, in jobs that we did not have!

Jackie Sa from my old office, indicated she would like to do just that. I had engaged Jackie during my first tour. As the aircraft was warming up to take us back to Vung Tau with this newly induced problem, one by one, except for Jackie Sa, local staff came to the Civil Labour Office and said, "Perhaps we not come down at this time!" A very thankful Assistant Provost Marshal and me, flew back to Vung Tau and slept all the way.

Within weeks, several ex-Phan Rang employees fronted up at the front gate in Vung Tau, saying they were ready to continue working for the RAAF. I had to break the sad news to them that they had missed the boat and that all those vacancies are now filled. (Now was the time for the children to chorus, "Ong noi sau!")



### **Farewell No. 2 Squadron RAAF.**

Time for me and my first tour in Vietnam was now running down. I received my posting as of the 1<sup>st</sup> of January 1968. My replacement had just finished his Vietnamese course and had to undergo a few post language study courses. Jackie Sa was deemed proficient enough to stand in for me until Mick Gretton arrived. After all, most people called her the Unit Interpreter, anyway. I was just the nasty old bloke that sacked workers! Not how I had hoped to be remembered!

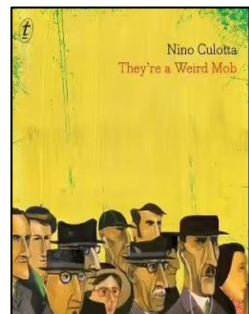


On Christmas Eve, Paddy McCormack held an all-denominational Christmas service when all but those on duty, attended.

'Chalky' White, the WOD, who did the Orderly Sergeant's Roster, said to me, "If you agree to be Orderly Sergeant on Christmas Day, I won't put you on the roster for all of January!" I agreed, then it struck me that I was leaving on the 31<sup>st</sup> of December.

One last memory of my time at No. 2 Squadron, we enjoyed many entertainers, 'Ding Dong' Denise Drysdale, Patti McGrath, just to name a couple. Towards the end of my tour, we had John O'Grady, better known as Nino Carlotta, who was the author of 'They're a Weird Mob' entertained the troops in a witty, humorous show. In the Sergeant's Mess after the show, the members of the Sergeant's Mess entertained John in their Mess. Gags flew from both Nino and sharp-witted Sergeants' Mess members. John drew from a stack of match folders on the bar and wrote greetings to the members' wives, daughters and / or girlfriends, to the amusement of all.

At the height of this frivolity, I grabbed a match's folder and wrote, 'To Nino Carlotta – from Arthur Fry.' This did not amuse John and he threw the folder of unused matches straight into the wastepaper basket. Which is where I'll leave this story. Join me next edition where you will see me back at the School of Languages, following a new edit by the RAAF, that all Linguists must have two languages! But as I said earlier, being a married man, the answer to whatever Ronnie RAAF demands, is the same as I say to my wife – "Yes, Dear! Whatever you say!"



**Guess who kept everyone  
awake last night?**





## Impressive people I met in my Air Force Career

This edition, I wish to remember one of my Commanding Officers under whom I worked, during my twenty-six years in the RAAF, Michael McDonald. Michael had lived in Wynnum near Brisbane where my parents lived for a short while in the mid-1950s while our new house was being built at Holland Park in Brisbane. I had not transferred to schools in Wynnum as my sisters did but continued at my High School in Brisbane which was just up the road from our new home, under construction.



I never mixed with the local Wynnum children, as I took the Black and White bus up to Brisbane early in the morning, every weekday and did not return to Wynnum until that evening. Had I transferred schools during that time, I may have met Michael in my teenage years.

I first met Michael when he was posted into Phan Rang as a Canberra pilot in late 1967, around the time then Wing Commander, later Air Marshal Selwyn David Evans took over from Rolf Aronson as Commanding Officer of 2 Squadron, RAAF, in Phan Rang. It would not be for another ten years, that Michael became my second Commanding officer, at No. 1 Flying Training School at Point Cook, when he replaced Roger Lowrey as CO.

At that time, I met Michael and his family every Sunday at the Base Chapel at Point Cook, under the Chaplaincy of first, Clive King and then Roger Boerth, when my wife, Annette, was the chapel organist and I was the Sunday School Superintendent, with our daughter, Leanne, a Sunday School teacher.

After I left 1 FTS in 1978, it would be another nine years before Michael and I met again. I was President of the Ipswich - Amberley Support Group, a group of Senior Air Force officers from the Air Base and city leaders from Ipswich. How I wormed my way from being a retired Air Force officer to become 'one of the city leaders' is yet another story, for another time. When I was at Headquarters, Amberley, I had



heard of the gourmet food club associated with IASG from the XO Amberley and enquired of the nature of this 'club.' I was politely informed that this group was a gathering of Group Captains and above, along with medical doctors in Ipswich, so I would be excluded.

After I took my discharge in February 1986, I was fortunate enough to become the Chief Executive Officer of a large Aged Care complex in the nearby district, which must have catapulted me into this exclusive category of eligibility for membership of IASG. A local medical doctor, Peter Godbolt, had been the inaugural President, when he approached me and asked if I would take



over form him as the IASG's new President. I willingly accepted his offer. An incredibly happy, busy and exciting two years followed.

In my capacity as President of the Ipswich – Amberley Support Group, my role involved a fair amount of liaison with the Bundamba TAFE, where we used their catering school to hold our many functions.

One day, I received an invitation to have lunch with the Director of Bundamba TAFE and a special guest, one of her newly appointed chiefs in TAFE. Little did I know that the special guest was Michael McDonald, nor that he had taken his discharge from the RAAF, nor that his final posting had been as Commanding Officer, Research and Development Unit (ARDU), as a Group Captain.



In the event, Michael greeted me like a long-lost friend and hardly his underling as the Air Force Law and Administration Instructor in his Unit. It was a very pleasant reunion, for we not only had 1 FTS in common, but were also Vietnam Veterans in the highly regarded and dare I say, highly decorated by foreign decorations, No. 2 Squadron unit in Vietnam.

In 2015, I was diagnosed with cancer. After lengthy radiotherapy and chemotherapy treatments, I had two major surgeries. While I was in hospital after my second surgery, Annette received a phone call from Michael, asking, "Would Arthur like a visit?" Annette agreed that I would. When I left hospital, Michael and his wife, who lived between their two houses at Hervey Bay and Wynnum, popped in to see me, parking their car outside with their two bicycles strapped to the rear tow bar, indicating they were, like me, fitness fanatics.

I shall never forget the significance of Michael's visit. It had been thirty-eight years since I was one of Unit's officers, yet he and his wife, wanted to pay me a visit in my time of ill health. How many Commanding Officer's extended that concern to their troops?

Sadly, in 2019, we received word of Michael's death. He had been ill for some six months but did not broadcast his condition. A group of No. 2 Squadron (RAAF) Association members, including our Secretary, Arthur Rennick and Air Commodore John Whitehead, the Patron of No. 2 Squadron (RAAF) Association, Annette and I with other former 2 Squadron members, attended Michael's funeral at Hemmant.

After his service, I spoke with his son, but he did not remember his Sunday School days at RAAF Base, Point Cook, nor his lovely Sunday School teachers.

Farewell, Michael McDonald. You gave great service to your country in peace and war. You had a concern for those who served under you and no doubt above you, that surpassed your duty-of-care to them.

Rest in Peace.







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## Australian Defence Industry Capability.

Kev Carroll AM

Former Executive Officer, ASBDN, AIDN-NSW. AIDN National & AIDN-Qld

Recently – over the past several years – we have heard a lot about developing and growing the capability base in the Australian Defence Industry. This has been prompted by increasing pressure from industry and from entities which advocate for the defence industry, especially small-to-medium enterprises, (SMEs). The focus on the local defence industry has been sharpened by the scope of major equipment acquisitions, such as the F-35, new Frigates and the replacement Submarine – TBD !!



Even though the bulk of our major defence equipment acquisitions consist of items which are designed and produced in other countries – USA, UK, France, Germany and others, these platforms and systems will form a significant portion of the ADF inventory for many decades. Consequently, ongoing support – MRO (Maintenance, repair, overhaul) – will have to be provided from local sources. A small proportion of this will come from within the ADF, however, increasingly, Australian Defence Industry will provide the bulk of support services.



The fact is that, while the ship, tank or aircraft is recognised by its form, and propulsion, the systems housed by these vehicles are the critical elements. These on-board operational systems define the capabilities which are needed within the defence industry.

While Australia has excellent alliances with powerful nations, such as the UK, US, India and Japan; regional and certainly international conflicts, will most definitely restrict, or prevent any long term support or assistance from those sources. Current world events and potential aggression from within our region, have provided a much-needed wake-up call highlighting the need for maximum capability in our defence industry, to ensure the highest level of self-sufficiency and sovereign independence.

Over the past 40 years there have been numerous government schemes aimed at increasing industry involvement in the supply and support of the ADF inventory. Unfortunately these have been without substance and poorly managed, hence the cost has been high and the effectiveness extremely low. In most cases the form and implementation has been left to the supplier – mostly offshore entities - who respected the requirement, but then offered lower cost, if offshore affiliates were used in preference to Australian companies.



The financial elements then came into play and introduced the 'value for money' approach. Naturally, the low cost won out when all other aspects were equal. The responsibility of the ADF/Project Team was to meet the requirement, without any concern for Australian industry participation. In fact, for many years the ADF, generally, had little faith in the local defence industry and preferred offshore contractors, however, in typical Australian fashion, our industry remained stoic and set out to demonstrate the reliability and capability of Australian industry to supply sophisticated services and high-tech systems to the ADF.





Fortunately, Government and Defence now recognise the urgent need for the maximum level of self-sufficiency and capability within our defence industry. Consequently, the AIC (Australian Industry Capability) program is now applied to all major acquisitions and is a contractual commitment, however, there are challenges for the defence industry, even with the AIC regulations being in place. Many of our defence industry companies are genuine SMEs and, as such do not have the resources to research and meet their obligations to Prime contractors in the AIC environment. This is where the Australian Industry Defence Network (AIDN) has an important role.



AIDN evolved from the ASBDN (Australian Small Business Defence Network) which was established in 1994 with the task of advocating on behalf of SMEs and providing an interface between Defence and Industry. This initiative was supported by the International Organization for Standardization (ISO) – the Industry Capability Network (ICN) and funded by the NSW Government. Membership consisted mainly of NSW based SMEs, with some Vic companies on board. In the first year of operation membership grew from single figures to over 30 companies. At that stage it was realised that maximum effectiveness could only be achieved via a national, rather than state-based voice! This gave rise to the formation of AIDN in 1995, with NSW, Vic and Qld as initial members. The other States and Territories came on board over the next couple of years. The result was that SMEs had a strong advocate and a national voice.



State bodies were co-ordinated under a National Executive for the next 15 years when the organisation achieved the original goal of being a National Network. AIDN remains strictly Defence Industry focussed and claims over 800 company members. Membership is principally SMEs, however, most Australian based prime contractors have joined, on invitation, which has proven to be mutually beneficial to both SMEs and primes.

AIDN can boast many successes, including the lowering of the Program dollar value, which triggers local involvement, and the ensuing AIC program. Australian defence industry companies



have received a much greater level of recognition and support over the past ten years, however, there is still much to do by way of achieving, and maintaining the highest possible level of capability. One of the hurdles is FMS (Foreign Military Sales ).

FMS is a USA program which enables foreign governments to procure military assets from the US Department of Defence, without the need to go through the many steps required to specify, analyse and manage purchases. In brief terms the US does all the work, even to the point of developing and providing logistic and sustainment services. The down-side of FMS is that the buyer does not have the opportunity to negotiate with the OEM (Original Equipment Manufacturer) and is on the tail end of the queue for spares and support. Also, the buyer is obligated to the US ITARS regulations, which determine the operational use and disposal options available to the end user. Not a problem if the user is in lock step with the US – but ..... !



Many of the military platforms currently operated by the ADF – the largest being RAAF assets – have been procured via FMS. Great if you want an expedited acquisition, such as the C-17 or M-1 battle tank, but certainly not the cheapest and not beneficial to our defence industry in the long term. Consequently, unless AIC is applied – it isn't in all cases of FMS procurement – the SME has little chance of being involved in the long-term sustainment. AIDN is well aware of this situation and continues to advocate for AIC to apply to all programs, regardless of value and whether commercial or FMS procurements.



In conclusion, the Australian Defence Industry has increased its capabilities and has grown significantly over the past two decades. Nonetheless, much remains to be done if we are to be able to support the ADF in a time of threat and isolation. Government programs, such as AIC, wax and wane and can be distorted, changed or eliminated depending upon political and corporate interests. Industry, and dedicated organisations, such as AIDN, must remain strong and vigilant in order to support our ADF and protect our country.

Let's have a moment of silence for all those who are stuck in traffic  
on their way to the gym to ride stationary bicycles.

## Vietnam.

Some time back we were sent a bunch of photos taken while the RAAF was in Vietnam. Unfortunately they remained hidden in our computer until recently when we were cleaning out a few duplicate files and came across them again. Here are a few of them, unfortunately we don't remember from whence they came nor can we put names to all of them. Can you help?





35 Sqn Framies doing secret things.



Airman's villa – 1965.





Airman's Villa – 1965.



Airman's Villa – 1965.





Airman's Villa – 1965.



Bob Matthews eating his "home-cooked" evening meal. 1965.





Mal "Blue" Lane writing home. 1965.



Relaxing at the Villa – 1965.





L-R: Jim Mercer, George Ashworth,



Song Mao airport terminal.





Fresh rations being loaded at Nha Trang.



Bobby Limb troop entertaining the troops at Vung Tau.





"Debrief" in the boozing at the Villa.



Syd Farmer on guitar. 1965





RTFV early HQ and hangar.



Troops on the way to work.





After work barbecue at Back Beach 1965.

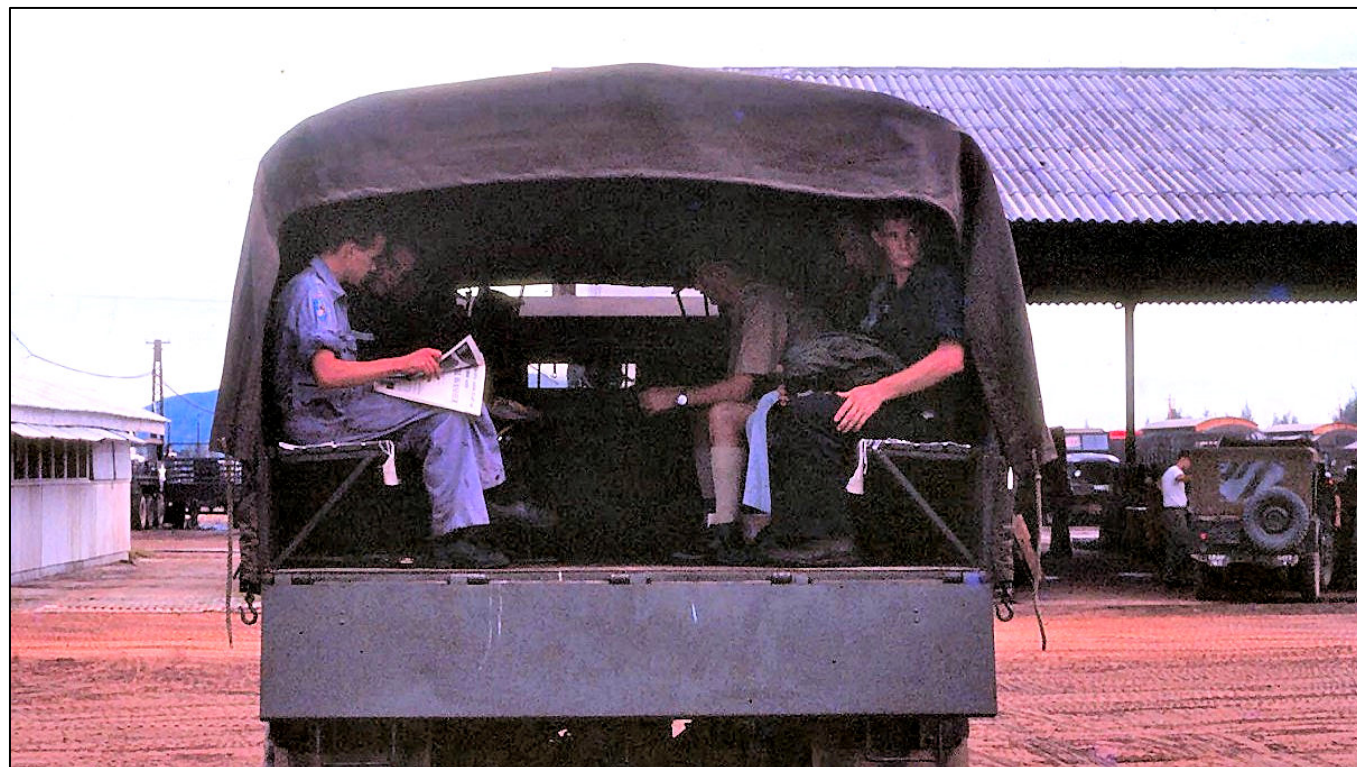


Duty Crew troops – on duty?





Elec and Radio section, RTFV 1965.



5pm transport back to the Villa.



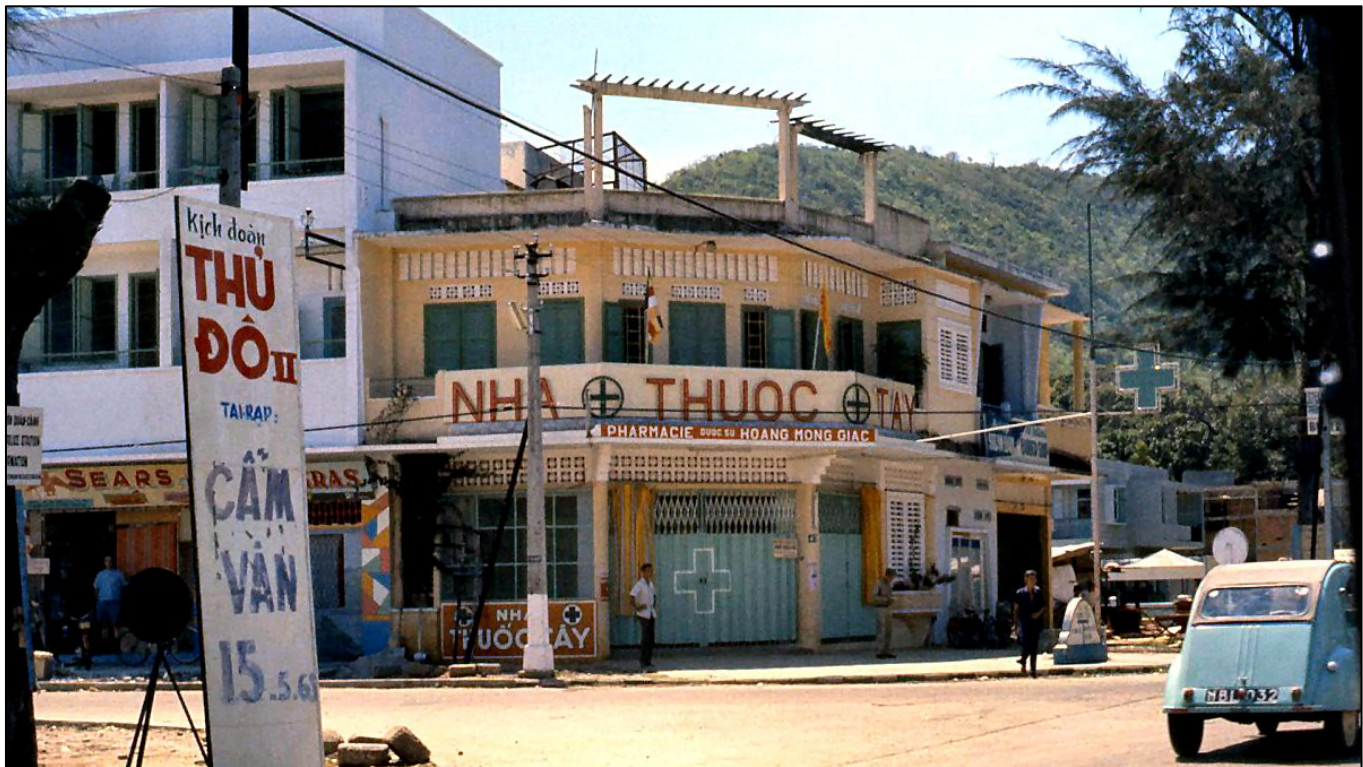


Charlie Downes 1965.

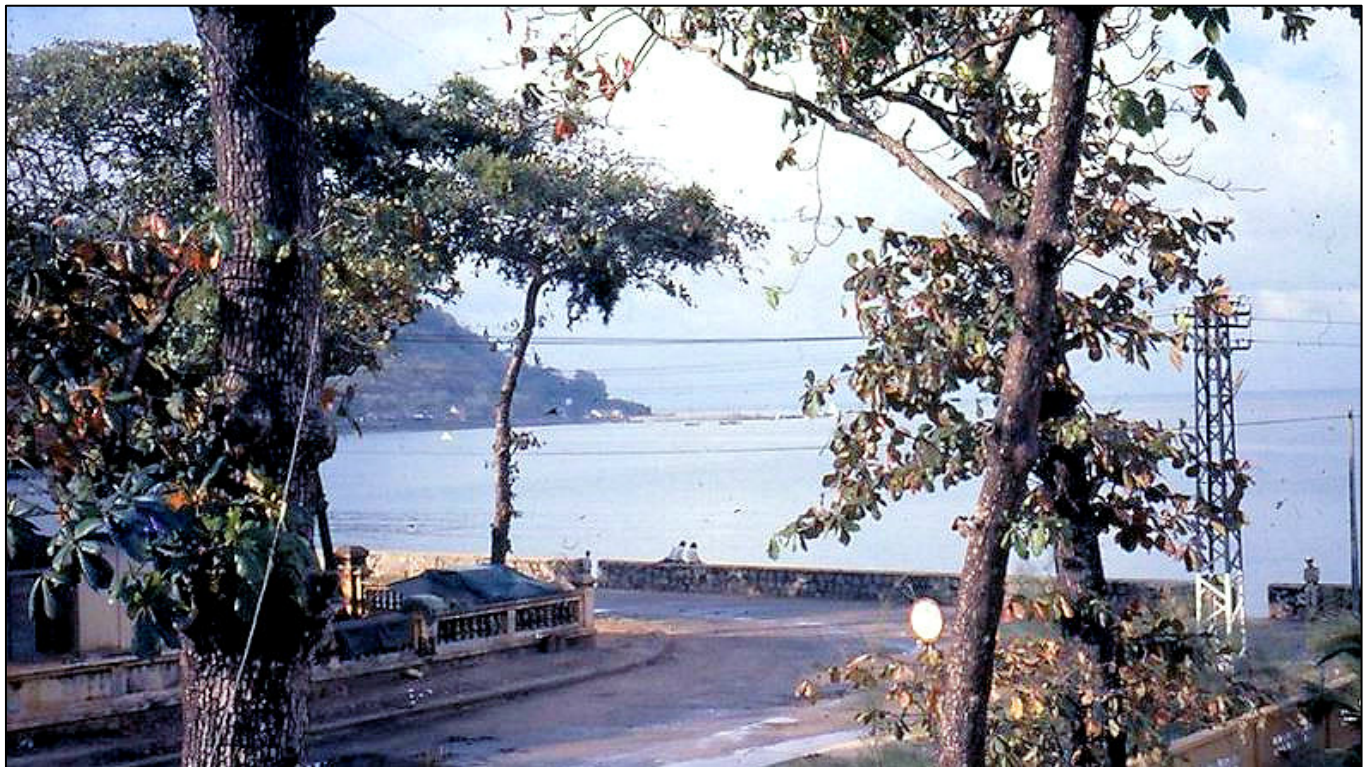


The Flags – down-town Vung Tau.





Downtown Vung Tau, 1965



Front Beach – Vung Tau.





Front Beach, Vung Tau.



Saigon – 1965.





Saigon – 1965.

**My Kid: I feel like you're always making up rules and stuff.**

**Me: Like what?**

**My Kid: Like if I don't clean my room a portal will open and take me to another dimension.**

**Me: Well that's what happened to your older brother.**

**My Kid: What older brother?**

**Me: Exactly.**

OLDTIMERS

## 35 Squadron turns 80!

35 Squadron was formed as a transport unit at RAAF Base Pearce on the 11<sup>th</sup> March 1942, under the command of Flight Lieutenant Percival Burdeu. Initially equipped with one de Havilland Dragon and one de Havilland Fox Moth, the Sqn moved to Maylands airport and was restricted to flying courier and supply operations only within Western Australia. Maylands airport was Perth's first official airport and was used extensively during WW2 but eventually it was found to be too small and was closed in June 1963

Later in 1942 the Sqn received an assorted bunch of aircraft, including de Havilland Moth Minors, Fairey Battles, de Havilland Tiger Moths, an Avro Anson, a de Havilland Dragon Rapide and a Northrop Delta – imagine the maintenance problems servicing that lot. In August 1943, the Sqn was moved back to Pearce, where it was re-equipped with Douglas Dakotas; following this, its operations were extended to cover all of Australia.



During the later years of the war the squadron provided air transport to the Australian military throughout the South West Pacific area, operating out of Guildford, (now Perth's airport), Brisbane, and Cape York. In the final years of the war, detachments operated out of Darwin, Townsville and later Morotai Island, Indonesia. Following the Japanese surrender in August 1945, 35 Squadron flew Australian soldiers and ex-prisoners of war home. In early 1946, it supported the movement of 81 (Fighter) Wing to Japan as part of the British Commonwealth Occupation Force.







With the war over and the world slowly returning to normal, the squadron was disbanded at Townsville on the 10th June 1946.

In 1963 The RAAF ordered its first Caribou to begin replacing the Dakota aircraft which were being operated by 38 Sqn out of Richmond. In January 1964, 38 Sqn's CO with other members of the Sqn undertook conversion training on the type in Canada and after completion of this course the personnel flew the RAAF's first three Caribous from Toronto to Richmond. The Vietnam War was hotting up at this time and after continued lobbying from the United States government for a larger contribution to the war, the Australian government decided in May 1964 to send six of its new Caribous to Vietnam. As the Caribou were being flown from Canada to Australia via Butterworth, it was decided to establish the new unit for Vietnam in Butterworth and the RAAF Transport Flight Vietnam (RTFV) was formed on 21 July 1964.



On the 8<sup>th</sup> August 1964, RTFV's first three Caribous left Butterworth and landed at the United States Army base at Vung Tau, Vietnam, three hours later. Three more aircraft arrived in late August and a seventh in May 1965. The Caribous were integrated into the Southeast Asia Airlift System, operated by the United States Air Force (USAF), and became part of the 315th Troop Carrier Group (Assault), which later became the 315th Air Commando Wing. RTFV flew its first operational mission on 14 August. As the RTFV aircraft used the call-sign "Wallaby", the unit quickly became known as "[Wallaby Airlines](#)" and performed to higher standards than American squadrons with similar aircraft.

On the 1st June 1966, RTFV was renamed 35 Squadron and operational control for the squadron passed to the 834th Air Division of the USAF Seventh Air Force.

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





Australia. The squadron's time came a few months later. Flying ceased on 13 February 1972 and all personnel prepared for their return to Australia. The four Caribous took off six days later and arrived in at Richmond Air Force base on 26 February. It was the last RAAF unit to leave Vietnam.

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

On its return to Australia, 35 Sqn was stationed at Amberley but in 1976, it was relocated north to Townsville where it operated in support of Army units based in Northern Australia. In early 1977 the squadron's role was expanded when it was equipped with four Iroquois helicopters as well as its Caribous, making it the only RAAF squadron to ever be simultaneously equipped with rotary and fixed-wing aircraft.



These aircraft were employed in a multitude of roles including support to the local community in the form of flood relief, medevac and search and rescue operations. 35 Sqn's role was further expanded in November 1986 when it was issued with gunship variants of the Iroquois, which it received when 9 Sqn converted to flying the Sikorsky UH-60 Black Hawk.

In November 1989, 35 Squadron reverted to a purely fixed-wing role when responsibility for flying the helicopters was transferred to the Australian Army. Operating eight Caribous, the squadron continued to provide tactical transport to Army units based in Northern Australia until 2000, when it was reduced to "paper only" status, put to sleep again and its aircraft transferred to 38 Squadron.



On the 14<sup>th</sup> January 2013, 35 Sqn was re-raised at Richmond under the command of Wing Commander Brad Clarke (right) as an element of No. 84 Wing. A skeleton organisation, the squadron was expected to expand to approximately 250 personnel by 2015, when it was scheduled to begin operating the RAAF's ten Alenia C-27J Spartan transport aircraft. On the 21<sup>st</sup> January 2014 it was temporarily transferred from 84 Wing to the C-27J Transition Team but returned to No. 84 Wing mid 2016 once 35 Squadron was nearing Initial Operating Capability.

The RAAF's first C-27J arrived in Australia on 25 June 2015, and it began operating the aircraft from Richmond. It held a Colours Parade at Richmond on the 8<sup>th</sup> August 2015 – see [HERE](#).



The unit reached initial operating capacity in December 2016 and received its tenth and final aircraft on the 2<sup>nd</sup> April 2018. In November 2018, under the command of WngCdr Ben Poxon, (below) the Sqn ceased flying and began packing its bags for its re-location to Amberley. Much of its equipment was ferried to Amberley in 36 Sqn's C-17 Globemasters and on the 24<sup>th</sup> January 2019 five aircraft landed at Amberley with the rest following shortly afterwards. The Sqn was moved north to Amberley to give the ADF more timely access into Southeast Asia for situations like humanitarian assistance and disaster relief.

In July 2021 the role of the squadron was adjusted, with it to focus on humanitarian and disaster relief tasks within Australia and nearby countries. An article in the Australian Defence Magazine noted that it is unclear whether the RAAF still considered the C-27s suitable for combat roles. The article stated that the C-27s' performance had not yet met the final operating capability criteria, with the type requiring remediation work on its missile approach and warning system, and the aircraft had a persistently low availability rate due to sustainment and supply chain problems.



On Friday the 11<sup>th</sup> March 2022, the Sqn celebrated its 80<sup>th</sup> birthday and being Friday, true to Air Force traditions, an early stand-down was observed, the barby was fired up and a heap of snags were rolled. In their generosity, the Sqn invited a bunch of old blokes who had worn the 35 Sqn badge many years ago, along with their ladies, to join in the celebration, an invitation we thankfully accepted.

It was also a time for the acting CO SqnLdr Rob Crawford and the Sqn's WO Evan Cannard to get the troops together and hand out some well earned awards.





The troops assembled in the long ground floor corridor of the Sqn's impressive building.



Rob Crawford presenting an award with Evan Cannard outlining the person's achievements.





Some of the other worthy recipients were:











Thanks to Brodee Doubtfire for providing us some of these pics.



Rob was then kind enough to allow Sambo a few minutes to run a commercial promoting the RTFV-35Sqn Association and to invite the current Sqn people to join the Association at the Jade Buddha on Anzac Day.





After the award presentation ceremony was concluded, the Sqn WO Evan Cannard took the Association people under his wing and gave everyone a guided tour of the Sqn's facilities and a look through one of its aircraft.



The impressive GSE inside the spacious hangars used to service the aircraft. It's great to see that 35 Sqn does its own deep maintenance instead of sending its aircraft off to UltraTune or MyCar as other Sqns do. There really isn't a lot of job satisfaction in just performing pre/after flights or being an aircraft refueller.

Over the years the Squadron has operated a number of aircraft – they include:

- [de Havilland Fox Moth](#) (1942–1943);
- [de Havilland Dragon](#) (1942–1943);
- [de Havilland Moth Minor](#) (1942–1943);
- [Fairey Battle](#) (1942–1943);
- [de Havilland Tiger Moth](#) (1942–1943);
- [Avro Anson](#) (1942–1943);
- [de Havilland Dragon Rapide](#) (1942–1943);
- [Northrop Delta](#) (1942–1943);
- [Douglas Dakota](#) (1943–1946);



- [de Havilland Canada DHC-4 Caribou](#) (1966–2000);
- [Bell UH-1 Iroquois](#) (1977–1989)
- [C-27J Spartan](#) (2015–present)



Some time ago John Sambrooks presented the Sqn with wooden models of all those aircraft which are on display in the Sqn's building.



The C-27 Spartan – what we all came to see, as well as to enjoy a snag or two.





Sheryl Benneworth and Sue McDougall about to have a look inside one of the Sqn's aircraft.



Laurel Shanley, the CO of KM Smith Funerals, one of the main sponsors of the RTFV-35 Sqn, getting up all close and personnel to one of the Spartans.





Liam and Laurel Shanley.







Laurel was looking for the keys but couldn't find them so couldn't start the aircraft.



John "Sambo" Sambrooks and John McDougall.



After been chased off the tarmac due to the heavy rain, it was time to head for the Sqn's smoko room for a welcome snag or two.



**L-R** in the pic above are: Liam Shanley, Trev Benneworth, Laurel Shanley, Andria Butler, Sheryl Benneworth, Sue McDougall, John McDougall.



Stu Cooper, SqnLdr Rob Crawford, John McDougall.

All in all a very enjoyable day, big thanks to Rob Crawford and Evan Cannard for inviting us.





If ever you feel like your brain is inadequate, think of this bloke.



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## John Laming.

Aeroplanes and other stuff.

### Just ask Anya.

Occasionally, while training pilots who have booked practice sessions because of forth-coming interviews and simulator assessments, I have started with "How about we first do some circuits and landings?"



Some immediately go heads down into the computer display, typing a circuit with downwind waypoints, base leg turning points and final intercepts. Finally, a work of art like a Pablo Picasso painting, is built up on the computer screen. After that, all the pilot needs to fly a perfect circuit, is to keep the flight director needles centred. Well that is the theory, of course. Each booking is usually for one hour and because simulator time is expensive, every minute wasted in unnecessary actions is money out of their pocket. As their fingers flash over the keyboard, I gently remind them they have already lost five minutes of flying practice when all that was needed was





an HSI, ADI, altimeter and ASI to fly the aeroplane. Yet, many of today's pilots are usually so addicted to the automatics, that the thought of switching off the autopilot and flying manually is practically a May Day situation. These pilots may already have hundreds of hours on 737's with most of the time on autopilot and flight director, yet, when coaxed into switching off the automatic features and told to fly by looking out of the cockpit on the downwind, base and final leg, afterwards the almost universal reply is "Jeez - I enjoyed that - I haven't done circuits since flying a Cessna 172."

Many years ago, I was a contract captain with a German charter operator based in Hamburg, Germany, flying the 737-400 and 500 with German first officers. It was there that I crewed with my first female first officer. She was relaxed after flying with other British contract captains as they seemed less strict than their German counterparts.

We were flying back from Spain into Hamburg on a beautiful moonlit night and I was mesmerised at the sight of all the city and village lights over that part of Europe. The final track to Hamburg was by coincidence lined up with the duty runway from 100 miles out and Anya as PF (for that was her name) had everything set up in the FMC and of course the automatics did a good job. Top of descent came up on the screen and my mind went back to the long straight-in approaches I had done into Pacific island atolls in my previous job. In those days, we used the venerable 737-200. There was no FMC and we simply used DME v Height to fly the descent on profile. Our aircraft had a FD108 flight director but most of us never bothered to use it. It became a matter of personal pride to fly the descent profile without resorting to use the speed brakes. There was a satisfying sense of achievement if all worked out nicely to over the fence, on slope and on speed.



"Anya", I said, at 100 DME Hamburg straight ahead, "how about you take out the automatic pilot and fly a profile descent straight into Hamburg with no flight director and no autothrottles?" Anya



wasn't sure what I meant, probably because being German, English was her second language and I talked too fast anyway. "You know, DME v Height or three times the height plus 10" I said. Anya looked aghast at my suggestion and covering the cockpit voice recorder with one hand, she whispered "Shhh." She seemed scared of Big Brother.

With some cajoling and promising not to tell anyone about this shocking decision not to use LNAV and VNAV, I talked Anya into the descent profile, manual flying, manual throttle and FD off. From 100 miles out she flew it beautifully all the way to touch-down with just a little help from me with flap/speed control towards the end. A greaser landing topped it all off and we heard the passengers clapping in admiration (or was it relief) at Anya's smooth landing.

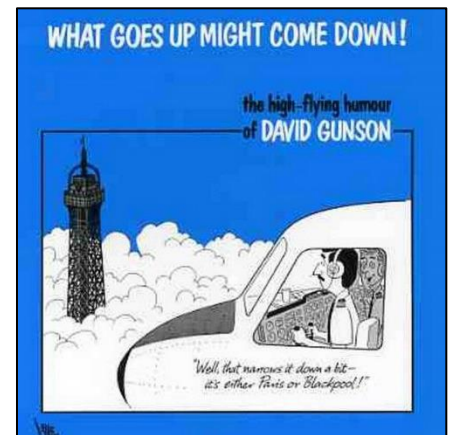
As we taxied towards the Hamburg Terminal, Anya looked over at me and she said "Now that was real flying, wasn't it- - and thank you very much - but please promise me you won't tell anyone, will you", pointing to the CVR microphone. "I won't tell a soul, Anya and you flew beautifully," I replied.

Now 25 years later I have broken my promise. If Anya happens to read this story, I know she will understand and forgive me...

## What goes up – might come down.

Back in 1982 David Gunson, an ex-RAF Pilot, turned Air Traffic Controller, was guest speaker at an evening event.

David was born in Sheffield in the UK (where he insists, the M1 is cobbled) and as a young man went to work in a steel foundry, but soon discovered that the opportunities for flying were far too limited. He left and joined the RAF, spending ten years Coastal Command on Shackleton aircraft. He is thus well qualified to take you behind the scenes in the world of flying and, with tongue very much in cheek, his 'talk' skilfully combines humour with hazard, raising many a laugh - and many an eyebrow.



Dave's humour is based on fact, often mischievously, as with a wry smile he says that, "We force them down narrow corridors, thereby greatly increasing the risk of collision, while at the same time justifying the job of Air Traffic Controllers to keep them apart."

Click the pic to hear it, it's very funny.

## Skyland News.

We have a copy of the December 1979 edition of the venerable SkyLand News. Unfortunately, being over 40 years old, it has faded in places but is still definitely worth a read.



Born in Moresby in the 1970's, if you were involved in aviation in any way, the mag was a must read.

You can get a copy [HERE](#).

## Diary of a Pilot.

Lloyd Knight

I served with the Royal Australian Air Force, No. 9 Squadron, at Vung Tau in South Vietnam in 1969 (May 1969 – Nov 1969). We operated Bell UH-1H Iroquois helicopters, commonly referred to as 'Hueys'. This nickname derived from their original military designation of HU-1 (Helicopter, Utility-1). The four-man crew consisted of a pilot and co-pilot, a crewman who manned the right-hand M60 machine gun and operated the electric winch and a left-hand door gunner, who also had an M60.



We flew in support of Australian and New Zealand Army units, from their forward base at Nui Dat, which means, small hill. This base was located in Phuoc Tuy Province, about seventy-five kilometres to the south east of the Capital, Saigon (Ho Chi Minh City). The squadron's main mission was troop-carrying sorties of various types. These included; the insertion and extraction of reconnaissance and fighting patrols, Special Air Service operations, general troop movement and Medical Evacuation (MedEvac). The squadron also had a gun-ship flight.

The troop-carrying helicopters were nicknamed 'Slicks'. This army slang term described the lightly armed helicopters used to insert up to nine heavily armed combat troops into battle areas and to recover the dead and wounded. They were called slicks because of their relatively smooth sides, compared to the gun-ships with their external armaments. Another explanation for the name is that, often no seats were fitted and the expression referred to the unbroken floor line, which facilitated rapid egress from and access to the cabin.

Gun-ships, commonly called 'Gunnies', are helicopters specifically equipped to attack ground targets with a variety of armaments. In our area, the US Army often supplied this service using heavily armed 'C' model Hueys. Our squadron's gun-ship flight flew the same 'H' model as the 'slicks'. They were extensively modified, armed with forward firing mini-guns, M60 machine guns and rocket launchers, as well as the M60 door guns.





The habitat in the province was a mixture of tall tropical forest, tall bamboo and areas of long grass. There were cleared sections, some used for agriculture - others were made with bulldozers and defoliant for military purposes. Small villages, rubber plantations and rice paddies interspersed the whole area.

In the east, there was a low range of mountains we called the Long Hais. The shoreline of the South China Sea stretched from the Vung Tau peninsula, north past the village of Long Hai. The area had been a pseudo Riviera in French Colonial times. This stretch of coast is today, redeveloped as a resort area.

+

In the early days of the squadron's involvement, the officers occupied one of the old French villas, Villa Anna, with its slightly dilapidated, old-world charm, overlooking the back beach on the south-western side of the peninsula. Non-commissioned ranks occupied two others.

As I explained in the note at the beginning, before my memory goes, or starts to play tricks on me, I thought that I should put 'pen to paper' and jot down a few short stories that I recall from those hectic times. I was personally involved in each event. There is a little 'filling in of colours', probably a few errors and of course, any dialogue is only approximate.

I have purposely not identified any person in these aviation anecdotes, for we were all equal in our determination and zeal, to get the job done. No doubt some of my colleagues from those days will identify with most of the content.

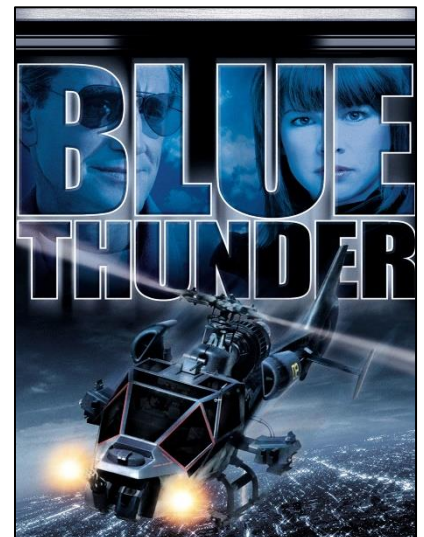
Lloyd D Knight

### **The MP and the VC**

Some will have seen it in American movies; 'Blue Thunder' and 'Apocalypse Now' come to mind. Some will have heard tales of it in bars and military messes. I am referring to the story of the alleged practice of prisoners being thrown from helicopters, as an interrogation technique. The theory goes that, if two or more prisoners are being transported, blindfolded and bound, in the back of a helicopter and one is thrown out, then the others will spill the beans when they hear the screams of their compatriot, as he exits the helicopter.

It is possible that some overzealous soldiers have done this, particularly if it was accomplished at a low hover. The prisoners would not know that the helicopter was not cruising at height. So, the effect would be real for the victim, as well as the remainder. The plus side to this case would be that the exercise had no fatal outcome. Even so, it would be a despicable act of torture and would certainly not be condoned by the Australian forces.

No doubt the Viet Cong and NVA would have heard the same story.





I was tasked to fly two Australian Army Military Police, a staff sergeant and a corporal, out to a recent battle site. They were to collect two Viet Cong prisoners and escort them back to Nui Dat for interrogation. Some questioning would have already been accomplished. A prisoner is more likely to give information while he or she is in a traumatised state, immediately after capture.

We landed at the forward location and the MPs went off to collect the captives. I shut down the engine while we waited. The co-pilot and crewman did the walk around checks in preparation for the return flight. This was now a secure area and it had been a busy day so far. So, we took the opportunity to rest up while we waited for them.

After about half an hour we saw the MPs returning with their prisoners. Next to the burley Aussies, they looked diminutive. They wore the black pyjama outfits that were typical VC dress. Both had sacks over their heads and presumably were blindfolded. Their hands were 'cuffed in front and they were shackled with ties that allowed them to walk fairly normally. However, they would not have been able to run. The corporal's charge was the shorter of the two, of extremely slight build and appeared to be a female. She allowed her escort to steer her around the front of the helicopter and up into the left side of the cabin.

The other was limping badly and needed to be supported by the six-foot four staff sergeant. As they approached my side of the chopper I could see that this prisoner was shaking terribly. He cried out in pain as the MP pushed him up, albeit gently, into the cabin. He sat on the bench seat against the rear bulkhead as the staff sergeant climbed in. Then, as we started the engine, I heard him crying. He was scared almost out of his wits.



I remember wondering at the time if he had heard 'the story' and thought that he was about to meet a sticky end. We were soon up and on our way back to the army base. About halfway to Nui Dat, I looked around and saw that the staff sergeant had his arm around his prisoner's shoulder. He had his mouth close to the VC's ear and seemed to be speaking to him above the noise. We normally flew with the doors open, so the crewman and left-hand door gunner had ready access to their M60 machine guns and to provide a little 'air conditioning'. The big burly soldier appeared to be comforting this poor soul. That sent a little tingle up my spine as I identified with his apparent kindness.

We landed about fifteen minutes later. With the rotors still turning, the corporal and his prisoner exited the left side of the chopper and went off towards the HQ building. The staff sergeant tapped me on the shoulder. As I turned, he gave me a thumbs up and mouthed, 'Thank you.' Then he turned to unload his sorry charge. As I spooled up the engine for lift-off, to relocate to our pad, I turned to check that the passengers were clear.

There, out to my right, walking towards the HQ was the staff sergeant. He was carrying his prisoner in his big gentle arms, as if caring for a sick child. I felt very proud to be an Aussie that day and I still get a tear in my eye (it's there now) and a lump in my throat, whenever I recall that experience.



## Dustoff.

Dustoff is the acronym for the motto of the US Army Medical Corps: 'Dedicated Unhesitating Service To Our Fighting Forces'. The term was used to describe a helicopter operation that provided the MedEvac of wounded troops. In 1969, the US Army 45th Medical Company normally flew these missions. They had units based at Long Binh and Vung Tau, as well as Nui Dat. They did a magnificent job. Sometimes they were busy elsewhere, so we had to look after our own.

It had been a very long day. Dusk descended as we made our final approach to the helicopter landing area at Nui Dat.

We completed our approach to a hover and air taxied over to the fuelling area to gas up, preparatory to returning to our main base at Vung Tau, about a twenty-minute flight to the south. A delay on our final mission for the day had made us late, so all the other squadron aircraft had returned to base.



For tactical expediency, helicopters were usually refuelled with engines running. This was potentially dangerous because of fire risk. The pilots' seatbelts were undone and seat armour retracted to allow rapid escape in the event of a mishap. The crewman conducted the fuelling operation with the door gunner manning the fire extinguisher. I was riding left seat. This is normally the co-pilot's position in the Huey. Because I was the Squadron Training Officer, I often occupied this seat while the young pilot I was checking, flew from the command, right hand seat. In this case the training officer takes on the co-pilot duties.

As the crewman was completing the fuelling operation, a call came through from the Command and Control Centre, to which I replied, 'Albatross zero two, go ahead'.

The controller responded, 'A platoon has come under heavy fire, twenty minutes from your position. One soldier critically injured. Require immediate Dustoff. Both Medical Core units (US Army) are presently deployed and cannot respond. Are you able to accept this task?'

I answered, 'Albatross zero two, affirmative, go ahead with location and details'.

The other pilot called to the crewman, 'Dustoff!' and told the door gunner to grab the spare stokes litter. This is a seven-foot long stainless-steel stretcher fitted with straps and used to lift casualties, or cargo. One of these units was located near the fuelling plant for just such an exigency. The crewmen had also received rudimentary first-aid training, to enable them to cope with this type of mission.

I copied down the details, which were in code: the location grid reference, call sign and radio channel and the nature of injuries. The wounded digger had four gunshot wounds to the thorax.





Because of the seriousness of his injuries, we were also instructed to take the casualty direct to the military hospital in Saigon.

I advised the crewman and door gunner to wear their bulletproof plates under their flak jackets because we could come under attack. These curved shields, made of Kevlar, were part of the bulletproof vest issued to all crew. The crewman and gunner often placed them under their seats, to protect their important parts from rounds fired from directly below the aircraft. The other pilot and I exchanged seats and he took over the co-pilot duties.

With all checks completed, we took off into the now black night and headed west at an altitude of around two thousand feet, about six hundred metres, to our task site. The co-pilot established communications with the platoon. The officer in charge advised us that the potentially hot area was several hundred metres to their south. They were fairly sure that the enemy had either succumbed to the return fire, or had quit the vicinity. He had called in the gunnies in case they went hot again.

Because they were located in tall timber, he warned that we would need to perform a hundred-foot winch lift. The casualty wasn't really stable. He had lost a lot of blood and there was nothing more they could do for him, except get him to hospital. He was already strapped into a fold-up stretcher and ready to be lifted. I advised that we would terminate our approach to a hover in the treetops using the landing light.

The Huey is equipped with two powerful, controllable lights. The landing light, under the belly, can be rotated from vertically down to straight ahead. The searchlight is located under the nose and can be swivelled in all directions. Either pilot can control the lights and the crewman/winch operator, on the right side of the aircraft, can switch the landing light on and off.



We would use no other lights so as to make the aircraft as inconspicuous as possible.

The patrol had floated a balloon light, which was attached to a string, up through the trees to mark their position. This is a helium-filled, red balloon with a small battery powered light inside. They also flashed a Morse code letter with a shielded torch, which we read back to confirm their identification. This was an added security measure, used in case the enemy also sent up a balloon to attract the helicopter crew to the wrong location and thereby become a target.

We made our approach to the balloon, heading west to place the left-hand gunner facing the previously hot area. I turned the landing light on at the last minute and told the crewman, 'You have the Con'. During winching (hoist) operations, the pilot hands over the directing of the aircraft's position to the crewman/winch operator. He then coaches the pilot into the final position, something similar to the old WW2 bomb-aimer. He keeps the pilot informed about the progress of the deployment of the winching cable, the hook-up and the instruction to 'Take the weight'. The pilot applies power to ensure that the helicopter is capable of lifting the extra load. Then the



crewman reels up the patient, keeping the crew informed of the progress of the operation. He also keeps a check on the tail rotor's clearance from obstacles. It's a highly responsible job.

The crewman gave me the last few corrections to our position, to place the aircraft directly over the casualty. I descended until the skids were at treetop level, having ensured that the tail rotor was in a clear area. The crewman started the cable on its way to the wounded man below. When the hook was about half way down, all hell broke loose to our left. Heavy fire with tracer rounds came up through the trees and, our door gunner started pounding away with his M60 machine gun. The Aussie troops below also returned heavy fire and another fight was on.



The man on the ground yelled over the radio, 'Get that chopper out of there!' I had already switched off the light and was applying power, climbing vertically so that the hook wouldn't snag in the trees. The co-pilot set maximum transient power and we climbed at about four thousand feet per minute. The winch operator was madly reeling in the cable and the gunner continued letting them have it to our left.

As we went through a one-hundred-foot increase in altitude, I nosed over and high-tailed it out of there, into the safety of the big black sky. As we climbed rapidly to the west, two gunnies rolled into an attack on a reciprocal course out to our left. We turned right, to the east and set up an orbit at a couple of thousand feet and three kilometres from the firefight.

After about twenty minutes we advised the Platoon Leader that we would need to refuel if we were going to take the casualty to Saigon. He replied that they would need at least half an hour to subdue this new threat, so we scurried back to Nui Dat. We flew at maximum cruise speed, landed and filled the tanks. We hadn't been called back in yet, so we returned at our best endurance speed to conserve fuel.

Arriving back on station after an absence of forty minutes, we could see that the fight was still going on. It was hectic down there with heavy machine gun fire, grenades and rockets. The gunships were giving their best, making pass after pass against the heavy resistance. We commenced orbiting again and waited to be called in to make another attempt. During this period of relative respite, the crew started to talk on the intercom. There was an aura of virtual light heartedness that was probably a self-protective reaction, due to various levels of anticipation as to what we could expect next. We discussed the pros and cons of risking being shot down.

I have never felt 'scared' during combat operations. That seems to come later when you are safe and have time to ponder the 'what ifs,' however, I do recall vividly that throughout that half hour wait, I certainly felt apprehensive about returning to such a potentially dangerous situation.

Decisions, decisions! It would not be smart to place the aircraft and crew and the troops underneath, in a position where we could all be wiped out by being shot down. On the other hand, our duty was to rescue the person down there, who was obviously in a life-threatened state.

On that occasion, I didn't have to make the decision.



After about another twenty minutes, the shooting had ceased and the gunnies said they were returning to base. The bloke on the radio called us saying, 'Thanks for your help Dustoff, the battle's over, come back in the morning.' The young door gunner, who had just experienced his first fire-fight said, 'Thank Goodness, he must be alright now.' There was a moment's silence before the older, experienced crewman said, 'Yeah, I suppose so. We don't recover body bags at night.' The young man sobbed into his microphone, 'I didn't know that's what he meant – but I didn't want to go back down there again.

Over the years I have often wondered what a difference a few more minutes would have made. If we'd managed to get him on the hook before they started shooting; maybe we could have towered out and saved him. Then I think about the other possible outcomes. He may have been snagged in the trees and brought us all down. He may have been shot again!

And of course, with such severe injuries his chances of surviving that kind of ordeal would have been extremely slim.

## **Lincoln.**



This photo of the 10 Squadron Long Nose Mk 31 Lincoln, A73-55, shown here at Broome in 1956, was one of the best I have ever seen.

I flew 3000 hours on Lincolns.





## Easter.

Easter, the most important Feast Day in the Christian calendar, is a great time in Australia. The weather all over Australia is usually close to perfect, not too hot, not too cold – just how it should be. And although the Christian significance of the time has waned somewhat, to celebrate the occasion we all over-indulge in hot-cross buns and chocolate eggs, chocolate bunnies or just plain old chocolate. The kids are on holidays, the traffic around town is a million times lighter than usual with most people are off on leave.



It's great to be Australian.

But why does Easter happen at different times each year, why isn't there a fixed date for Easter, like the first Sunday in April for instance. Everything else has a fixed date, Christmas, ANZAC Day, Queen's birthday, Australia Day – but not Easter. Why?

While Easter sometimes falls earlier in the year, even in March some years, Easter 2022 was April 17, so those who celebrated with family and friends did so a bit later than they would have in years past (two weeks later when compared with 2021!). Of course, this also means that the beginning of Lent and Ash Wednesday occurred later too.

Most Christians know Ash Wednesday's date depends on Easter, but wouldn't it be much simpler (and easier to remember) if Jesus Christ's resurrection were celebrated on a set day, here's a look at why that's not the case.

### Ash Wednesday 2022

Ash Wednesday signals the period of 40 days before Easter, called Lent, when observants typically "give up" some earthly pleasure (wine, chocolate, sugar) as a form of penance. But what does Ash Wednesday mean?

The holiday stems from the Old Testament book of Daniel that associated fasting with ashes. Its main ritual involves a priest invoking Genesis 3:19 ("...for you are dust, and to dust you shall return.") while anointing congregants' foreheads with a mix of ash from Palm Sunday, itself derived from the story of Christ's route to Jerusalem being padded by palm fronds and sometimes oil. Lent is an acknowledgment of the 40 days the Bible says Christ spent in the wilderness.

Because Ash Wednesday kicks off the Lenten season, its date is always exactly 46 days before Easter (40 days of Lent, plus six, as each Sunday is skipped) and thus is affected directly by



what date Easter falls on that year. This year, Ash Wednesday began on Wednesday, the 2<sup>nd</sup> March.

Which brings us to our central question: Why is Easter on a different date each year? and why was it on the 17<sup>th</sup> April 2022, this year, which is later than last year and the year before? The holiday, which celebrates Christ's resurrection from the grave following his crucifixion, can occur on any Sunday between March 22 and April 25. (That's a pretty wide range!)



Easter's exact date varies so much because it actually depends on the moon. The holiday is set to coincide with the first Sunday after the Paschal Full Moon, the first full moon after the vernal equinox. (Two moments in the year when the Sun is exactly above the Equator and day and night are of equal length) Early Christians wanted Easter to coincide with Passover, because Christ's death and resurrection happened after the Jewish holiday. Though the equinox's exact date can vary each year (this year it occurred on the 20<sup>th</sup> March) the church always recognizes the vernal equinox as the 21<sup>st</sup> March. This year the first full moon to occur after the 21<sup>st</sup> March happened on Saturday the 16<sup>th</sup> April so Easter Sunday was the following day.

The word "Paschal," which is used in the ecclesiastical (Christian church) calendar, comes from "Pascha," a transliteration of the Aramaic word meaning "Passover." In reference to the full Moon, Paschal refers to the date of the full Moon determined many years ago as the 14<sup>th</sup> day of a lunar month. Ancient calculations (made in 325 AD) did not take into account certain lunar motions, so



the Paschal Full Moon is the 14<sup>th</sup> day of a lunar month occurring on or after the 21<sup>st</sup> March, This is according to a fixed set of ecclesiastical calendar rules, which does not always match the date of the astronomical full Moon nearest the astronomical spring equinox.

It sounds complicated, but the basic idea is to make it simpler to calculate the date for modern calendars. Rest assured, the dates for Easter are calculated long in advance. [See past and future Easter dates here.](#)

### Where did the word Easter come from?

The exact origin of the word “Easter” is unclear. It’s not as simple as saying it has religious origins or pagan origins. Some historians suggest that it came from the phrase hebdomada alba, Latin for “white week,” used to describe the white garments new Christians wore when they were baptized during Holy Week. In Old German, the word became esostarum and, eventually, Easter.



The Venerable Bede, a seventh-century Anglo-Saxon historian also known as Saint Bede, writes that the word Easter comes from the Anglo-Saxon dawn goddess of fertility Eostre, also the goddess of the dawn, who originated in what is now Scandinavia. Over time, early Christians started referring to the Feast of the Resurrection by the name of the month in which it was celebrated, Eosturmonath (what we now call April).

Alternatively, Easter may have come from an old German word for “east,” which in turn is derived from a Latin word for “dawn.” In the past, the word Easter could mean “to turn toward the east” or “rising” and didn’t necessarily have any implied religious meaning.

Bottom line, no one truly knows the origin of the word, “Easter” though it is one of the oldest Old English words.







## Why do we give eggs – and from a rabbit??

Easter eggs are believed to have originated in medieval Europe but may have been unrelated to any Christian tradition. Some historians believe Easter eggs came from Anglo-Saxon festivals in the spring to celebrate the pagan goddess Eostre. The goddess, who may be the namesake of Easter, represented the dawn in spring and eggs were buried and eaten during the festival. Eggs are believed to be a symbol of fertility and the rebirth of nature after the dead of winter.



Many pagan traditions from the festival of Eostre were adopted by Christian missionaries to celebrate the resurrection of Jesus, as a way to encourage conversion. Easter eggs are often said to tie into the celebration because they represent new life, though the metaphor may have been applied retroactively. An alternative origin links Easter eggs to fasting during Lent, when animal products couldn't be eaten. Eggs may have been hard-boiled and stored and then eaten at the end of Lent to celebrate the resurrection of Jesus.

### Why do we colour Easter eggs?

The tradition of dyed and decorated eggs dates back to the 13th century when nobles would exchange them as gifts. English villagers would also frequently give eggs to their church on Good Friday. Through the religious perspective, another source argues that in Mesopotamia, early Christians dyed eggs red to mimic the blood that Jesus shed during his crucifixion, however, the tradition of dyeing eggs originated at least some 2,500 years ago in the Trypillian culture that lived in Central Europe. Historians believe the ancient Persians, or Zoroastrians, painted eggs for Nowruz, or Persian New Year.

In the 12th century, King Edward I of England ordered 450 eggs to be coloured and decorated with gold leaf to give to royal relatives during the spring season. The tradition continued a few years later when the Vatican sent Henry VIII an egg in a silver case to mark the Easter season.

### How has the Easter egg hunt evolved throughout history?

The tradition of Easter egg hunts and gifting eggs to children originated in Germany in the 17th century. As a child, Queen Victoria enjoyed egg hunts put on by her German mother and helped popularize the tradition in Great Britain. Artificial eggs containing toys and treats began supplanting real eggs in Victorian England. European candy manufacturers also began to make egg-shaped chocolates and candies for Easter in the 19th century.

Egg rolling also became a popular children's activity, and the White House held its first Easter egg roll in 1878 during Rutherford Hayes' presidency. Even though the event has no religious significance, some have considered egg rolling symbolic of the stone blocking Jesus' tomb being rolled away, leading to his resurrection.



### How does the Easter bunny fit into the egg tradition?

The exact origin of the Easter Bunny remains unclear. The tradition may have first arrived in the United States in the 17th century with German migrants who settled in Pennsylvania, adopted from the German tradition of an egg-laying hare called Ostergase or Oschter Haws. The Germans also invented Santa Claus. The custom eventually spread across the country with the bunny giving out treats and gifts in decorated baskets.





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## DVA Issues



### Defence and Veterans Legal Service.

We heard from Madeleine Antrum, she said:

I am a solicitor working in the Defence and Veterans Legal Service, here is an overview of the Defence and Veterans Legal Service.

The Defence and Veterans Legal Service (DAVLS) is a national service that provides free and independent information and legal advice to support Australian Defence personnel and veterans, as well as their families, carers and supporters, to safely share their experiences with the Royal Commission into Defence and Veteran Suicide (the Royal Commission).

DAVLS is an Australia-wide service and, in the ACT, it operates through the ACT Office of Legal Aid. DAVLS is independent and separate from the Royal Commission, the Department of Defence, and the Department of Veterans' Affairs.

DAVLS can provide legal advice about:

- taking part in the Royal Commission;
- your legal rights when sharing information with the Royal Commission; and
- available legal protections when sharing information with the Royal Commission.

DAVLS can support you in:

- making a submission to the Royal Commission;



- arranging a private session with the Royal Commission; and
- connecting you with other services, like counselling, advocacy, and other legal support not related to the Royal Commission.

We are not replacing ex service organisations in their valuable work representing veterans in their claims for compensation with the Department of Veterans' Affairs.

All discussions between clients and our lawyers are treated in confidence and at no charge to the individual.

### **Contact details:**

The DAVLS contact telephone is 1800 33 1800 or you can visit the website at <https://defenceveteranslegalservice.org.au>. If you are deaf, hard of hearing and/or have a speech impairment, you can contact DAVLS using the [National Relay Service](#). If you require an interpreter, you can request one on the call to DAVLS or you can call the free Translating and Interpreting Service (TIS) on 131 450.

For immediate help in a crisis, please contact one of the following services:

- Lifeline – 13 11 14
- Suicide Call Back Service – 1300 659 467
- Beyond Blue – 1300 224 636
- Open Arms – 1800 011 046
- Defence All-hours Support Line – 1800 628 036
- Triple zero - 000



If you have any questions, please also feel free to contact me directly on 02 6243 3411.

Kind regards

Madeleine.

## **Suicide and Mental Health Literacy Workshops.**

Open Arms - Veterans and Families Counselling, in partnership with RSL Australia, is offering free training opportunities to those seeking to help family, friends, co-workers or others in the veteran community.



These suicide intervention and mental health literacy workshops are delivered in RSLs and major Ex-Service Organisations (ESO) around the country.



If you are an ESO and would like to get involved with this training, please contact [MSHP@ClinicalProgramsandPolicy@dva.gov.au](mailto:MSHP@ClinicalProgramsandPolicy@dva.gov.au) or call 1800 011 046

For more information about the workshops and other programs offered by Open Arms, visit [www.openarms.gov.au/get-support/treatment-programs-and-workshops](http://www.openarms.gov.au/get-support/treatment-programs-and-workshops).

## Saluting their Service Grants.

Ex-service and community organisations across the country can now apply for a share in \$3.5 million for commemorative projects through the latest round of the Saluting Their Service grants program, which is now open. The Saluting Their Service program has seen hundreds of worthy projects across Australia funded in recent years, to help local communities pay tribute to Australians who have served during wars, conflicts and peacekeeping operations. Almost every city or town has some form of memorial, shrine or commemorative project, and many have received funding through different grants programs.



The Saluting Their Service program ensures Australia's wartime history is preserved and the sacrifice of those who have served is remembered. Funding is available to support a wide range of projects, from new memorials and refurbishment costs, to exhibitions, digital resources and publications.

Saluting Their Service is a national grants program. Grants of up to \$10,000 are available for community-based commemorative projects and activities, while Major Grants up to \$150,000 are for initiatives that are significant from a national, state, territory or regional perspective.





Assessment of applications is divided into three batches: .

- applications submitted between 9 February and 9 June 2022;
- between 10 June and 11 October 2022; and
- between 12 October 2022 and 7 February 2023.

This allows organisations to submit multiple applications throughout the year.

To apply for a grant, or to learn more about the Saluting Their Service Program, please visit the Community Grants Hub [website](#) or the Department of Veterans' Affairs [website](#). You can contact the Community Grants Hub on 1800 020 283 or at [support@communitygrants.gov.au](mailto:support@communitygrants.gov.au) for further information or assistance.

## Commemorating the 50th Anniversary of the end of Australian involvement in the Vietnam War.

Planning is underway for a range of significant events around the country to commemorate the 50th anniversary of the end of Australia's involvement in the Vietnam War in 2023. The war ended for Australia on the 11<sup>th</sup> January 1973.





Australian support for South Vietnam in the early 1960s was in keeping with the policies of other nations to stem the spread of communism in Europe and Asia. In 1961 and 1962 Ngo Dinh Diem, South Vietnam's leader, repeatedly requested security assistance. Australia responded with 30 military advisers. Their arrival in South Vietnam in July 1962 was the beginning of Australia's involvement in the Vietnam War.

In August 1964 the Air Force sent a flight of Caribou transports to the port town of Vung Tau. By early 1965, when it had become clear that South Vietnam could not stave off the communist insurgents and the North Vietnamese for more than a few months, the US commenced a major escalation of the war. By the end of the year it had committed 200,000 troops to the conflict.



**L-R:** Trevor Pratt, Colin Geraghty, George Harrison, Trevor Etheridge.

As part of the build-up, the US government requested support from other countries. The Australian government dispatched the 1st Battalion, The Royal Australian Regiment (1RAR) in June 1965 to serve alongside the US 173rd Airborne Brigade in Bien Hoa province. In March 1966 the government announced the dispatch of a taskforce to replace 1RAR, consisting of two



battalions and support services (including a RAAF squadron of Iroquois helicopters), to be based at Nui Dat, Phuoc Tuy province. Unlike 1RAR, the taskforce was assigned its own area of operations and included conscripts who had been called up under the National Service Scheme, introduced in 1964.

All nine RAR battalions served in the taskforce at one time or another – at the height of Australian involvement it numbered some 8,500 troops. A third RAAF squadron (of Canberras) was also committed in 1967 and destroyers of the Royal Australian Navy joined US patrols off the North Vietnamese coast. The Royal Australian Navy (RAN) also contributed a clearance diving team and a helicopter detachment that operated with the US Army from October 1967.

In August 1966 a company of 6RAR was engaged in one of Australia's heaviest actions of the war, near Long Tan. After three hours of fierce fighting, during which it seemed the Australian forces would be overrun by the enemy's greater numbers, the Viet Cong withdrew, leaving behind 245 dead and carrying away many more casualties. 18 Australians were killed and 24 wounded. The battle eliminated communist dominance over the province.

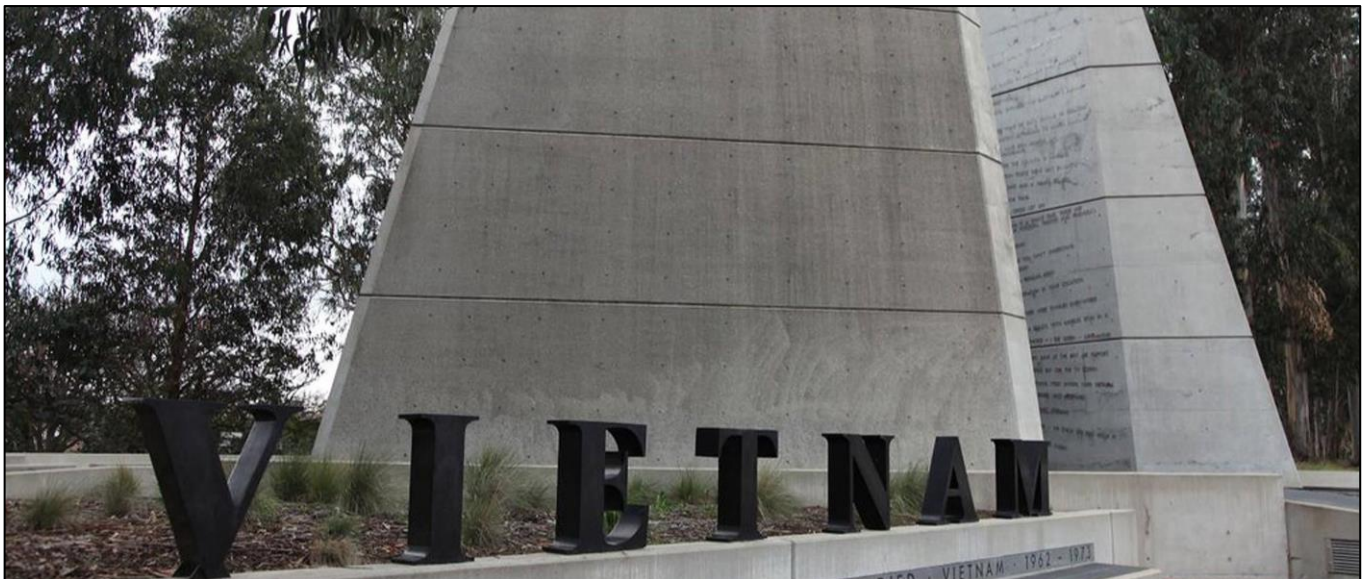
Australian Government has committed \$6 million to ensure this important milestone is marked with appropriate respect and appreciation for all those who served and those who gave their lives in Vietnam. "Almost 60,000 Australians served in the Vietnam War, 521 lost their lives and more than 3,000 were wounded.

4 men were awarded the Victoria Cross, they are:

Kevin Wheatley (1965)  
Keith Payne (1969)

Peter Badcoe (1967)  
Ray Simpson (1969)

At places like Long Tan, Nui Lei, Binh Ba, Coral and Balmoral, Ap My An and many others, Australians served with distinction, in the finest traditions of the armed forces.







Commemorating the 50th anniversary of the end of Australia's involvement in the Vietnam conflict will be an important opportunity for Australians to express the pride, gratitude and respect of the nation. "The Vietnam War and its aftermath exacted a heavy toll on all those who served and their families. The treatment of our diggers upon their return home by some of their fellow Australians remains a source of hurt and pain for many. The 50 year commemoration is another important step in helping to heal the wounds that were inflicted back in Australia.

The centrepiece will be a national commemorative service at the Australian Vietnam Forces National Memorial on Anzac Parade in Canberra.

Further announcements on the details of specific commemorations and the consultation process will be made on the Department of Veterans' Affairs website in due course.

## **Age Pension rate changes and eligibility**

Pension and super changes that could affect your retirement plus your entitlements.

Australians are currently [eligible for the Age Pension](#) at 66½, changing to 67 in July 2023. If you are set to reach that milestone this year, you should look closely at the Age Pension application 13 weeks before your birthday. You can then address any hiccups well ahead of when your first payment would be due.



If you already receive an Age Pension or part pension, make sure Centrelink has your latest details and update key criteria as necessary. Check that Centrelink has the correct and updated value for your car or caravan and that household contents are realistically valued.



### **Pensioner entitlements**

If you receive an Age Pension, make sure you are receiving these entitlements:

- gas rebate
- electricity rebate
- water rebate
- council rates discount
- driver's licence and registration concession.

### **Rapid antigen tests.**

Age Pensioners and anyone with a Commonwealth Seniors Health Card(CSHC) or a Department of Veterans Affairs (DVA) card can receive 10 free rapid antigen tests. Changes to your income and assets may mean you now [qualify for a CSHC](#), which entitles you to much more than assistance with medical and pharmacy expenses. Even some self-funded retirees may be eligible.

### **Budget changes that will affect retirees.**

Key announcements in the May 2021 Budget are set to come into effect on 1 July 2022. You are likely to be affected if you are:

- between 66 and 74, not working, and want to put more money into super.
- looking at downsizing and are aged 60 or over.
- want to draw down a lump sum using the government's Home Equity Access Scheme (formerly the Pension Loans Scheme).

### **Working and the Age Pension.**

Do not assume that the Age Pension is unavailable if you are of Age Pension age and working. Check the eligibility rules [here](#).

### **Home Equity Access Scheme.**

This [scheme](#), called the Pension Loan Scheme until 31 December 2021, now has a lower rate and offers older property owners more flexibility. On 1 January 2022, the scheme's interest rate was cut from 4.5 to 3.95 per cent and from 1 July 2022, homeowners aged 66 and over can receive two lump-sum payments a year, capped at 50 per cent of the annual Age Pension rate. Also from 1 July, a No Negative Equity Guarantee will be introduced to ensure that no participant will need to repay more than the equity he or she holds in the property used to secure the loan.



## Veterans' Health Check.

After your transition to civilian life, you can have a comprehensive health check with your general practitioner (GP).



### The health check.

A Veterans' Health Check is a comprehensive health assessment with your GP to help you better understand and optimise your health and wellbeing. It provides an opportunity to access early intervention care and appropriate referrals when you need it.

It can help you:

- manage and take charge of your own health
- take action to stay well
- address health concerns early
- develop a relationship with your new GP

Watch this [YouTube video](#) to learn more about the types of health check.

You can also download the [Veterans' Health Check flyer](#) and the [Veterans' Health Check poster](#)

### Frequently asked questions

For more information about the Veterans' Health Check, read the [Frequently Asked Questions](#)

### During the health check:

Your health check will depend on your needs. Your GP may:





- ask about your health and family history
- prescribe treatment
- refer you to other health professionals
- refer you for further tests
- suggest other DVA services and programs to support you

DVA has developed a comprehensive Veterans' Health Check guide to assist GPs to support the Veteran community. You can ask your GP to use this guide. It is also contained in the software of most GP practices. It can also be found online at [Veteran Health Check Providers](#) or by searching 'Veterans Health Check'.

### **Confidentiality.**

Your Veterans' Health Check is confidential and your results will not be shared with DVA unless you ask your GP. GPs have an ethical, professional and legal duty to their patient's rights to privacy and confidentiality. Speak to your GP if you have any concerns.

### **Who can receive it?**

#### *One-off Veterans' Health Check*

You are eligible for the One-off Veterans' Health Check if you:

- are a former member of the Australian Defence Force (ADF), including reservists, with at least one day of continuous full-time service (CFTS)
- transitioned out of the ADF at any time.



#### *Annual Veterans' Health Check*

You are eligible for the Annual Veterans' Health Check if you:

- are a former member of the ADF, including reservists, with at least one day of continuous full-time service (CFTS)
- transitioned out of the ADF from 1 July 2019.

### **What does it cost?**

- If you use your DVA Veteran Card, there will be no charge to you.
- If you are not a DVA client, use your Medicare card to claim a Medicare benefit for the One-off Veterans' Health Check. Medicare will pay the full amount of the cost – see [HERE](#)



## How to book.

### *Step 1: Find a GP*

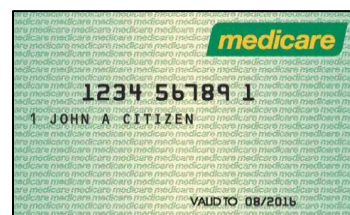
Every GP across Australia can conduct the Veterans' Health Check. If you do not have a GP, search [Healthdirect](#) for bulk-billing GPs near you or call 1800 022 222.

### *Step 2: call the GP clinic*

Ask whether the GP accepts your Veteran Card or bulk-bills (accepts your Medicare card).

### *Step 3: ask for a 45-minute appointment*

Let your GP clinic know your appointment is for a Veterans' Health Check. Ask to receive a reminder for your appointment by a call, text message or email.



## What to bring to your appointment.

When you come to your appointment, bring:

- your Veteran Card or Medicare card
- your current medical records (if you are seeing this GP for the first time)
- any questions or concerns you would like to discuss with your GP

If you do not have a DVA health care card, many GPs bulk-bill which means your GP bills Medicare. You do not pay for bulk-billed appointments. If your GP does not bulk-bill, you will need to pay for your appointment. You may be able to claim a proportion of this cost from Medicare. This is called a Medicare benefit.

See [Medicare](#) for what they cover and how to claim a benefit.

## Travel Claims.

If you're a Vet and have a DVA Health Care Card and receive medical treatment from specialist people, you are entitled to receive transport to and from your appointment, compliments of DVA. You are not compelled to use that provided transport and can, if you wish, use your own car and if you do, you are entitled to claim the cost.

DVA has made the process of claiming those travel expenses a lot easier. To access the "form" to enable you to make a claim, you have to log onto MyService. To do this you will need a MyGov account. Getting one is a bit complicated but once you have one you will find it very useful.



To make a claim, log into your MyGov account then click onto your DVA link, that will open the window below.

### Tasks

No new tasks

### Claims

1 claim submitted >

### Payments

\$1,487.90 24 Feb 2022 >

#### Services and benefits

Apply now

- What can I apply for?
- Request review of decision
- Claim travel expenses
- Book transport
- Lump sum advance

#### Your information

- My details
- Service history
- Payment destination
- Representation
- Accepted conditions
- Correspondence
- View all

#### Report changes

- Notify of overseas travel
- Update income and assets
- Update accommodation costs

#### Your card

Card type	Gold card
File number	QSS03536
Expiry	01/26

View card details >

Click the “Claim travel expenses” link which you’ll find in the “Services and benefits” window on the left, (see above) then click “New Claim,” click “Add expense” that opens the window at right, then follow the prompts.

You can download a doc [HERE](#) which will give you further info.

There is more info on MyService [HERE](#).

#### Appointment details

Purpose of trip

-- Select purpose --

Appointment date (dd/mm/yyyy)

dd/mm/yyyy

Appointment time

-- -- --

#### Expense details

Cost type

-- Select type --

Previous Add expense

## MyGov.

A MyGov account allows you to access Centrelink, Medicare, DVA, ATO and other Government agencies all from the one spot – it is very handy – it takes a few mins to set it up but once it’s done all you’ll need is a logon name and a password.





Here's how to do it:

- Google "Create a MyGov account" then follow the link.
- Read the "Terms of use" then click "I agree".
- Enter your email address, MyGov will send a number code to your email address, open your email and get the code.
- Enter the code.
- Enter your mobile phone number.
- Create a password.
- MyGov now asks you to nominate 3 secret questions and answers. MyGov needs this to identify you if you forget your login or password when trying to log in sometime in the future.



Once you've done this your MyGov account is set to go.

You will find further info [HERE](#).





## Ombudsman's report into DVA's Claims Procedure.

In January 2022 the Ombudsman released its report into its investigation into the Department of Veterans' Affairs' (DVA) communication with veterans who make claims for compensation for injuries and conditions related to their service. The investigation considered the appropriateness of DVA's policy and procedural framework for communicating with veterans during the claim process.



Their investigation did not identify any significant concerns about DVA's policy and procedural framework for managing communication with veterans during the claim process however they have made 8 recommendations aimed at strengthening the accessibility and transparency of information available to veterans and the internal guidance available to support DVA's decision makers.

Their recommendations were:

### **RECOMMENDATION 1: PUBLISH TIMELINESS STANDARDS**

We recommend DVA publish and update regularly, current average processing timeframes for claims under the Veterans' Entitlements Act 1986, Military Rehabilitation and Compensation Act 2004 and Safety, Rehabilitation and Compensation (Defence-related claims) Act 1988.

### **RECOMMENDATION 2: DIRECT VETERANS TO PUBLISHED TIMELINESS STANDARDS**

We recommend DVA include in its acknowledgement letters to veterans, a statement advising that current average processing timeframes are published on its website.

### **RECOMMENDATION 3: REVIEW INFORMATION ON DVA WEBSITE**

We recommend DVA introduce a policy requiring regular review of its webpage design and content about compensation claims to ensure information is published consistent with the Australian Government Digital Service Standards.

### **RECOMMENDATION 4: UPDATE INFORMATION REQUIRED IN ACKNOWLEDGMENT LETTERS**

We recommend DVA update its Guidelines to include all information delegates should include in acknowledgement letters.



**RECOMMENDATION 5: PUBLISH INFORMATION ABOUT GENERAL CLAIM PROCESS**

We recommend DVA publish information that outlines the general steps involved in the claim process.

**RECOMMENDATION 6: DEVELOP GUIDANCE TO ASSIST DECISION-MAKERS COMMUNICATING WITH VETERANS WITH UNALLOCATED CLAIMS**

We recommend DVA develop guidance materials to assist its staff to communicate with veterans so they can identify and make decisions on claims that should be prioritised.

**RECOMMENDATION 7: DEVELOP POLICY ABOUT FREQUENCY AND MODE OF CONTACT EXPECTED WITH VETERANS**

We recommend DVA develop a policy to outline the frequency and mode of contact it requires delegates to have with veterans.

**RECOMMENDATION 8: COMMUNICATE CONSEQUENCES OF NOT PROVIDING INFORMATION**

We recommend DVA clearly outlines to veterans as early as possible, the potential consequences of not providing additional information.

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





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*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

### Brendan Godwin got in touch, he says:

I wish to make comment on two items in the January Newsletter.

**“WOKE”** means woken to socialism/communism. i.e. A person that has woken up to socialism being, in their mind, a good thing.

**“Covid Needle”.**

No author. Probably a good thing that way you don't embarrass yourself. This piece was a fiction piece based on nothing. Not one part was even close to being accurate.



It's been well known for a long time that anti-vaxers make up 1-2% of a population. In Australia we have 5% to 10% who will not take the jab. 25% in the UK and 30% in the US. The largest group of people that are not taking the jab are people who have PhDs. They take their flu vaccine every year, plus every other vaccine. One gentleman here in Australia that writes opinion pieces, is ex military, travelled the world extensively, published his WHO Yellow Card showing he has been vaccinated with 24 different vaccines. He will not be taking this jab.

The reason these people are not taking the jab is because they have all done their due diligence and found these jabs to be highly dangerous. And as of January the 8<sup>th</sup>, from the TGA adverse events (from the jab) report, 726 deaths. 97,404 adverse reactions including 1688 suspected pericarditis cases and 786 suspected myocarditis cases. The TGA has now for the first time begrudgingly and partially recognized pericarditis and myocarditis. The percentages of these on [CDC VAERS](#) is way higher. The CDC now recognize more than half the reported deaths are from the jab. ([Fact check – tb](#)) The rate for the under 25 age group developing pericarditis and myocarditis is around ~ 1 in 2,331. The overall mortality rate for the jab is 1 in 14,000 and the rate of serious and permanent side effect, such as paralysis, is 1 in 2,200 ([Fact check – tb](#)) . There are 100,000 people paralyzed in the US from the jab. The rate of miscarriage for women that take the jab in the first 20 weeks of pregnancy is 82%



These are by far the most dangerous drugs ever unleashed on the human population. See attached and below.

***Vaccine death report***

<https://www.stopworldcontrol.com/downloads/en/vaccines/vaccinereport.pdf>

***The COVID vaccines are the most dangerous vaccines in human history... by a long shot***

The smallpox vaccine used to be the most dangerous vaccine in human history. The COVID vaccines are over 800 times more deadly.

<https://stevekirsch.substack.com/p/according-to-dr-paul-offit-we-should>

Referring to the attached ***Why and How the vaccines do not work and are dangerous***. This is the real medical science, not the politicised science dished up by governments and government bureaucrats. ([Fact check – tb](#))

The jab induced antibodies do not produce the secretory IgA antibody. Which means they cannot and will not effectively protect the mucous membranes from infection by SARS-CoV-2.

That is aside from the fact that there is zero scientific evidence based on experiment that shows the gene sequence and jab induced antibodies can even recognize the real spike protein as opposed to the jab induced synthetic spike protein, which is quite different from the real one. The jab induced antibodies fight off and kill the synthetic spike protein but there have been zero clinical experiments that show they fight against the real spike protein.



They are not game to conduct those experiments because they know what the answer is. They don't work. Both the drug companies and regulatory authorities have recommended these clinical experiments not be conducted.

Anybody want to know why we've got 100,000 daily infections amongst fully jabbed individuals? ([Fact check – tb](#))

In fighting off the synthetic spike protein, your body attacks itself. The most attacked organ is the heart.

I take my medical advice from the world's leading epidemiologists. There are thousands but dozens who really stand out. Dr Peter McCullough is the most published and cited medical; scientist in the world on this subject with some 400 peer reviewed papers and 115,000 citation. Dr Robert Malone invented this gene therapy vaccine technology. What he doesn't know no one knows. (**Fact:** Some of McCullough's public statements contributed to the spread of COVID-19 misinformation.)

And these drugs are not vaccines. Anthony Fauci tried to patent the spike protein as a vaccine in 2003 and his application was rejected because it did not meet the patentable, legal or clinical





definition of a vaccine in that it did not confer immunity to any specific disease. The drug companies have patented them all as gene therapy.

I have been saying for some time that Australia would have a summer wave and we certainly are. The northern hemisphere had summer waves and Australia was never going to be any different. We now have approximately 120,000 daily new cases. ([Fact check – tb](#)) And they are all fully jabbed. These infectious outbreaks are all emanating out of venues where you can't get in to unless you are fully jabbed. We never get a summer wave from viruses. This is caused by ADE – Antibody Dependent Enhancement which in turn is caused by failed vaccines. They make the virus way worse.

Trying to vaccinate your way out of a pandemic is a failed policy. All that does is create a breeding ground for more variants.

Everyone that has taken the jab have had their innate immune systems destroyed. The jab induced anti-bodies, that are variant specific and dominant, destroy your natural antibodies that are variant non specific. That destruction is permanent and transmissible to offspring. The medical terminology is called Vaccine Induced Autoimmune Suppression. Thousands of the world's leading immunologists are now talking about this. The jabbed, with no natural immune system, are now prone to getting infected by anything and everything. Any virus or any variant of any virus. And they are. 120,000 a day. These are all fully jabbed, attending venues, getting infected and transmitting the disease to all the other fully jabbed people. It is impossible for these people to ever attain a life long immunity to the virus. They will keep getting infected with it over and over and over again. Indeed a fully jabbed Australian Open tennis player has stated he has had the disease twice. Their lives are now dependant on vaccines. With 90% of the population fully jabbed it is also now impossible for there to ever be herd immunity in Australia. Only the unjabbed can attain life long immunity post infection and recovery. The jabbed are now the super spreaders. There's an urgent need to protect the unjabbed from the jabbed. The authorities are trying to protect the jabbed from the unjabbed. That will achieve absolutely nothing but division. There is no medical basis for that, it is a political decision.



And these vaccines just don't work. 120,000 infections a day proves that. I see the authorities, who used to say get jabbed and you'll be protected, are now pulling out spin. They are now saying the number of people in hospital or in ICU are all unjabbed proving the jabs work. NSW health minister let the cat out of the bag on that. 74% of everyone in hospital are suffering from the delta variant. 62% of those have had either one or no jabs. They are lumping those that have had one jab into the unjabbed basket instead of the jabbed basket and not saying exactly how many have had no jabs. 62% of 74% is 45% That means that 55% being hospitalized or in ICU are fully jabbed. The actual number that are both fully or partially jabbed will be in the high 90% The number that are fully unjabbed is obviously very small because they will not publish that number. That's obviously an embarrassingly small number. The media and the bureaucrats are using the 62% to say most people in hospital are unvaccinated, a total lie.



We've been told for the past 2 years that the jabs have a 90% efficacy rate against infection. Numerous epidemiologists, who have subjugated their medical professions to their politics, along with the political bureaucrats, have been saying this. Now the global socialist movement that are well coordinated globally are now saying all in one voice simultaneously starting with Fauci, we are all going to get infected. That means the efficacy rate is now 0% They have had a 100% turnaround in their opinions without any explanation as to why they were wrong for the past 2 years.

The health authorities keep saying that the jabs will stop you from getting seriously ill and dying. I am yet to have any medical scientist explain to me how a gene sequence, that is totally incapable of recognizing the natural virus and protecting you from getting infected, but it will miraculously save you from ICU and death. Whoever believes that is living in la la land. These are the same people who told us for the past 2 years the jabs have a 90% efficacy rate from infection now expect us to believe them when they say don't worry you won't die. None of this is based on any medical science, it is based on a model that is based on an assumption.

Additionally there is a lag between infection and death of some 6 weeks and approximately 4 weeks to hospitalization. The health authorities are deliberately ignoring that in order to spin any lie that the jabs are working. Wait a few more weeks and they'll all be fully jabbed and you'll get no more reports on hospitalizations. We know this because we have the figures from the UK and Israel. Israel is up to their 4th shot. You have to laugh at the logic. Take a 4th shot because the first three didn't work.

The hospitals have been getting paid a \$30,000 bonus funding if they get patients on a ventilator and a further \$3,000 bonus if they register a covid death. The hospitals are being paid by the government to kill covid patients. Part of the scare campaign to con everyone into taking a frankenshot and letting the government control their lives. The shots are killing way more people than the virus.



No one gets treated for Covid unless you organize your own treatment. If you get infected you isolate at home. No treatment. No one even rings to see if you're OK. When you get crook you go to hospital. The hospital does not treat you, they monitor you. When you get really crook they give you oxygen and put you on a ventilator.

The PM is now amending the definition of hospitalization. To now, most admissions were for something other than covid. They gave these a mandatory test and many tested positive and they became covid hospitalizations. The PM now wants just covid hospitalizations recorded. Why did he not do that 2 years ago? He has been using the scary numbers into forcing people to take the kill shots. Now most have, he wants to get back to normal. I've said before and I'll say again. The next change will be the definition of death. 96% of deaths are people that died with, not from, covid. That is from CDC published data. Italy just amended their death definition and they lowered



their official covid deaths from 130,000 to 4,000, a 97% reduction. Once that has been done the PM will then come out and say, look, the vaccines have worked, hospitalization are down and deaths are down, we can now go back to normal.

Those that don't take the kill shots have PhDs and the intellectual knowledge to research the latest medical science. This compares to those who take the shots because the government and their political bureaucrats tell them to and dream up their own science to justify their position.

Brendan Godwin

Weather Observations & General Meteorology

Radio (EMR & Radar) Technical Officer

Bureau of Meteorology (Retired)

<https://www.researchgate.net/profile/Brendan-Godwin>

<https://www.essoar.org/author/Godwin,%20Brendan>

Brendan – while you have every right to say and think as you do, I also have every right to disagree with you – which I do, vehemently tb.

## **Ukraine.**

Back on the 25<sup>th</sup> February, one day after Russia invaded Ukraine, Lawrence Freedman, KCMG, CBE, PC, FBA, an Emeritus Professor of War Studies at King's College London wrote a precis on his thoughts on the situation in Ukraine.

It is very interesting reading and you can get a copy [HERE](#).



## **A wake up call – Green Politics.**

*Michael Shellenberger*

How has Vladimir Putin—a man ruling a country with an economy smaller than that of Texas, with an average life expectancy 10 years lower than that of France—managed to launch an unprovoked full-scale assault on Ukraine?





There is a deep psychological, political and almost civilizational answer to that question: He wants Ukraine to be part of Russia more than the West wants it to be free. He is willing to risk tremendous loss of life and treasure to get it. There are serious limits to how much the U.S. and Europe are willing to do militarily. And Putin knows it.

Missing from that explanation, though, is a story about material reality and basic economics—two things that Putin seems to understand far better than his counterparts in the free world and especially in Europe.



Putin knows that Europe produces 3.6 million barrels of oil a day but uses 15 million barrels of oil a day. Putin knows that Europe produces 230 billion cubic meters of natural gas a year but uses 560 billion cubic meters. He knows that Europe uses 950 million tons of coal a year but produces half that.

The former KGB agent knows Russia produces 11 million barrels of oil per day but only uses 3.4 million. He knows Russia now produces over 700 billion cubic meters of gas a year but only uses around 400 billion. Russia mines 800 million tons of coal each year but uses 300.

That's how Russia ends up supplying about 20 percent of Europe's oil, 40 percent of its gas and 20 percent of its coal. The math is simple. A child could do it.

The reason Europe didn't have a muscular deterrent threat to prevent Russian aggression—and in fact prevented the U.S. from getting allies to do more—is that it needs Putin's oil and gas.

The question is why.

How is it possible that European countries, Germany especially, allowed themselves to become so dependent on an authoritarian country over the 30 years since the end of the Cold War?

### **Here's how:**

These countries are in the grips of a delusional ideology that makes them incapable of understanding the hard realities of energy production. Green ideology insists we don't need nuclear and that we don't need fracking. It insists that it's just a matter of will and money to switch to all-renewables—and fast. It insists that we need "degrowth" of the economy and that we face looming human "extinction." (I would know. I myself was once a true believer.)



John Kerry, the United States' climate envoy, perfectly captured the myopia of this view when he said, in the days before the war, that the Russian invasion of Ukraine "could have a profound negative impact on the climate, obviously. You have a war and obviously you're going to have massive emissions consequences to the war. But equally importantly, you're going to lose people's focus."

But it was the West's focus on healing the planet with "soft energy" renewables and moving away from natural gas and nuclear, that allowed Putin to gain a stranglehold over Europe's energy supply. As the West fell into a hypnotic trance about healing its relationship with nature, averting climate apocalypse and worshipping a teenager named Greta, Vladimir Putin made his moves.



While he expanded nuclear energy at home so Russia could export its precious oil and gas to Europe, Western governments spent their time and energy obsessing over "carbon footprints," a term created by an advertising firm working for British Petroleum. They banned plastic straws because of a 9-year-old Canadian child's science homework. They paid for hours of "climate anxiety" therapy.

While Putin expanded Russia's oil production, expanded natural gas production and then doubled nuclear energy production to allow more exports of its precious gas, Europe, led by Germany, shut down its nuclear power plants, closed gas fields and refused to develop more through advanced methods like fracking. The numbers tell the story best. In 2016, 30 percent of the natural gas consumed by the European Union came from Russia. In 2018, that figure jumped to 40 percent. By 2020, it was nearly 44 percent and by early 2021, it was nearly 47 percent.

For all his fawning over Putin, Donald Trump, back in 2018, defied diplomatic protocol to call out Germany publicly for its dependence on Moscow. "Germany, as far as I'm concerned, is captive to Russia because it's getting so much of its energy from Russia," Trump said. This prompted Germany's then-chancellor, Angela Merkel, who had been widely praised in polite circles for being the last serious leader in the West, to say that her country "can make our own policies and make our own decisions."

The result has been the worst global energy crisis since 1973, driving prices for electricity and gasoline higher around the world. It is a crisis, fundamentally, of inadequate supply. But the scarcity is entirely manufactured.

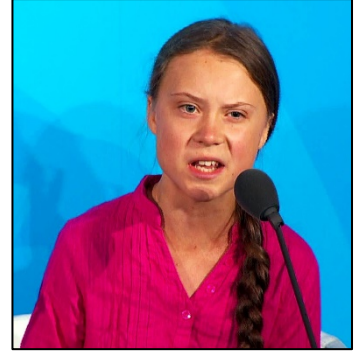
Europeans—led by figures like Greta Thunberg and European Green Party leaders and supported by Americans like John Kerry—believed that a healthy relationship with the Earth requires making energy scarce. By turning to renewables, they would show the world how to live without harming the planet. But this was a pipe dream. You can't power a whole grid with solar and wind, because the sun and the wind are inconstant and currently existing batteries aren't even cheap enough to store large quantities of electricity overnight, much less across whole seasons.

In service to green ideology, they made the perfect the enemy of the good—and of Ukraine.  
**Germany.**



Green campaigns have succeeded in destroying German energy independence—they call it *Energiewende*, or “energy turnaround”—by successfully selling policymakers on a peculiar version of environmentalism. It calls climate change a near-term apocalyptic threat to human survival while turning up its nose at the technologies that can help address climate change most and soonest: nuclear and natural gas.

At the turn of the millennium, Germany’s electricity was around 30 percent nuclear-powered. But Germany has been sacking its reliable, inexpensive nuclear plants. (Thunberg called nuclear power “extremely dangerous, expensive and time-consuming” despite the UN’s International Panel on Climate Change deeming it necessary and every major scientific review deeming nuclear the safest way to make reliable power.)



By 2020, Germany had reduced its nuclear share from 30 percent to 11 percent. Then, on the last day of 2021, Germany shut down half of its remaining six nuclear reactors. The other three are slated for shutdown at the end of this year. (Compare this to next-door France, which fulfills 70 percent of its electricity needs with carbon-free nuclear plants.)

Germany has also spent lavishly on weather-dependent renewables—to the tune of \$36 billion a year—mainly solar panels and industrial wind turbines. But those have their problems. Solar panels have to go somewhere and a solar plant in Europe needs 400 to 800 times more land than natural gas or nuclear plants to make the same amount of power. Farmland has to be cut apart to host solar. And solar energy is getting cheaper these days mainly because Europe’s supply of solar panels is produced by slave labor in concentration camps as part of China’s genocide against Uighur Muslims.

The upshot here is that you can’t spend enough on climate initiatives to fix things if you ignore nuclear and gas. Between 2015 and 2025, Germany’s efforts to green its energy production will have cost \$580 billion. Yet despite this enormous investment, German electricity still costs 50 percent more than nuclear-friendly France’s and generating it produces eight times more carbon emissions per unit. Plus, Germany is getting over a third of its energy from Russia.

Germany has trapped itself. It could burn more coal and undermine its commitment to reducing carbon emissions. Or it could use more natural gas, which generates half the carbon emissions of coal, but at the cost of dependence on imported Russian gas. Berlin was faced with a choice between unleashing the wrath of Putin on neighbouring countries or inviting the wrath of (that spoilt brat) Greta Thunberg. They chose Putin.

Because of these policy choices, Vladimir Putin could turn off the gas flows to Germany and quickly threaten Germans’ ability to cook or stay warm. He or his successor will hold this power for every foreseeable winter barring big changes. It’s as if you knew that hackers had stolen your banking details, but you won’t change your password.

**This is why.**





Germany successfully begged the incoming Biden administration not to oppose a contentious new gas pipeline from Russia called Nord Stream 2. This cut against the priorities of green-minded governance: On day one of Biden's presidency, one of the new administration's first acts was to shut down the Keystone XL oil pipeline from Canada to the U.S. in service to climate ideology. But Russia's pipeline was too important to get the same treatment given how dependent Germany is on Russian imports. (Once Russia invaded, Germany was finally dragged into nixing Nord Stream 2, - for now.)



Naturally, when American sanctions on Russia's biggest banks were finally announced in concert with European allies last week, they specifically exempted energy products so Russia and Europe can keep doing that dirty business. A few voices called for what would really hit Russia where it hurts: cutting off energy imports. But what actually happened was that European energy utilities jumped to buy more contracts for the Russian oil and gas that flows through Ukraine. That's because they have no other good options right now, after green activism's attacks on nuclear and importing fracked gas from America. There's no current plan for powering Europe that doesn't involve buying from Putin.

## **Conclusion.**

We should take Russia's invasion of Ukraine as a wake-up call. Standing up for Western civilization this time requires cheap, abundant and reliable energy supplies produced at home or in allied nations. National security, economic growth and sustainability requires greater reliance on nuclear and natural gas and less on solar panels and wind turbines, which make electricity too expensive.

The first and most obvious thing that should be done is for President Biden to call on German Chancellor Scholz to restart the three nuclear reactors that Germany closed in December. A key step in the right direction came on Sunday when Vice-Chancellor Robert Habeck, the economy and climate minister, announced that Germany would at least consider stopping its phaseout of nuclear. If Germany turns these three on and cancels plans to turn off the three others, those six should produce enough electricity to replace 11 billion cubic meters of natural gas per year—an eighth of Germany's current needs.

## **Sgt's Mess, Phan Rang.**

Ron Ostrenski got in touch, he asks if anyone has a colour photo of the Sgt's Mess sign at Phang Rang, it has a Cobra Snake on.

If you can help please send it to us and we'll forward it onto Ron.



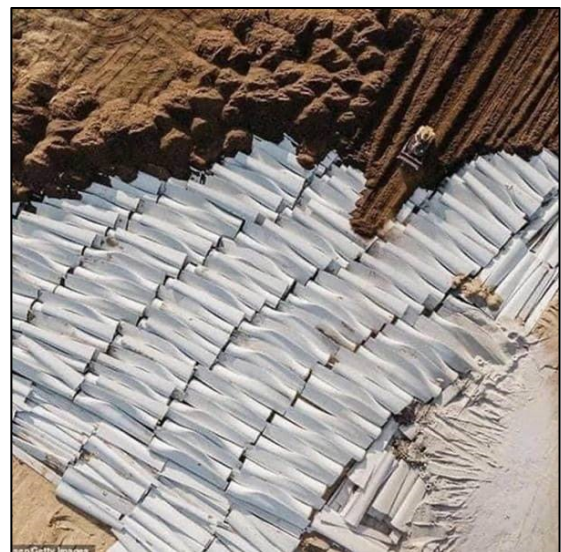
For those who didn't know where  
this fashion came from 🐷



## More Green stuff.

That little yellow thing in the pic opposite is a bull-dozer. It is burying windmill blades used to produce green energy. Why? Because these blades need to be disposed of and there is presently no way to recycle them. That's how green energy works!

The lifespan of a modern, top quality, highly efficient wind turbine is [20 years](#). After that, then what? What happens to those gigantic fibre composite blades? They cannot economically be reused, refurbished, reduced, repurposed, or recycled so guess what! It's off to special landfills they go.





Those blades are anywhere from 35 metres to over 60 metres long and there are 3 per turbine. And that's with only [10% of the nation](#) currently being supplied with wind energy. Just imagine if we had the other 90% of the nation on the wind grid... 20 years from now you'd have all those unusable blades with no place to put them... Then 20 years after that and 20 years after that and so on.

Hello there, how green is that?

I'm so glad the wind energy people are looking out for the world.

## Thanks.

We had a nice mail from Meredith Nestor, she wrote: "I recently discovered your excellent website and found the photo of my mother's recruit course [006 WRAAF RTC](#) Pt Cook June 1951.

Mum was delighted to see the photo, she is 88, lives independently and still remembers everyone she served with. Would you please make the following corrections?

- Ella Colman (not Coleman)
- The course was conducted at RAAF Pearce in WA (not Pt Cook in Vic)
- The course graduated 27 April 1951 (not June 1951).

My father [Michael Nestor](#) also served as a Navigator, on a short service commission, and rejoined later as an Air Traffic Controller.



Thank you for making so much history accessible, a magnificent achievement, and for the great joy your website has brought to my Mum".

*(Our pleasure Meredith – and thanks, we've made the changes. tb)*

## Fire Trucks.

Greg Bland got in touch, he says: Greetings, I am conducting research to help in the restoration of a RAAF Fire Service 1958-75 Truck Early Rescue based on the Dodge Power Wagon. I am asking what brand and type of two way radios were fitted to these vehicles. Any and all information I receive from members of this association will be greatly appreciated.

If you can help Greg, let us know and we'll pass on the info.





## **Ben Roberts-Smith, VC.**

*Noel Pearson*

### **War crime allegations must be tested in the right forum.**

The trial of Victoria Cross medallist Ben Roberts-Smith for war crimes should result in a judgment for defamation in his favour in respect of the claims made by respondent media that he committed murder during his war service in Afghanistan. Melbourne barrister Matt Collins got it right in a Sydney Morning Herald commentary last June that the Roberts-Smith saga was a war crimes trial masquerading as defamation proceedings.

This case has been troubling from the beginning. That an Australian soldier who has served the country in overseas combat, not least one decorated with the highest possible recognition that could be conferred on behalf of the nation, has been subjected to a public destruction in the way he is, is profoundly disturbing. It is true Roberts-Smith initiated this defamation action, but it has turned out to be an unfair war crimes trial.

My argument is simple. The evidence adduced in the defamation proceedings so far confirms what the public already knows or assumed: Ben Roberts-Smith committed acts of killing in war. There is no dispute Roberts-Smith committed killings in Afghanistan. Indeed, it is for killing that he earned his Victoria Cross. But killing in wartime service is lawful and is not murder.



The respondent media claimed Roberts-Smith committed killings in Afghanistan amounting to war crimes. They have presented witnesses, including former Special Forces soldiers who served with Roberts-Smith, who support the allegations against him. But this testimony only confirms the truth of killing. It does not and cannot confirm the truth of murder.

In January 2019, Roberts-Smith brought proceedings for defamation against Fairfax Media, a subsidiary of Nine Entertainment, for a series of reports that made serious claims against Roberts-Smith, including the grave claim of having committed war crimes in Afghanistan. The claims also related to alleged domestic violence in Australia.

There is no doubt the reports were defamatory of his reputation. The question in defamation proceedings is whether the reports were legally justified. The media respondents are basing their defence against Roberts-Smith's case on the ground of truth. But this is an impossible defence, and it exposes the absurdity of legal proceedings seeking to establish the truth of criminal wrongdoing in a civil court. For starters, how could the truth of murder, a crime which requires guilt to be established beyond reasonable doubt, be proven in a civil court, which adjudges truth in defamation proceedings on the balance of probabilities? Essentially, Roberts-Smith is at risk of being found guilty of murder on the balance of probabilities.



Whatever truth emerges from the evidence being presented to Justice Anthony Besanko (right) in the Federal Court, plainly, it cannot be the truth of murder, therefore the evidence presented to the court seeking to establish Roberts-Smith's war crimes is redundant.



It can never amount to truth because Roberts-Smith was an Australian soldier serving in lawful combat. Witnesses, including his fellow soldiers, the investigating media and we the interested public may find these killings unnecessary, questionable and morally repugnant, but we cannot say they were unlawful. Roberts-Smith and all serving soldiers must be able to rely upon the lawfulness of their killing when serving in combat.

If there are grounds showing that soldiers have gone beyond lawful conduct and committed war crimes, then there are laws and procedures that govern such circumstances and soldiers can and should be prosecuted under them. In my view, the core issue facing this case is a question of law, not fact. The question of law is: can a publisher that accuses a soldier of murder or war crimes during lawful war service rely on a defence of truth in response to a defamation action?

My point is that if Roberts-Smith is alleged to have committed war crimes, then he should be prosecuted and his innocence or guilt determined by appropriate war crime proceedings. In the absence of war crime charges and convictions, Roberts-Smith and any soldier who serves the country should be able to rely on the presumption that their killing in combat was lawful. This means their reputations and honour should not be impugned by public reportage that purport to present truths that have never been established according to the proper procedures of military justice.

When they are impugned, then they should be entitled to redress in the civil courts for defamation. I have read the heavily redacted report of the Brereton Inquiry. The report produced by Major General Paul Brereton in October 2020 for the Inspector-General of the Australian Defence Force sets out disturbing findings indicative of misconduct by special forces soldiers serving in Afghanistan, and potential war crimes. The case of Roberts-Smith was likely canvassed in the Brereton report but, because of the appropriate redactions, this cannot be confirmed. Brereton made a number of recommendations, the principal being that 23 cases of alleged unlawful killings by 19 Australian soldiers should be investigated. The recommendation was that these investigations be undertaken by the Australian Federal Police. Any war crimes prosecutions ultimately require initiation by the Commonwealth Attorney-General.

The campaign in Afghanistan turned out to be a disaster, with the US and its allies, including Australia, cutting and running from what in the end was an ignominious defeat. It would be a strange result indeed if Roberts-Smith is found to have committed war crimes in civil proceedings, as the final wash-up of that long and ill-fated campaign. Which currently serving or future serviceman or woman would serve our country in combat knowing that any killing in which they are involved will not only be subject to the proper laws of war and military justice, but also trial by media?



The investigating media are in a tricky position. They must not be restrained in their investigation of any aspect of the conduct of war but they must be careful in how they present their investigations to the public insofar as the reputations of individual combatants are concerned. The presumption that soldiers undertaking killing in war are engaged in lawful conduct is one that should only be set aside when the law governing war crimes is properly invoked and the accused found guilty. This is the least that servicemen and women should be assured of by the nation that sends them to war.

It is not necessary to feel sympathy for Roberts-Smith or to believe he is a soldier or man of good character in order to accept my argument here. My concern is with the principle that persons who have served in our armed forces be dealt with fairly in relation to their service on the country's behalf.

The court should rule that the media respondents cannot avail themselves of truth as a defence to their accusations that he committed war crimes in Afghanistan. Whether Roberts-Smith or any other special forces personnel are prosecuted for their conduct in Afghanistan is a matter for the process recommended by the Brereton Inquiry.



Noel Pearson is a director of Cape York Partnership and co-chair of Good to Great Schools Australia

## **Possible Outcomes of the Russo-Ukrainian War and China's Choice.**

[THIS](#) is an interesting opinion of what will result from the war in Ukraine – interesting reading.

My wife didn't order  
anything from  
Amazon yesterday  
so the UPS guy  
knocked on our  
door to see if we're  
okay.



## ANZAC Day 2022 – Brisbane.

ANZAC Day 2022 falls on a Monday which will make April 23 – 25 a long weekend. The ANZAC Day Parade Brisbane Committee has finalised the order of March for 2022. There will be 10 Groups, with step off times and locations as below: The ladies in the WRAAF Association are in Group 2. The blokes in various RAAF Sqns have been allocated to Group 7.

Group No.	Step off time	Form up location
Group 1	9.40am	George and Adelaide Sts
Group 2	9.55am	Charlotte and George Sts (Stephens Lane)
Group 3	10.05am	William and Elizabeth Sts (Near North Quay)
Group 4	10.20am	Elizabeth and Edward Sts
Group 5	10.30am	George and Charlotte Sts (Stephens Lane)
Group 6	10.50am	Elizabeth and Edward Sts (behind Group 4)
Group 7	11.05am	William and Elizabeth Sts (Towards Casino Hotel)
Group 8	11.15am	Charlotte and George Sts (behind Group 2)
Group 9	11.20am	Elizabeth St, (between George and William Sts)
Group 10	11.25am	George and Elizabeth Sts

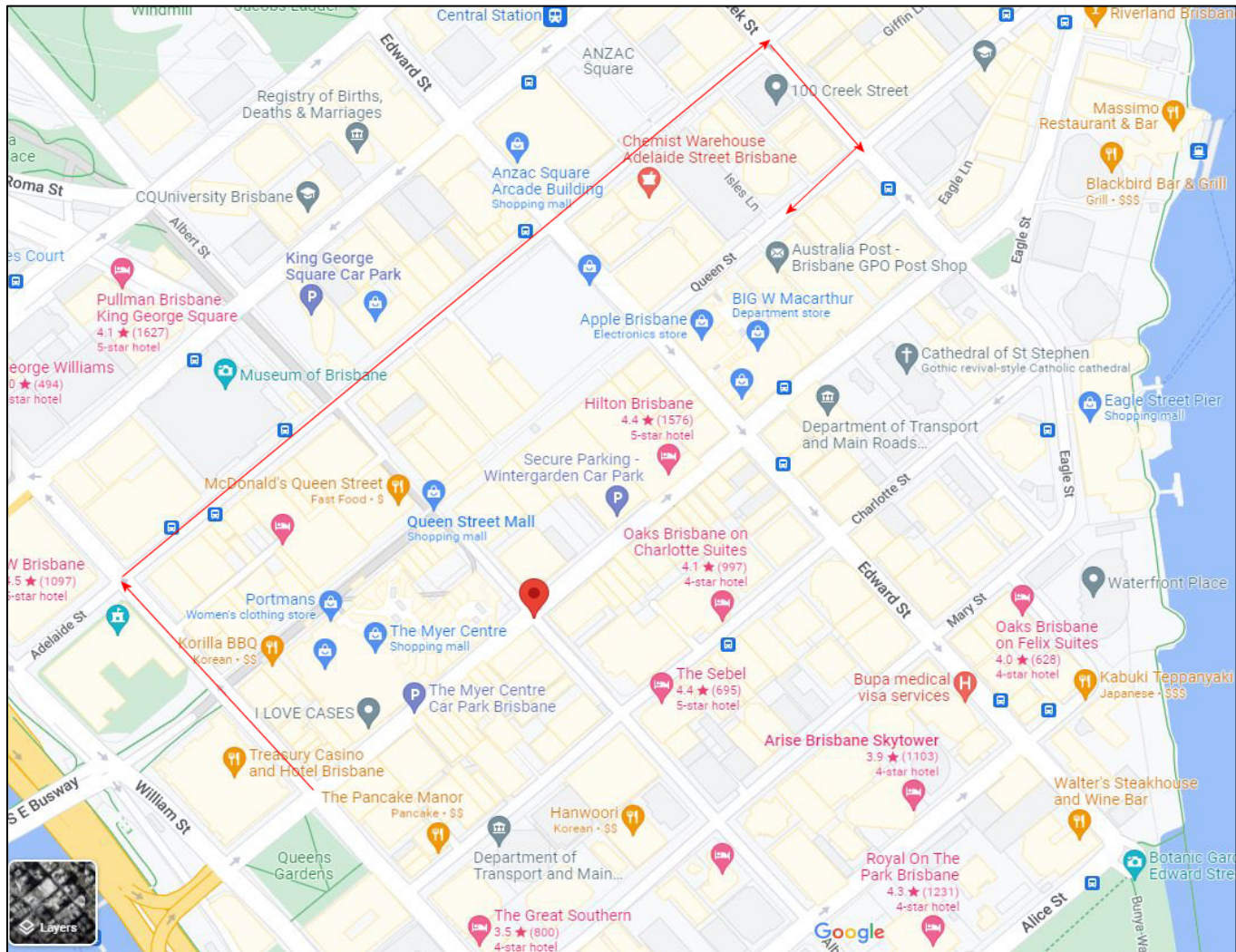
Following is the RAAF order of march.

Number	Unit
77	23 Sqn (City of Brisbane) Assoc
78	RAAF ADG Association
79	2 Sqn Association
80	3 Sqn Association
81	9 Sqn Association
82	RTFV-35 Sqn Association
83	38 Sqn Association
84	460, 462, 463, 466, 467 Sqn's Associations
85	Combat Support Association



86		RAAF Nasho Association
87		RAAF Police Association
88		Air Force Cadets.

The march will start in George St, on the corner with Elizabeth St (near the casino) and will end at the Post office in Queen St.



My therapist said that my narcissism causes me to misread social situations.  
I'm pretty sure she was hitting on me.

**DFRDB Update.**



Jim Hislop advises: “A recent short hearing of Clinton McKenzie’s matter in the Federal Court took an unexpected but positive turn from ADFRA’s perspective. [Justice Melissa Perry](#) (right) recognized the potential significance of the outcome of the matter for a large number of former members of the Australian Defence Force, their widows, widowers and dependent children and orphans. Accordingly, her Honour issued an order requiring the Federal Court Registrar to attempt to arrange Pro Bono legal assistance for Clinton.



One remarkable aspect of the hearing is that Counsel for the Commonwealth Superannuation Corporation (CSC) said that the issues in dispute affected only a few hundred people. Clinton clarified that the issues affected tens of thousands of people, which seemed to be a revelation to CSC’s Counsel.

To be clear: Clinton is not making any argument based on members being misled about the effects of commutation. Clinton is arguing that, properly interpreted, the DFRDB Act does not have the effect of permanently reducing the rate of commuted retirement pay. Clinton is arguing that the reduction only lasts until a member reaches the age on which the applicable expectancy of life factor in Schedule 3 of the DFRDB Act is based.

If the Court accepts that argument, the previous apology given by the Commonwealth for failure to provide adequate information about how the DFRDB Authority and the CSC were going to permanently reduce commuted retirement pay (and commuted Class C invalidity pay) will have been unnecessary. The necessary apology will instead be for not administering the system in accordance with the law, quickly followed by payment of the pay unlawfully withheld beyond a member’s Schedule 3 life expectancy.

We are under no illusion that there are strong arguments for the DFRDB Authority’s/CSC’s interpretation, however, the judge will ultimately decide the correct interpretation.

Members should rest assured that they are not at risk of losing anything as a consequence of Clinton’s Federal Court action. If the DFRDB Authority’s/CSC’s interpretation prevails, nothing will change. Our commuted pay will continue to be permanently reduced as a consequence of commutation, in accordance with the DFRDB Authority’s/CSC’s usual practice. That would be a disappointing outcome which – sadly – would merely confirm that the generous scheme used to entice us into and remain in the Defence Force was deliberately less generous than was marketed to us at the time.

In any event, the most significant and important fight for us remains the indexation methodology which continues to result in the inexorable reduction in the buying power of our entitlements.

One practical matter that has become obvious is how difficult it can be to utilize video conferencing technology (Microsoft Teams) used to stream the Court hearing. It was evident that quite a number had difficulty obtaining and/or accessing the link to the hearing and some who





were successful made unintended virtual appearances in Court today. Fortunately, they were not too disruptive, and Justice Perry was lenient.

Nearer to the date of the next hearing, we will organize an 'anyone can join' Teams Meeting to enable members to master the technology. Clinton is happy to make himself available to field any questions members may have. We will circulate a link to the meeting at the appropriate time.

We will keep members updated."

My 60 year kindergarten reunion is coming up soon.  
I'm worried about the 90 kg I've gained since then.

## **Brisbane's bid for the Olympic Games.**

Brisbane put together a couple of great little 2 minute videos in its attempt to obtain the rights to hold the 2032 Olympic games.



You can see the PR video [HERE](#) and the site selection video [HERE](#)

And you wonder why we live here.....

## **Cyber War**

Malwarebytes advise that following the invasion of Ukraine, the cybersecurity community is watching diligently for any increase in cyberattacks or a change in their nature. As we've seen with previous global crises, cybercriminals will often use these times of fear and uncertainty to advance their goals. There is also a danger that cyberattacks conducted as part of the conflict will affect people and organizations outside the region.

To our valued customers around the world, we urge you to take steps to ensure you're protected, to use caution when browsing online and interacting with email and understand the potential cybersecurity impacts of Russia's invasion of Ukraine. For additional information on how to protect your data and privacy, we recommend [this guidance](#).

As always, our team at Malwarebytes is working diligently to detect and block new threats as they emerge to keep your devices and data safe.

Be careful!

The pharmacist asked me my birth date again today.



I'm pretty sure she's going to get me something.

## RAAF Communications Reunion 2022

The RAAF Communicators will hold their annual reunion on Saturday the 28<sup>th</sup> May 2022 at the Paddo Tavern in Given Terrace, Paddington (Brisbane). Doors open at 2.00pm.

You can download their flyer [HERE](#).

Click [HERE](#) to see who, as at 23<sup>rd</sup> March 2022, have indicated they will be there. If your name is not there and you wish to come, you can add your name [HERE](#).



I think it's pretty cool how Chinese people made a language entirely out of tattoos.

## Back to Vietnam Tour.

To commemorate the 50<sup>th</sup> anniversary of the last Australian troops to leave Vietnam, an 18 day "Last Out" tour back to Vietnam has been organised by JCP Tours Pty Ltd. Click [HERE](#) for further information.

## The West's Armies?

[THIS](#) is obviously a parody of the US Army but it could be "renamed" to define quite a few other country's Armies.

It's a joke Alice!!

## Then, Now, Always.

In December 2021, the RAAF released a glossy 460 page coffee table format book which provides an illustrated history of the Air Force and the Australian Flying Corps. The book comprises ten chapters covering key periods of the RAAF, including between the wars, World War 2, the Cold War, southeast Asian conflicts, peacekeeping and operations abroad, wars on terror, the 5th generation Air Force, the Air Force centenary and the next century of the Air Force. It also contains a chapter on the Australian Flying Corps.





Overall, the book is impressive and is a must have for anyone who has served in the RAAF. It is an appropriate commemorative release for the Air Force Centenary and will be embraced with pride by serving and ex-serving members of the Air Force who have helped make the Air Force what it is today and what it will be in its next 100 years.

The book costs \$39.00 and you can order a copy from [HERE](#).

## **Airport scanning devices.**

Anyone who has flown from a major city will know those scanning machines where all your luggage is inspected for damaging and prohibited devices. You just drop all your luggage on the conveyor belt and it goes through the X-ray machine – except for your lap-top computer that is.

The security people operating those machines always ask you to remove your computer from its case and place them separately on the conveyer. Why is that?

It's pretty simple really, your computer contains a large battery which contains dense metallic material which would obscure anything beneath it. If you left your computer in its case, you could hide something under the computer and the X-ray machine couldn't/wouldn't see it. When you take your computer out of its case the X-ray can then scan both your computer and its case and you can't smuggle any bad stuff onto the aircraft.



Some people worry that the X-ray machine will/might damage their computer and could wipe some info from your hard drive. You needn't worry – screening will not damage your computer or any electronic device, your biggest worry is not to forget to pick up your device once it has been screened.

But – if you're one of those people who still take photos on film, you should never pass unprocessed film through the X-ray machine as it will permanently damage the film. Carry it with you through the walk through corridor as it uses a far less powerful X-ray.

## **2022 Seniors Discount Guide.**

**YourLifeChoices**

You're a senior. You've paid your dues. You've worked for years, followed the rules and now it's time to collect some hard-earned discounts. And there are plenty of valuable discounts and entitlements out there for you. The trick is, you have to know where to find them - now, all you have to do is ask for them.

YouLifeChoices has released a 293 page book showing you where and how to get discounts on most things you will need to buy – but, you will need a Seniors' Card to qualify for the discounts.





The Seniors Card is administered by individual State Governments, unfortunately it is not a Federal thing, although it should be. East State has a different set of requirements and application method in order to get one. If you 're over 60 you could qualify, click each State below for further info.

[Qld](#)

[NSW](#)

[ACT](#)

[Vic](#)

[SA](#)

[NT](#)

[WA](#)

[Tas](#)

Once you have your Seniors' Card, click [HERE](#) to download the book then enjoy the discounts.

## St Patricks day.

[HERE](#)'s why it's in March.



Two old men are drinking in a bar. One says, "Did you know that Lions have sex 10 to 15 times a day?"

"Aww, darn!" says his friend, "and I just joined Rotary!"



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